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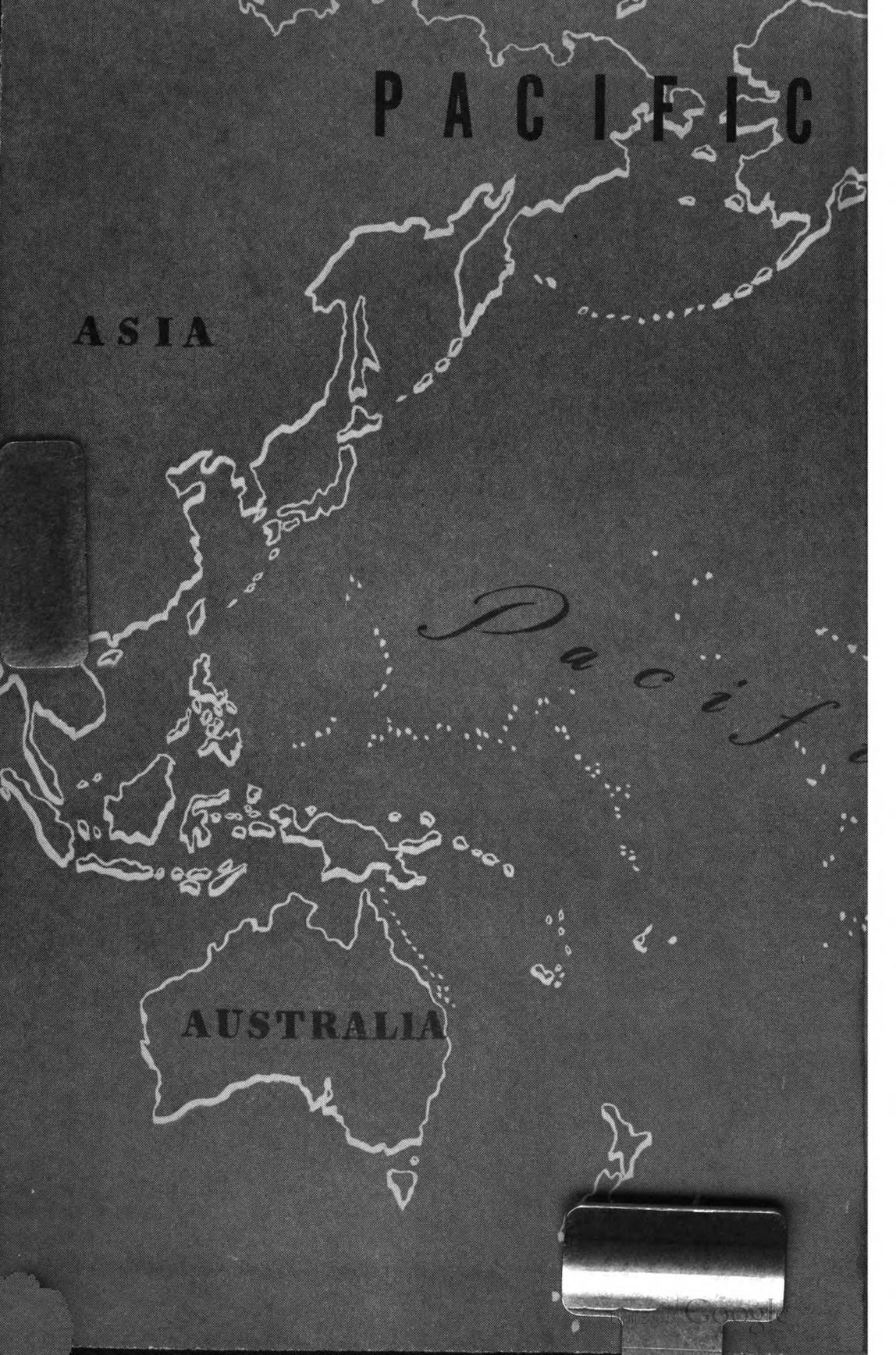


PACIFIC

ASIA

Pacific

AUSTRALIA



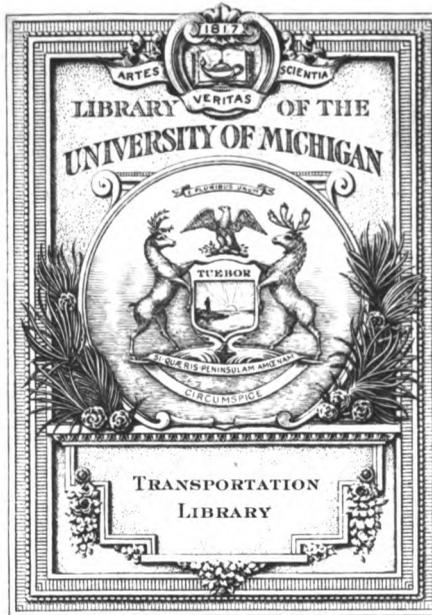
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TROOPSHIPS OF WORLD WAR II

TROOPSHIPS OF WORLD WAR II

By
ROLAND W. CHARLES
Naval Architect

With a Foreword by
MAJOR GENERAL EDMOND H. LEAVEY
Chief of Transportation, U. S. Army



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Dedicated to
MR. GEORGE A. ANTHONY

**"The Grand Old Man of the
Army Transport Service"**

Who on 18 July 1946

Was Awarded

The Medal for Merit

by

HARRY S. TRUMAN

The President of the United States

**for exceptionally meritorious conduct in the
performance of outstanding services to the
United States, as Naval Architect in the Office
of the Chief of Transportation, War Department.**



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All photographs by Signal Corps, U. S. Army,
unless otherwise indicated.

FOREWORD

IN this compilation Mr. Roland W. Charles has assembled in a single volume a most valuable and accurate contribution to the records of World War II. His foresight and energy in bringing together the contents hereof are most commendable.

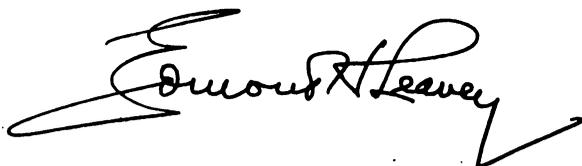
The strategic and tactical requirements of World War II which demanded the diversified deployment of United States forces to all parts of the globe could not have been met nor successfully accomplished without the vessels described in this book.

To the naval architects and engineers who designed these ships; to the shipbuilders and yard workers who constructed, converted or repaired them, I extend the grateful thanks and appreciation of the Transportation Corps of the Army.

To my predecessor as Chief of the Transportation Corps, Major General Charles P. Gross; to the Maritime Commission; to the U. S. Navy and all others who formulated and carried out the plans for the greatest shipping undertaking imposed in the defense of our country I wish to pay highest tribute to their energy, cooperation and successful accomplishments. They have made history.

To those millions of Americans who shipped overseas, the publication will serve as a reminder of their experiences and provide a record of the ship or ships on which they travelled to a most important adventure of their career.

To those who may be called upon in the future to assume a similar task, the book should be of inestimable value. I trust no such occasion lies ahead but to provide against such a contingency it is urgent that our merchant fleet be maintained at high levels and available.



*Major General,
Chief of Transportation.*

P R E F A C E

THIS book contains authentic photographs and salient facts covering 358 troopships used in World War II. In addition, other vessels of miscellaneous character, including Victory and Liberty type temporary conversions for returning troops, are listed in the appendices. The purpose of the book is threefold:

- (1) To form a compact permanent record of certain troopship information that is now scattered throughout many files in different offices and departments
- (2) To assemble for ready reference, essential technical data required in connection with planning the use of troopships
- (3) To make available to those personally interested, a brief story of any particular ship

The six groups of vessels indicated in the table of contents were arbitrarily adopted in an attempt to classify vessels as to ownership or jurisdiction during the War. The index may, however, be used to locate vessels regardless of the grouping. Effort has been made to include all troopships that were intended to be regularly dispatched with U. S. troops more than once from ports of embarkation in the continental United States to overseas destinations. Navy attack transports are omitted, as well as those Liberty ships that were hastily outfitted in the Western Pacific for bringing troops home, the latter being essentially cargo ships from which the temporary troop accommodations were removed upon arrival in the United States.

Attention is invited to the fact that the Arabic numerals in parentheses after the type of propulsion shown, indicate the number of propellers, if more than one, and not the number of engines of the type listed. All dates are written in accordance with War Department style; that is, day, month and year. It is also pointed out that the most typical physical data is given where the capacity or other feature of a vessel changed during the progress of the war, as was frequently the case.

In the production of this book valuable assistance has been given by a great many persons, to whom I hereby convey my sincere appreciation. I wish particularly to acknowledge the interest shown by the following:

Colonel William H. Clopton, USA (Rtd.), without whose guidance the publication would not have developed

Colonel Wilbur S. Elliott, Chief, Water Transport Service, OCT, whose enthusiasm and encouragement launched the project

Colonel Edmund C. R. Lasher, Chief, Commercial Traffic Service, OCT, whose confidence in the project has been an important factor in its realization

Miss Regina McQueeney, on whose meticulous research ability I was constantly dependent, and who typed and helped verify the entire manuscript

It is hoped that the material herein will prove of value to future researchers and that it will be attractive to those who have a sentimental or practical interest in it now.

Roland W. Charles

Washington, D. C.

22 June 1946

ARMY TROOPSHIPS

WAR Department troopships for many years prior to World War II were under the jurisdiction of The Quartermaster General. At present they are operated by the Transportation Corps of the U. S. Army. The wartime Chief of Transportation was Major General Charles P. Gross, now Chairman of the Board of Transportation, New York City. The present Chief of Transportation is Major General Edmond H. Leavey, holder of many War Department decorations, who was Chief of Staff of the Mediterranean Base Section in North Africa before serving in the Pacific where he personally received from General Yamashita the surrender of the Japanese-held Philippines in 1945. The Assistant Chief of Transportation for Operations during World War II was Brigadier General Robert H. Wylie.

Major General John M. Franklin, president of United States Lines Company, served during the period of World War II as Assistant Chief of Transportation with special duties pertaining to water activities. He was the recipient of the Distinguished Service Medal for his wartime work. Colonel Clarence H. Kells (later Major General in command of the Boston, San Francisco and New York Ports of Embarkation, successively) was in direct charge of the Water Transport Service, OCT, during the early part of World War II. In 1942 he was succeeded by Colonel Raymond M. Hicks, now Secretary-Treasurer of United States Lines. Currently in charge is Colonel Wilbur S. Elliott, who was on General Eisenhower's staff in the European Theatre of Operations.

On Pearl Harbor Day 1941, the officer in charge of the maintenance, repair and conversion of Army Transports was Colonel Duval C. Watkins (now retired). The officer at present in charge of this work is Colonel Werner W. Moore, who served in the Antilles Department, and later became Chief of Transportation, Pacific Ocean Areas, preceding his present assignment to the Maintenance and Repair Branch.

In this branch is "the Grand Old Man of the Army Transport Service," Mr. George A. Anthony, with service dating back to the Spanish-American War of 1898, when he supervised the alteration of vessels going to Cuba and the Philippines. Mr. Anthony personally previewed the plans for troop berthing and messing arrangement on practically all of the vessels referred to in this book. To him goes a large share of the credit for the success of the troopships of World War II.

Space does not permit mention here by name of the many persons at ports of embarkation and overseas, whose planning and attention to thousands of details enabled the vessels described in this book to complete their missions successfully. The teamwork involved must be apparent to all readers, and, of course, is already known by actual participants, from the lowliest deckhand to such persons as Colonel Thomas J. Weed (CO at Le Havre and later in command of the Bremen Enclave, ETO) and Major General Homer M. Groninger (wartime commander of the two great Ports of Embarkation of New York and San Francisco, successively). This, how-

ever, is intended to be a record of the ships, rather than of the personnel whose job it was to move those ships.

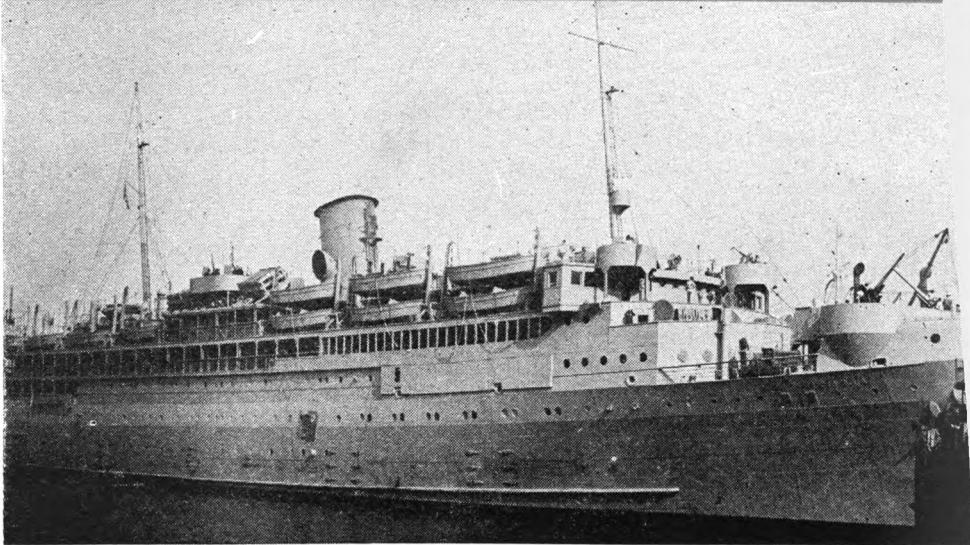
As indicated in the individual histories, Army troopships have come from various sources; some are Army-owned while others are on bareboat charter, sub-bareboat charter, or loan basis (See Appendix "B," page 354, for definitions). All are normally manned by civilian crews, employed under Civil Service regulations and carried on the rolls at the home ports of vessels. Some military members of ships' crews are in an administrative capacity and are not charged with physical operation of vessels.

Of the 65 large Army operated troopships described herein, eight deserve special mention by reason of being veterans of both world wars. These vessels are:

<i>Name During World War II</i>	<i>Name During World War I</i>
CHARLES A. STAFFORD and SIBONEY	SIBONEY
EDMUND B. ALEXANDER	AMERICA
ETOLIN	MATSONIA
GEORGE WASHINGTON	GEORGE WASHINGTON
H. F. ALEXANDER and GEORGE S. SIMONDS	GREAT NORTHERN
ORIZABA	ORIZABA
REPUBLIC	PRESIDENT GRANT
U. S. GRANT	MADAWASKA

Few of the Army troopships enumerated in the following pages are being retained in the Transportation Corps' peacetime fleet of transports. Retirement of over-age or surplus vessels with simultaneous acquisition of modern, larger, high speed ships has already given the War Department a fleet of troopships totally different from that portrayed in the following section of this book.





ACADIA

<i>Length, overall</i>402' 11"	<i>Gross tons</i> 6,185	<i>Propulsion</i>Turbines (2)
<i>Beam</i> 61' 0"	<i>Speed (knots)</i> 17	<i>Passengers</i> 1,635
<i>Draft</i> 22' 6"	<i>Radius (miles)</i> 8,000	<i>Cargo (cu. ft.)</i>99,500

*Built in 1932 by Newport News Shipbuilding & Drydock Co., Newport News, Va.
Operated prior to World War II by Eastern Steamship Co.*

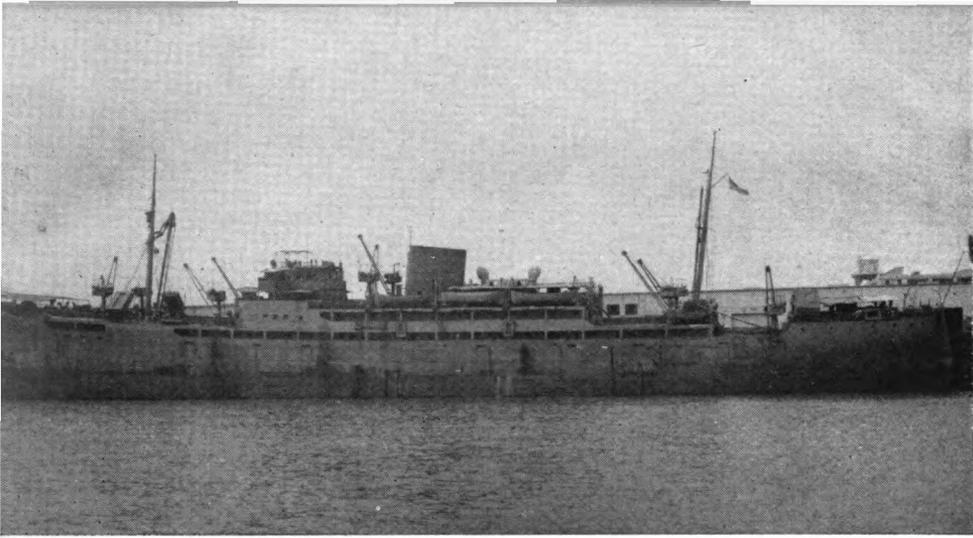
THE ACADIA was first taken on time charter but later was acquired on bareboat charter.

She was hastily converted at New York in December 1941 to carry 513 officers and 1,122 troops. She was operated from New Orleans to Panama, South America and bases in the Caribbean until June 1942, when she was ordered to Boston for conversion (by Bethlehem Steel Co.) to a "hospital transport" for carrying 630 troops outbound or 630 ambulant patients and 460 bed patients inbound. Three trips in this capacity were made from New York to North Africa.

In 1943 the ACADIA was disarmed and converted to a hospital ship in accordance with The Hague Convention rules. For information concerning her operation as a hospital ship see page 328.

While en route to Manila from Los Angeles, in January 1946, the ACADIA was decommissioned as a hospital ship, and at Manila all Red Cross markings, etc., were removed to permit the return of able-bodied troops to the United States. In February 1946, she was based at San Francisco due to inactivation of the Los Angeles Port of Embarkation.

The ACADIA was converted by the Marine Repair Shop at Fort Mason for carrying 330 passengers and dependents outbound (to Pacific stations) or 700 troops inbound. This work was accomplished between 22 March and 2 May 1946.



ACONCAGUA

Length, overall... 440' 6"	Gross tons 7,279	Propulsion Diesel
Beam 58' 0"	Speed (knots) 15	Passengers 1,609
Draft 24' 0"	Radius (miles).... 15,950	Cargo (cu. ft.)... 52,850

Built in 1938 by Nakskov Skibs A/S, Nakskov, Denmark

Operated prior to World War II by Compania Sud Americana de Vapores, Valparaiso, Chile.

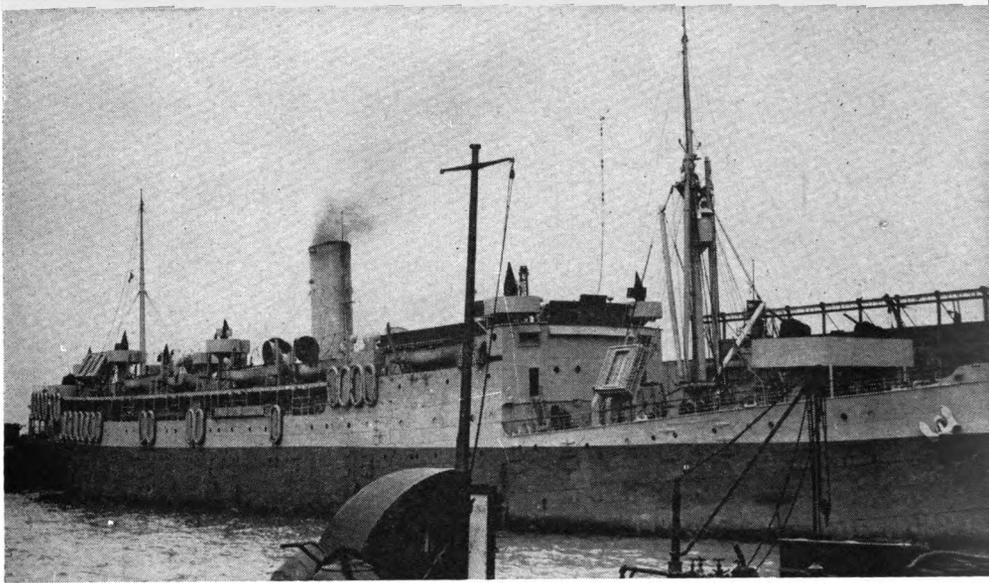
THE ACONCAGUA was one of three similar type vessels offered by Chile in 1943 as part of her contribution to the war effort. These vessels were purchased by the War Shipping Administration and immediately bareboat chartered to the War Department.

Conversion of the ACONCAGUA to a troopship was accomplished from August 1943 to February 1944 at Bethlehem-Key Highway Plant, Baltimore, Md., whereupon the vessel was ordered to the West Coast for service—to be based at San Francisco.

In July 1944 the vessel was assigned to Seattle. She left Seattle on 11 July 1944 for local duty in the Southwest Pacific and returned to San Francisco in November, going from there to Seattle, where extensive repairs and some alterations took place at Todd Shipyards, Inc.

Between April and November 1945 the ACONCAGUA made three trips between Seattle and Honolulu, returning to Los Angeles in late November. Tentative assignment of the vessel to Los Angeles was made in January 1946, but as no further need existed for the vessel in the Pacific she was almost immediately ordered to sail in ballast for New York for redelivery to the War Shipping Administration.

Due to change in plans for contemplated chartering of the vessel at New York, the ACONCAGUA was taken to Hampton Roads, Va., and there turned over to the WSA in April 1946 for placing in the laid-up fleet on the James River.



AGWILEON

<i>Length, overall</i>429' 10"	<i>Gross tons</i> 6,678	<i>Propulsion</i> ..Recip.eng.(2)
<i>Beam</i> 50' 0"	<i>Speed (knots)</i> 14	<i>Passengers</i> 1,350
<i>Draft</i> 23' 11"	<i>Radius (miles)</i> 4,900	<i>Cargo (cu. ft.)</i>146,360

Built in 1907 by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.

Reconstructed in 1928 by Todd Drydock, Inc., Seattle, Washington

Former names: COMFORT, HAVANA, YUCATAN

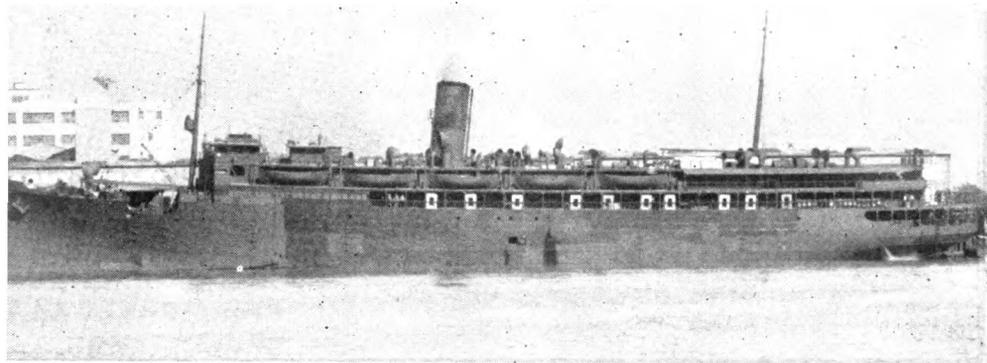
Operated prior to World War II by Atlantic, Gulf & West Indies Steamship Lines

THE AGWILEON was first assigned a mission for the Army in April 1942, when she was bareboat chartered by the Maritime Commission and used to transport civilian technicians and advisors to Freetown, Sierra Leone. The ship was delayed there a short while because of boiler trouble, then went to Capetown, Brazil, Trinidad, and Cuba, arriving at New York in October.

The AGWILEON was bareboat chartered by the Army in November 1942 and underwent conversion to a troopship by Atlantic Basin Iron Works between November 1942 and April 1943. In late April she left for Oran and Gibraltar.

Following return to her home port in June, steps were taken to convert the vessel to a hospital ship. This work was accomplished by Atlantic Basin Iron Works, and the ship was renamed "SHAMROCK" in accordance with the then existing policy of the Surgeon General's Office to have hospital ships named after flowers. A résumé of the vessel's service as a mercy ship is given on page 349.

The vessel was decommissioned as a hospital at Los Angeles in November 1945 and consideration was given to her possible use as a troopship or for carrying military dependents. However, this was not found justifiable, and she was accordingly redelivered to the War Shipping Administration at San Francisco in February 1946.



ALGONQUIN

<i>Length, overall</i>402' 2"	<i>Gross tons</i>	5,945	<i>Propulsion</i>	Turbine	
<i>Beam</i>	55' 0"	<i>Speed (knots)</i>	15	<i>Passengers</i>	1,373
<i>Draft</i>	18' 7"	<i>Radius (miles)</i>	4,000	<i>Cargo (cu. ft.)</i>	63,110

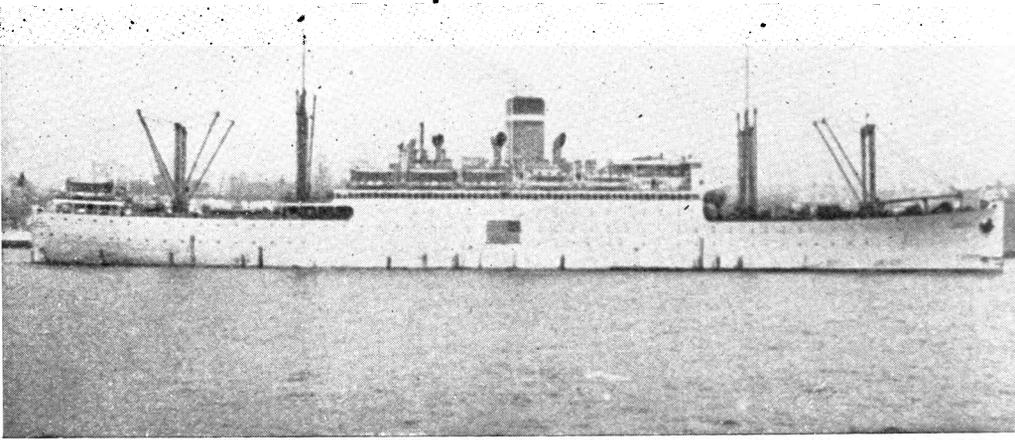
*Built in 1926 by Newport News Shipbuilding & Drydock Co., Newport News, Va.
Operated prior to World War II by Agwilines, Inc.*

THE ALGONQUIN was first taken on time charter on 2 January 1942 at New Orleans. She made one voyage to Panama in January 1942 and then began service as a troopship between New Orleans and various ports of the West Indies. She made many trips to the following: Jamaica, San Juan, Trinidad, Panama, Belize, Guantamo, and Aruba. Status was changed to sub-bareboat charter in August 1942.

The ALGONQUIN remained in service in this same area until July 1943, at which time she was ordered to Mobile for conversion to a hospital ship at the yard of Alabama Drydock Co.

For a transcript of the services of the ALGONQUIN from the time of its designation as a hospital ship until decommissioning, see page 330.

Following termination of duty as a hospital ship in December 1945, the vessel was altered for carrying 294 military dependents, in which category she was once more referred to as a transport. Upon completion of the alteration work by Bethlehem's 56th Street yard in January 1946, the ALGONQUIN was placed in service between New York and Naples. As of late April 1946 she had made two round trips to Naples and one to Bermuda.



AMERICAN LEGION

<i>Length, overall</i> ... 535' 0"	<i>Gross tons</i> 13,736	<i>Propulsion Turbines</i> (2)
<i>Beam</i> 72' 0"	<i>Speed (knots)</i> 17	<i>Passengers</i> 1,644
<i>Draft</i> 30' 7"	<i>Radius (miles)</i> 10,040	<i>Cargo (cu. ft.)</i>115,200

*Built in 1921 by New York Shipbuilding Corp., Camden, N. J.
In laid-up status prior to World War II*

THE AMERICAN LEGION was taken from the Patuxent River laid-up fleet in November 1939 and towed to New York for rehabilitation and conversion to a troopship by Bethlehem Steel Co. and Atlantic Basin Iron Works.

Upon completion, she left New York early in February 1940 for Panama, making five round trips (with stops at Charleston and San Juan) before being selected for a special trip to Petsamo, Finland, in August 1940. The route followed across the Atlantic, around Norway to Petsamo and return to New York was agreed upon between the U. S. State Department and Germany. The most distinguished of the returning 900 passengers was Crown Princess Martha of Norway.

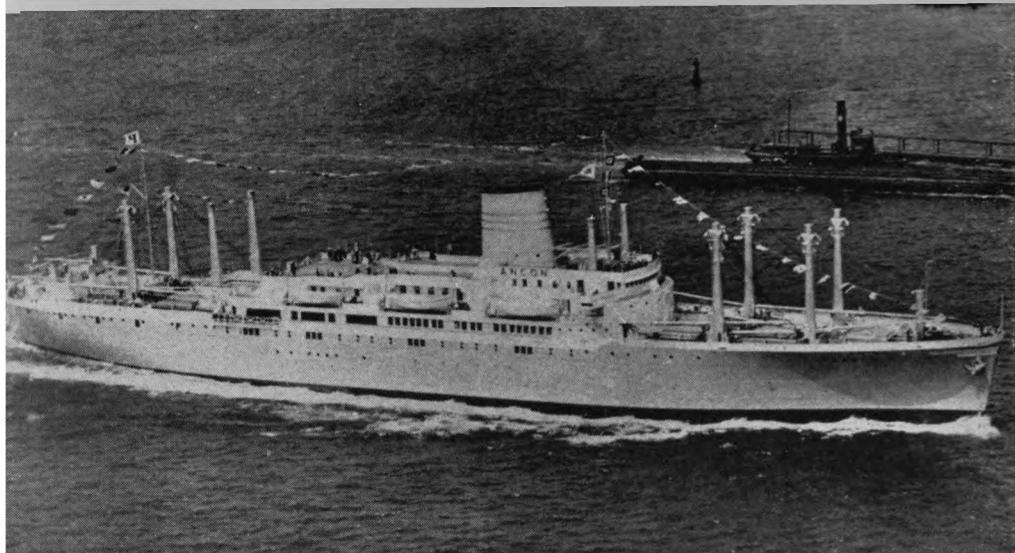
Upon return from Petsamo, the AMERICAN LEGION resumed regular service between New York and Panama until April 1941. From then, until late August, she was operated from New York to Bermuda and Trinidad. In August 1941 the ship made a secret trip to Iceland with the first contingent of American troops to defend that island.

On 22 August 1941, the vessel was transferred to the Navy at New York and was then called the "USS AMERICAN LEGION" (AP 35). During the next several months the LEGION made trips to the various bases in nearby British possessions.

In April 1942 the vessel left New York for New Zealand and Australia, via the Panama Canal. After a few months local operation in the Southwest Pacific, she returned to New York in March 1943. After another similar trip to Australia, she returned to San Francisco in December 1943.

The ship was next converted to an "attack transport" (APA 17) at United Engineering Works, Alameda, Calif. Following completion of this work in April 1944, she made numerous cruises as a unit of "Amphibious-Force-Pacific" until after V-J Day.

The AMERICAN LEGION arrived at San Francisco in December 1945 and after redelivery to the Army, was turned over to the War Shipping Administration at Olympia, Washington, in March 1946 as surplus.



ANCON

<i>Length, overall</i>493' 6"	<i>Gross tons</i> 10,021	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i> 64' 0"	<i>Speed (knots)</i> 17½	<i>Passengers</i> 2,087
<i>Draft</i> 26' 3"	<i>Radius (miles)</i> 9,000	<i>Cargo (cu. ft.)</i>160,104

*Built in 1939 by Bethlehem Steel Co., Quincy, Mass.
Operated prior to World War II by Panama Railroad Co.*

THE ANCON was received from the Panama Railroad Company on 11 January 1942, in the Canal Zone.

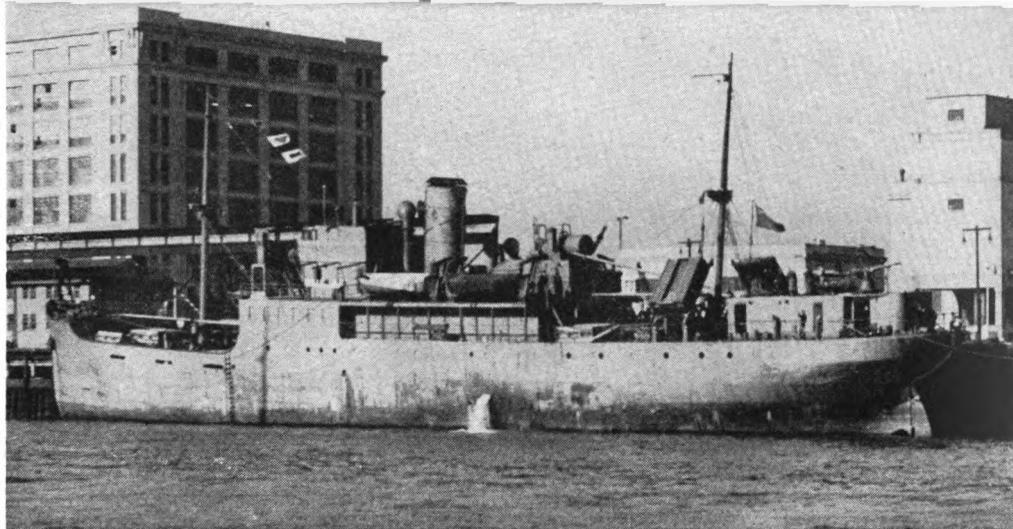
From Balboa the ANCON sailed to San Francisco, where she was hastily converted for troop use (including over 1,500 metal standee type bunks). This work was done by the Bethlehem Steel Co. The ship left San Francisco on 31 January 1942 and made a quick trip to Australia and return.

After voyage repairs and minor alterations the ANCON again left San Francisco and went to Australia, returning in late March. After still another such trip, from which she returned in late May, she underwent drydocking with major repairs and alterations in June and July 1942 by Moore Dry Dock Co. at San Francisco.

The ANCON next sailed, via the Panama Canal, to Boston, where she was turned over to the Navy in late July 1942. From Boston she departed under the designation "USS ANCON" (AP 66) for Iceland, United Kingdom, African ports, and Norfolk before returning to New York in December 1942.

During 1943, 1944 and 1945 the USS ANCON was in active Navy service as an "Auxiliary Amphibious Force Flagship" (AGC 4).

Upon return to New York n January 1946 the ANCON was scheduled to be redelivered to the Army. She was, however, delivered directly to representatives of the Panama Railroad Company on 25 February 1946.



BELLE ISLE

<i>Length, overall</i>256' 0"	<i>Gross tons</i>	1,960	<i>Propulsion</i>Recip. eng.
<i>Beam</i>	<i>Speed (knots)</i>	9	<i>Passengers</i>
<i>Draft</i>	<i>Radius (miles)</i>	5,335	<i>Cargo (cu. ft.)</i>
			89,681

*Built in 1932 by Swan, Hunter & Wigham Richardson, Newcastle, England
In operation prior to World War II by Newfoundland Canada Steamships, Ltd.*

THE BELLE ISLE was formerly of Canadian registry. She was purchased at Halifax by the Maritime Commission and bareboat chartered to the War Department 3 September 1942.

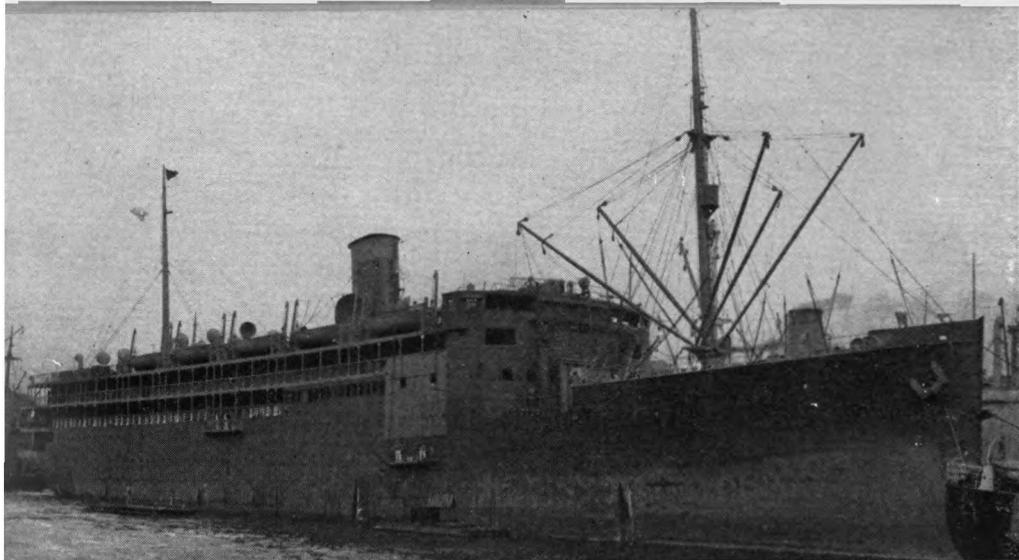
The vessel left Halifax in September and went, via Sydney (Nova Scotia) to the following and other ports in Greenland: Kungnait Bay, Skjoldungen, Torgilsbu and Narsarssuak. She returned, via St. John's (Nfld.) and Halifax, to Boston in January 1943.

After major voyage repairs and alterations the BELLE ISLE sailed in April for Argentia and Halifax. On her next trip from Boston, which began in May 1943, she voyaged to Fort Chimo (Quebec), Churchill, Frobisher Bay, Padloping Island and Southampton—all in Canadian subarctic areas.

Returning to Boston in December, the ship underwent extensive voyage repairs by the Bethlehem Steel Co. before going to New York. In mid-January 1944 she sailed from there to Guantanamo, Trinidad, San Juan, Aruba, Curacao, Key West and Havana, and returned to Boston in May.

The vessel left Boston on 1 June 1944 for Sydney (N.S.), St. John's, Narsarssuak and Ivigtut, Greenland, and Reykjavik, Iceland. This service was continued until late November 1945, with periodical visits to Boston.

In January 1946 the BELLE ISLE transferred from Boston to New York, where she was redelivered to the War Shipping Administration on 29 January 1946. The vessel was, however, again taken for Army service in April 1946.



BORINQUEN

<i>Length, overall</i>	429' 0"	<i>Gross tons</i>	7,114	<i>Propulsion</i>	Turbine
<i>Beam</i>	59' 6"	<i>Speed (knots)</i>	16	<i>Passengers</i>	1,289
<i>Draft</i>	24' 8"	<i>Radius (miles)</i>	7,000	<i>Cargo (cu. ft.)</i>	35,700

*Built in 1931 by Bethlehem Shipbuilding Corp., Quincy, Mass.
Operated prior to World War II by Agwilines, Inc.*

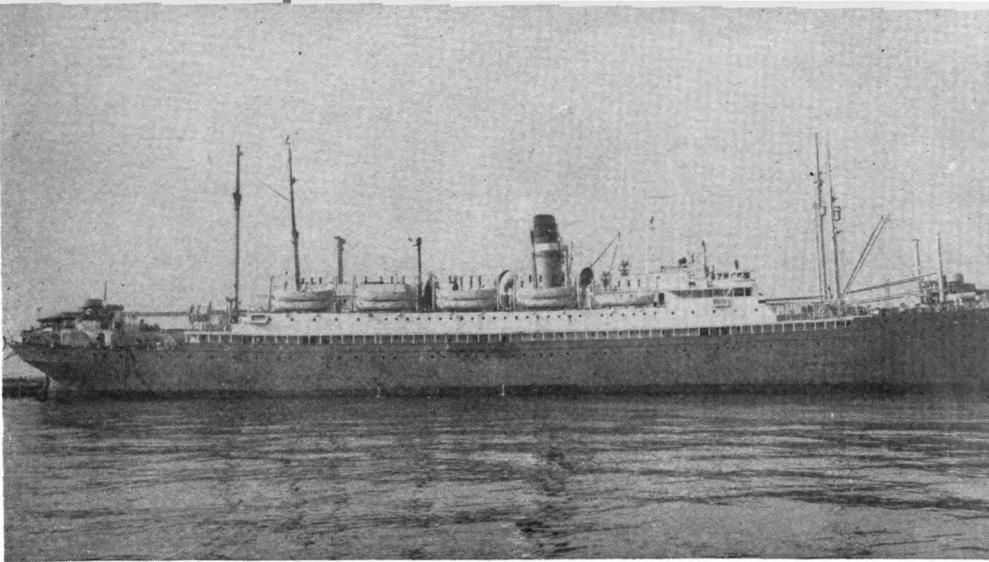
THE BORINQUEN was allocated to the War Department in January 1942 for transporting Corps of Engineers personnel to various destinations for constructing overseas bases.

She first made a trip to Iceland in February and in April 1942 left on a longer voyage that took her to Iceland, England and Africa (Durban, Capetown and Freetown). She returned to New York in August, but soon left for a voyage to England, Oran and Casablanca from which she returned to New York in December 1942.

In January 1943 the BORINQUEN began a series of sailings between New York and Oran, returning from the last in August 1943. In September she began another series of voyages from New York and Boston to Belfast, returning home from the last such trip in April 1944.

In May 1944 the BORINQUEN was bareboat chartered to the Transportation Corps for use as a troopship. After several trips to Belfast, she was locally operated between Southampton and Le Havre from January to August 1945. Following this duty she went to Leghorn and Marseilles before returning to New York. The ship next made three trips from New York to Marseilles and one to Le Havre, returning finally to New York in late January 1946.

In February 1946, the BORINQUEN was redelivered to the War Shipping Administration at New York as surplus to the needs of the Army. She was simultaneously redelivered by WSA to the owners, Agwilines, Inc.



BRIDGEPORT

Length, overall.....447' 0"	Gross tons 7,995	Propulsion..Recip.eng.(2)
Beam 54' 4"	Speed (knots) --- 10	Passengers 352
Draft 29' 0"	Radius (miles)--- 8,000	Cargo None

Built in 1901 by Bremer Vulcan, Vegesack, Germany

Former names: BRESLAU, LARKSPUR

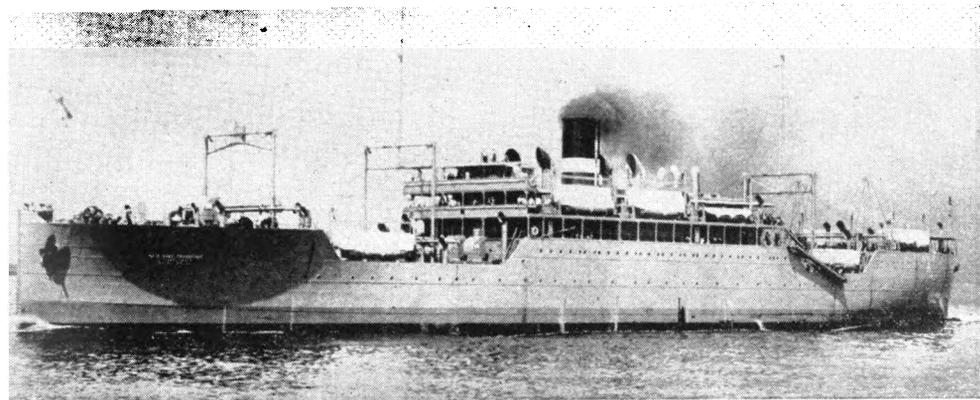
In operation prior to World War II by Navy Department

THIS was the former German vessel BRESLAU, which was seized in 1917 and subsequently used by the U. S. Navy, first as a repair ship and then as a destroyer tender, being renamed the USS BRIDGEPORT. Upon the advent of World War II she was released to the War Shipping Administration, under whom she was altered and used for a short while as a freighter.

In 1943 the BRIDGEPORT was inspected and found suitable for conversion to a hospital ship. Accordingly, she was converted to a Hague Convention hospital ship, between September 1943 and August 1944, by the Merrill-Stevens Drydock & Repair Co. at Jacksonville, Fla., and was renamed the LARKSPUR.

For a description of the vessel as a hospital ship and detailed sailings, see page 342.

The ship was decommissioned as a hospital ship in January 1946 at New York. She resumed her previous name, BRIDGEPORT, and was altered by Todd's Hoboken yard for carrying military dependents (352 adults, 182 children) from England to the United States. By late April 1946 the ship had made three trips in this service and was then expected to remain in the same run for a few months longer.



CHATEAU THIERRY

Length, overall.....	448' 0"	Gross tons	7,555	Propulsion	Turbine
Beam	58' 0"	Speed (knots)	16	Passengers	915
Draft	26' 6"	Radius (miles).....	7,300	Cargo (cu. ft.)....	56,000

*Built in 1920 by American International Shipbuilding Corp., Hog Island, Pa.
In operation by the War Department prior to World War II.*

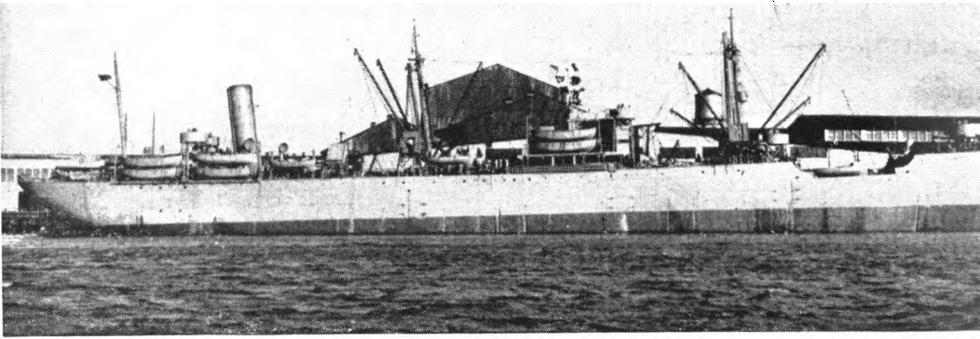
THE CHATEAU THIERRY was one of twelve similar vessels constructed by the same builder. It was delivered to the War Department in early 1921 and has been in continuous operation for the Army ever since. Although the ship had made 140 voyages in her 20 years of coast-to-coast service preceding the Jap attack on Pearl Harbor, none of her service prior to World War II is included herein.

In 1939 the CHATEAU THIERRY was about to be laid up by reason of the addition of newer vessels to the War Department fleet of transports, but imminent hostilities in Europe precluded disposing of her. She was not only restored to service, but the passenger capacity was augmented to approximately 1,150, the work being done by Bethlehem Steel Co. at New York between October 1939 and January 1940.

The vessel made many voyages to Panama and return (with one side trip to Honolulu in June 1940) before being turned over to the Navy in August 1941. For the remainder of 1941 she operated out of New York to Greenland and Iceland as the "USS CHATEAU THIERRY." In this capacity she made a trip to Ireland in January 1942, and for several months following return to New York was operated chiefly to and from Newfoundland with stops at Halifax.

In May 1942 the vessel sailed to Freetown, Sierra Leone and Cape-town, South Africa, returning to New York in September. For the next several months she made voyages to Newfoundland, Iceland and Nova Scotia, basing at both Boston and New York. She returned to Boston in April 1943 and was briefly operated with the Eighth Fleet.

In July 1943 the CHATEAU THIERRY was returned to the War Department at New York and plans were immediately evolved for her conversion to a hospital ship. For details of this service, see page 333.



CHIRIKOF

<i>Length, overall</i> .. 437' 0"	<i>Gross tons</i>	6,509	<i>Propulsion</i>	<i>Recip. eng.</i>
<i>Beam</i>	<i>Speed (knots)</i>	11	<i>Passengers</i>	1,290
<i>Draft</i>	<i>Radius (miles)</i>	10,600	<i>Cargo (cu. ft.)</i> ...	218,079

*Built in 1908 by Newport News Shipbuilding Co., Newport News, Va.
Former name: LURLINE*

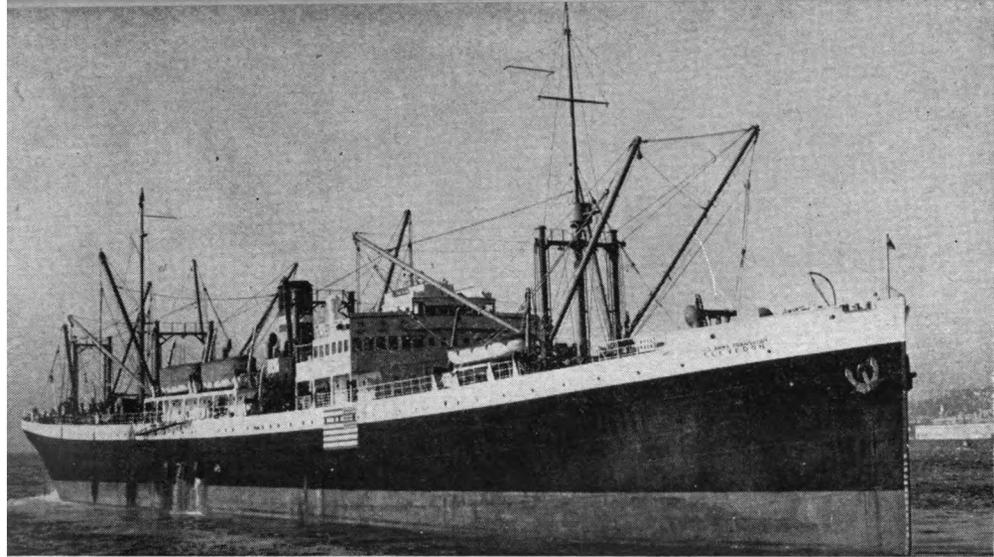
In operation prior to World War II by Alaska Packers Association, Inc.

THE CHIRIKOF was first bareboat chartered directly from the owners in July 1940, and was operated from Seattle to Alaskan ports, including Adak.

In April 1941 the vessel was redelivered to the owners, but in September of that year was rechartered. In June 1942 the ship was transferred to sub-bareboat charter from the War Shipping Administration. She continued in Alaskan service from Seattle after making one trip to Honolulu (via Alaska) in September 1942.

The CHIRIKOF was in service to Alaska (including the Bering Sea) throughout the war. Various modifications to the vessel were effected from time to time, such as inclosing bridge, installing heavy lift gear and expanding troop capacity.

Shortly after returning from her last voyage for the Army in January 1946 the CHIRIKOF was redelivered to the War Shipping Administration at Seattle on 6 February 1946, and on the same date was transferred to the Alaska Packers Association.



CLEVEDON

<i>Length, overall</i>430' 8"	<i>Gross tons</i> 7,314	<i>Propulsion</i> Diesel
<i>Beam</i> 55' 5"	<i>Speed (knots)</i> 11	<i>Passengers</i> 502
<i>Draft</i> 27' 3"	<i>Radius (miles)</i> 20,000	<i>Cargo (cu. ft.)</i>400,777

Built in 1927 by Stabilmento Tecnico, Trieste, Italy

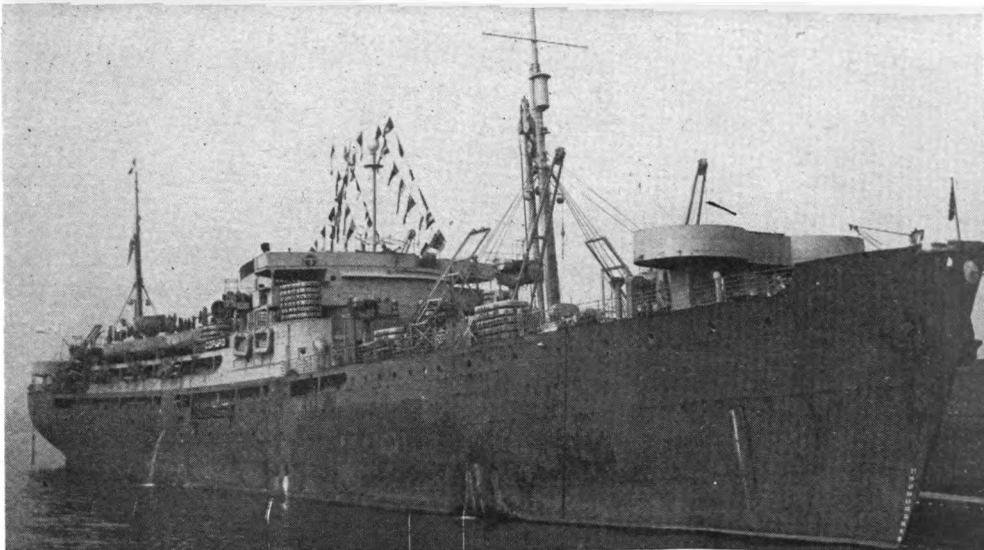
Former name: FELTRE

Operated prior to World War II by Pacific American Fisheries, Inc.

THE CLEVEDON experienced a very brief career in World War II. She made one trip for the Army on a commercial basis from Seattle on 20 August to Seward, Alaska, and return. On 25 September 1941 she was bareboat chartered by the War Department.

The CLEVEDON sailed from Seattle on 2 October, via San Francisco, for Honolulu, arriving at the Hawaiian port on the 18th. She returned to Seattle on 1 November and on the 14th departed for Seward, Dutch Harbor and Kodiak. Return to Seattle was on 12 December.

The vessel's next outbound voyage, begun at Seattle on 3 January 1942, took her via Annette Island to Yakutat. While unloading cargo at the Army dock at Yakutat, a fire broke out in the engine-room of the ship. After the fire spread beyond control, the CLEVEDON was towed from the dock to prevent further damage, and on 11 January 1942 sank about one mile offshore, with no casualties.



COPIAPO

<i>Length, overall</i> ... 440' 6"	<i>Gross tons</i> 7,279	<i>Propulsion</i> Diesel
<i>Beam</i> 58' 0"	<i>Speed (knots)</i> --- 15½	<i>Passengers</i> 1,660
<i>Draft</i> 23' 8"	<i>Radius (miles)</i> ... 18,284	<i>Cargo (cu. ft.)</i> ... 94,256

*Built in 1937 by Naksov Skibs A/S, Naksov, Denmark.
Operated prior to World War II by Compania Sud Americana de Vapores,
Valparaiso, Chile.*

THE COPIAPO was one of the three ships accepted from Chile by the War Shipping Administration to help in the war effort.

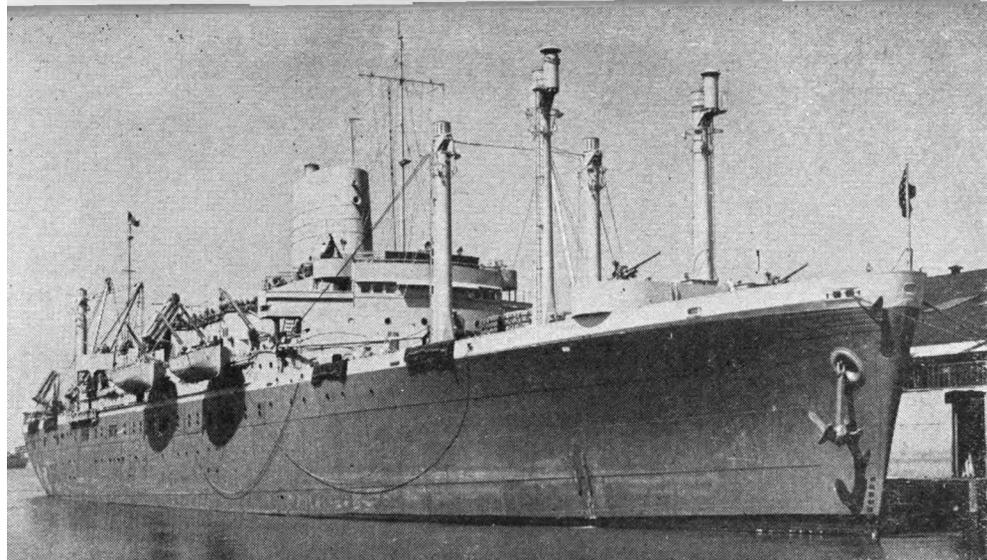
The vessel sailed from New Orleans in May 1943 under the auspices of the WSA, on a trip to Key West, Guantanamo, Panama, Callao, Valparaiso, etc., before returning to Baltimore where she was taken by the Army on bareboat charter in August 1943.

Conversion to a troopship was done between August 1943 and March 1944 at the Key Highway Plant of the Bethlehem Steel Co., Baltimore, Md. After conversion, the COPIAPO went to New York and then to New Orleans. She left the latter port in late April 1944, going to Trinidad, Recife, San Juan, and other Caribbean stations before returning to Norfolk and Baltimore in August 1944.

The vessel underwent minor repairs at New Orleans before leaving in late August for Finschhafen (via the Panama Canal). En route, however, she was diverted to Tulagi, arriving there in late September 1944. She was operated locally (Guadalcanal, Hollandia, Oro Bay, Milne Bay, Leyte, etc.) until May 1945, when she was ordered to Seattle via Honolulu.

Arriving at Seattle in June 1945, after nearly ten months in the southwest Pacific, the vessel underwent major repairs and some alteration—which took nearly 90 days. After repairs, the COPIAPO left Seattle in October 1945 for Yokohama and Nagoya, departing from the latter in late November. After arrival at Seattle in December 1945, she made a trip to Honolulu, but returned to San Francisco.

This vessel sailed in ballast from San Francisco to New York, via the Panama Canal. She arrived on 9 February and was released to the War Shipping Administration on 7 March 1946 and on the same date was delivered by the WSA to the Alcoa Steamship Co., Inc.



CRISTOBAL

<i>Length, overall</i> ...493' 6"	<i>Gross tons</i> 10,021	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i> 64' 0"	<i>Speed (knots)</i> 17	<i>Passengers</i> 1,768
<i>Draft</i> 26' 3"	<i>Radius (miles)</i> 8,975	<i>Cargo (cu. ft.)</i> ... 42,900

*Built in 1939 by Bethlehem Steel Co., Quincy, Mass.
Operated prior to World War II by Panama Railroad Co.*

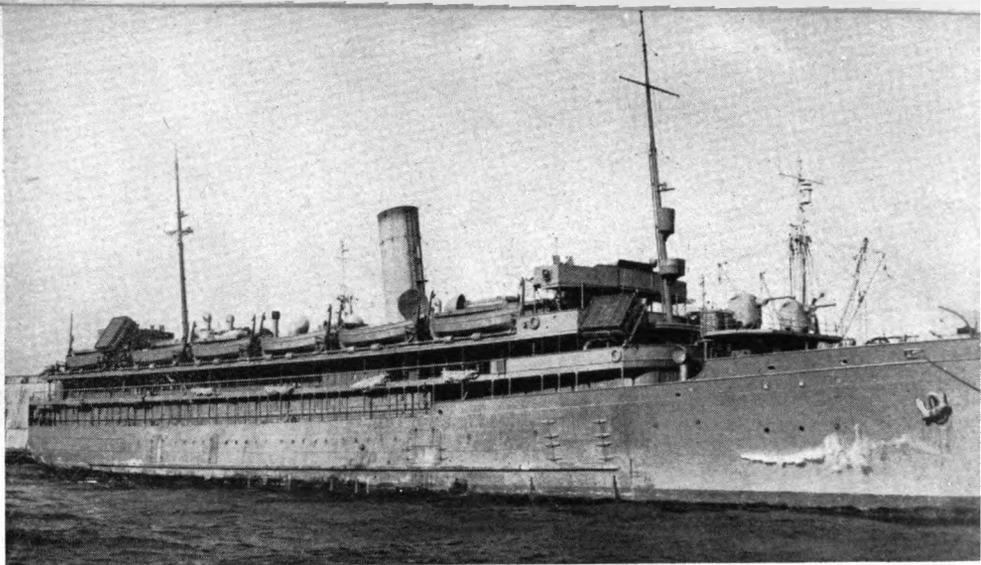
SHORTLY after the Japanese attack on Pearl Harbor, the Secretary of War directed the Panama Railroad Co. (a War Department "subsidiary") to turn over the CRISTOBAL to The Quartermaster General "for use in the national emergency because of its suitability for Army service."

In January 1942 minor alterations were made at the yards of Atlantic Basin Iron Works and Bethlehem Steel Co. in New York. The vessel was at once put into service, making a trip to Australia via the Panama Canal. She returned to New York in April 1942, where more extensive alterations were effected at Atlantic Basin Iron Works. This was followed by a voyage to Ireland and operation for a short time under jurisdiction of the British.

In late 1942 still more improvements were made (by Bethlehem Steel Co.) at New York, such as installing a larger evaporator and additional ventilation.

The CRISTOBAL made numerous trips from New York to the United Kingdom before being transferred to the Hampton Roads Port of Embarkation in June 1944. She was later operated between the Boston Port of Embarkation and the European Theatre of Operations.

In January 1946 the CRISTOBAL was altered at Newport News Shipbuilding & Drydock Co. for carrying 119 war brides and 101 dependent children from Europe to the United States. She remained in this service until redelivery to the Panama Railroad Company on 14 June 1946 at New York.



CUBA

<i>Length, overall</i> ... 341' 2"	<i>Gross tons</i> 2,473	<i>Propulsion</i> ..Recip.eng.(2)
<i>Beam</i> 47' 0"	<i>Speed (knots)</i> 15	<i>Passengers</i> 596
<i>Draft</i> 17' 0"	<i>Radius (miles)</i> 3,500	<i>Cargo (cu. ft.)</i> 32,015

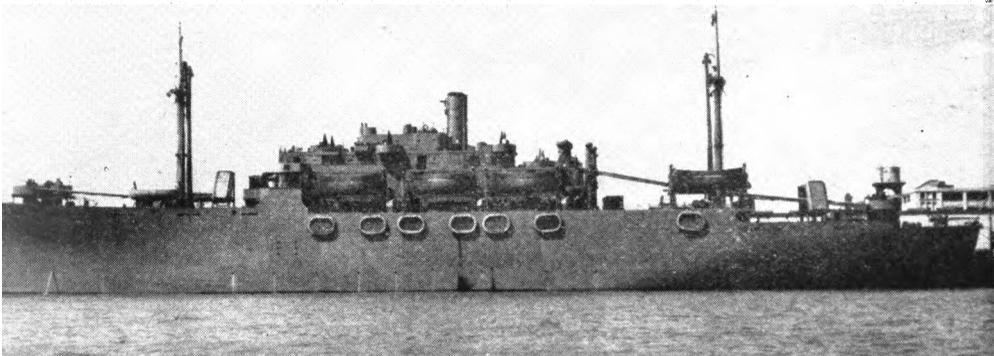
*Built in 1921 by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.
Operated prior to World War II by Peninsular & Occidental Steamship Co.*

THE CUBA was taken by the War Department in February 1942 and prepared for transporting troops in the Caribbean. Alterations consisted chiefly of increasing passenger capacity and providing adequate ventilating equipment.

Following hasty conversion, the CUBA began operations between New Orleans, Panama, Trinidad, Cuba, British Guiana, Puerto Rico, and other ports in the West Indies. She continued in this "home port and inter-island service" throughout the war, being interrupted only as indicated below.

The vessel was drydocked in Panama in September 1942 on account of a bent propeller. In November 1942 the CUBA was sent to New York for general repairs. Leaving there in February 1943, she went to Norfolk from where a voyage was made to Bermuda. Following return to Norfolk, the vessel resumed duty in the Caribbean, on which she has continued to date.

For a considerable length of time the CUBA was assigned to the Panama Canal for local operation, but on 1 January 1946 New Orleans became her home port. She is expected to remain in Army service until the summer of 1946.



DAVID C. SHANKS

Length, overall...489' 0"	Gross tons 12,097	Propulsion Turbine
Beam 69' 6"	Speed (knots) 16½	Passengers 1,935
Draft 27' 4"	Radius (miles).... 16,700	Cargo (cu. ft.)...153,252

*Built in 1943 by Ingalls Shipbuilding Corp., Pascagoula, Miss.
Originally assigned the name "GULFPORT" but never operated under this name.*

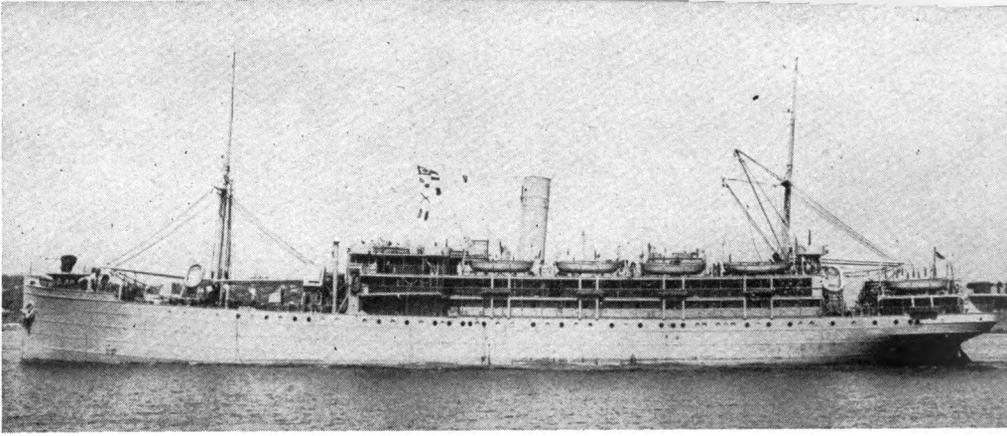
THE DAVID C. SHANKS was one of four similar C-3 type vessels constructed on Maritime Commission contract for the War Department. The vessel was named in honor of Major General David Carey Shanks, who was Commanding General of the Port of Hoboken during World War I and who also commanded the 16th Division.

The SHANKS was accepted by the Army on 24 April 1943 at Pascagoula, Miss. After a short stay at New Orleans, she made a trip to Jamaica and return.

The vessel left New Orleans in June 1943 and sailed for San Francisco, via the Panama Canal. She made one trip to Honolulu from San Francisco before leaving in July for Brisbane, Australia, and Milne Bay, New Guinea.

The SHANKS returned to San Francisco in September 1943 and was operated from there until June 1945 in the same service as before, having made calls at Auckland, Oro Bay, Noumea, Biak, etc. During periods in port (at San Francisco) miscellaneous alterations, such as improved ventilation, revised armament, etc., were accomplished.

The DAVID C. SHANKS left San Francisco in July 1945 and went, via the Panama Canal, to Leghorn, Italy. She returned in August to Hampton Roads, from which port she made two trips to Marseilles, France, and Gibraltar. The last of these trips ended at New York in December 1945. The vessel left New York that month and made a voyage to Leyte Island, P. I., returning to San Francisco on 1 February 1946. She was there altered slightly for use as a combination vessel for carrying 430 dependents and 678 troops. From San Francisco she made a voyage to Honolulu, Auckland, and Sydney and as of June 1946 is still based at San Francisco.



DAVID W. BRANCH

Length, overall.....	395' 0"	Gross tons	5,544	Propulsion.....	Recip. eng.
Beam	48' 6"	Speed (knots)	12	Passengers	1,050
Draft	24' 9"	Radius (miles).....	9,660	Cargo (cu. ft.).....	96,594

*Built in 1915 by "DeSchelde" Koninklijke, Maatschappij, Flushing, Holland
Former names: ECUADOR, SANTA OLIVIA
Operated prior to World War II by Libby, McNeill & Libby*

THE DAVID W. BRANCH was bareboat chartered from the owners in September 1941 and immediately placed in regular service between Seattle and Alaskan ports.

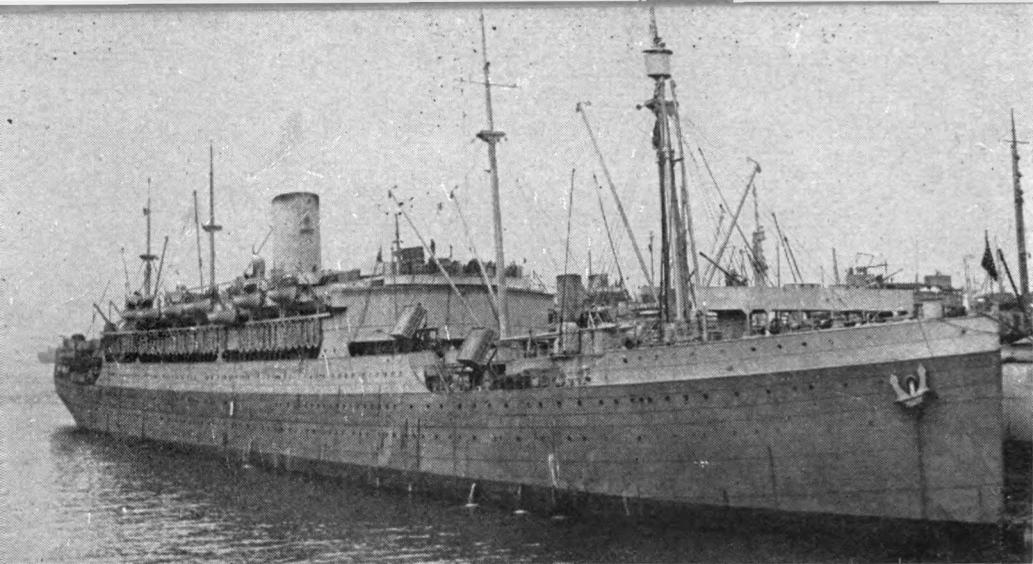
After several trips had been made by the vessel, our entry into World War II made it necessary to increase the troop lift to Alaska. Work of altering the BRANCH was done by Todd Shipyards at Seattle.

Following conversion, the vessel resumed operation between Seattle and Alaska, and in July 1942 was placed on sub-bareboat charter from the War Shipping Administration. In late 1942 and early 1943 the BRANCH saw duty on a four months tactical mission in Alaskan waters, from which she returned to her home port for drydocking and extensive repairs.

The vessel went from Seattle to San Francisco and return before going on another mission of three months duration in Alaskan waters and the Hawaiian Islands. She returned to Seattle in October 1943 for repairs and minor alterations.

The DAVID W. BRANCH remained in Seattle-Alaskan service throughout the war, having made approximately thirty voyages from Seattle. Principal Alaskan ports visited were Dutch Harbor, Cold Bay, Nome, Seward and Yakutat. During her service with the Army the BRANCH suffered minor damage from grounding and collision on several occasions.

The vessel was redelivered to the War Shipping Administration on 8 March 1946 at Seattle, and on the same date transferred by the WSA to Alaska Packers Association.



EDMUND B. ALEXANDER

Length, overall.....687' 0"	Gross tons 21,329	Propulsion..Recip.eng.(2)
Beam 74' 0"	Speed (knots) 17	Passengers 5,159
Draft 33' 5"	Radius (miles).... 22,000	Cargo (cu. ft.)....151,685

Built in 1905 by Harland & Wolff at Belfast, Ireland

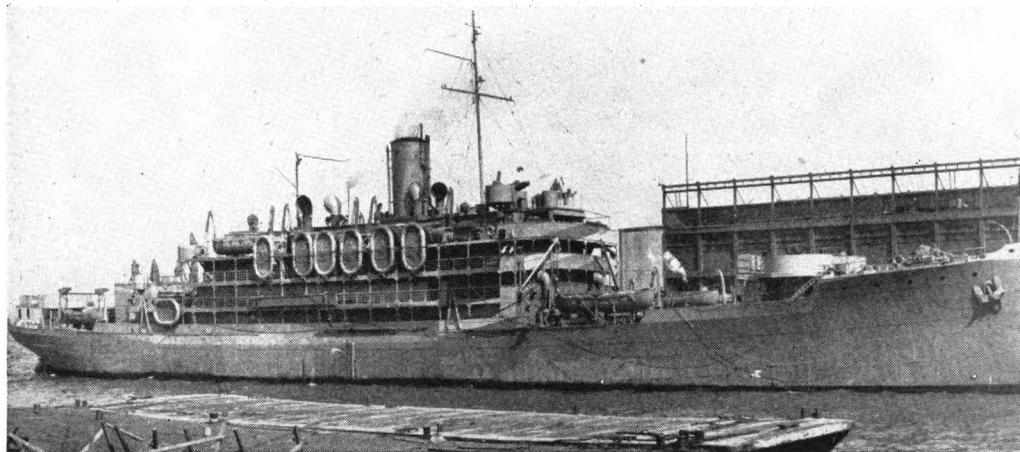
Former names: AMERIKA, AMERICA

THIS vessel (then called AMERIKA) was originally built as a passenger liner for Hamburg-Amerika Line and was operated in the North Atlantic until the outbreak of World War I. She was interned at Boston in August 1914 and seized in April 1917. As the converted troopship AMERICA, she carried thousands of troops to and from France during that war.

Following World War I, she was laid up a few years before being reconditioned in 1923-24 by the U. S. Shipping Board. She entered the trans-Atlantic passenger trade under the house flag of United States Lines. After several years of operation, she was laid up at Solomon's Island, Maryland.

She was taken from the laid-up fleet in October 1940 for Army use. After being towed to Baltimore she was there rehabilitated by the Bethlehem Steel Co. for use as a floating barracks for 1,200 troops in Newfoundland until permanent shore quarters were constructed. At this time she was renamed the EDMUND B. ALEXANDER. She was still a coal-burner, operated at only 10 knots. She left New York in January 1941, being escorted to St. Johns by the Coast Guard Cutter "Duane," and remained there until June 1941, when she returned to New York under escort.

After extensive repairs at Atlantic Basin Iron Works she was operated for a short period between New Orleans and Panama. In May 1942 the EDMUND B. ALEXANDER was ordered to Baltimore for major alterations and reboiling (including conversion to oil fuel). Upon completion of this work by the Bethlehem Steel Co., in April 1943, with speed increased to 17 knots and carrying over 5,000 troops, she began regular operation from New York to the European and Mediterranean Theatres of Operation. She was in this service throughout World War II. In February and March 1946 she was altered to carry military dependents (904 adults, 314 children) from Europe to the United States, and is still in this service.



ERNEST HINDS

Length, overall.....373' 6"	Gross tons 5,341	Propulsion.....Recip. eng.
Beam 51' 6"	Speed (knots) 12	Passengers 751
Draft 22' 8"	Radius (miles).... 10,000	Cargo (cu. ft.).... 49,716

*Built in 1918 by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.
Former names: SANTA TERESA, KENT*

Operated prior to World War II by Merchants & Miners Transportation Co.

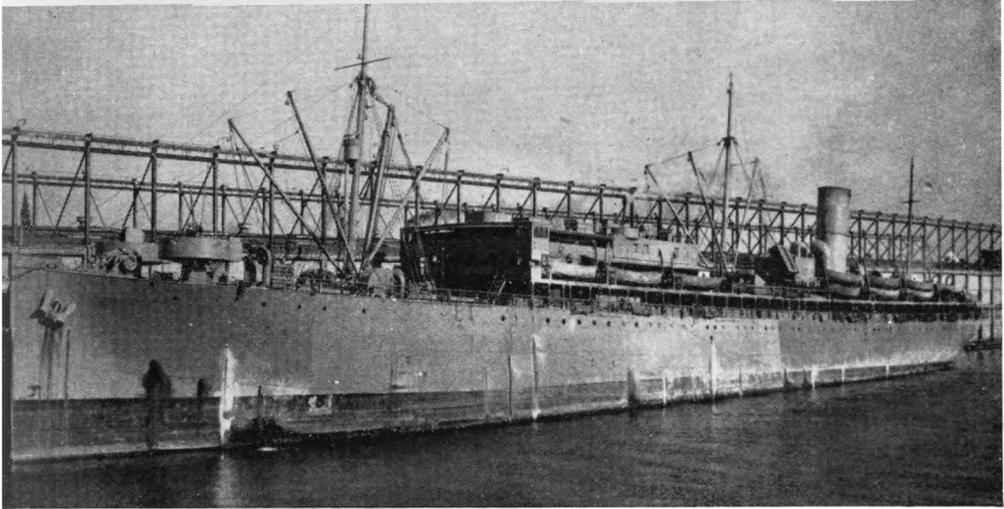
THIS vessel was purchased by the Army in April 1941. Her name was changed to ERNEST HINDS in honor of Major General Ernest Hinds, who was Chief of Artillery, AEF, in World War I.

The HINDS was converted to a troopship by the Bethlehem Steel Co., at Boston and left at once for maneuvers near Cape Cod. Following this she was taken by the Navy at New York in July 1941 and made several trips or diversions to Panama, Guatemala, New Orleans, Charleston, and Bermuda before being returned to the Army at New York in March 1942.

The HINDS then went to Bermuda and from there to San Francisco, via New Orleans, Panama, Galapagos Islands, and Central American ports. She arrived in May 1942 and made one trip to Alaska before going to Honolulu, Vila, New Hebrides and Noumea. After return to San Francisco two trips were made to Honolulu, and from that port she left in November for Noumea, Guadalcanal, and Espiritu Santo. En route to the latter on 17 December 1942, she was pursued by a submarine and grounded on a coral reef in Lengo Channel off Guadalcanal. There were no casualties and only slight damage to the ship.

After touching at Suva, the HINDS returned to Honolulu in January 1943 and made several trips to San Francisco before leaving in June for Australia and Bora Bora. Upon return to San Francisco in September 1943 she was selected for conversion to a hospital ship. For a record of her operation in this service, see page 336.

After decommissioning as a hospital ship in September 1945, the ERNEST HINDS was altered and placed at the disposal of the War Shipping Administration for transporting Jamaican laborers between Port Everglades and Kingston. Upon completion of this assignment the vessel went (via Los Angeles) to Seattle. Plans were under way in April 1946 for her loan to the U. S. Public Health Service.



ETOLIN

<i>Length, overall</i>501' 4"	<i>Gross tons</i>	9,476	<i>Propulsion</i>	<i>Recip. eng.</i>
<i>Beam</i>	58' 0"	<i>Speed (knots)</i>	13½	<i>Passengers</i>
<i>Draft</i>	28' 0"	<i>Radius (miles)</i>	8,260	<i>Cargo (cu. ft.)</i>234,350

Built in 1913 by Newport News Shipbuilding & Drydock Co., Newport News, Va.
Former name: MATSONIA

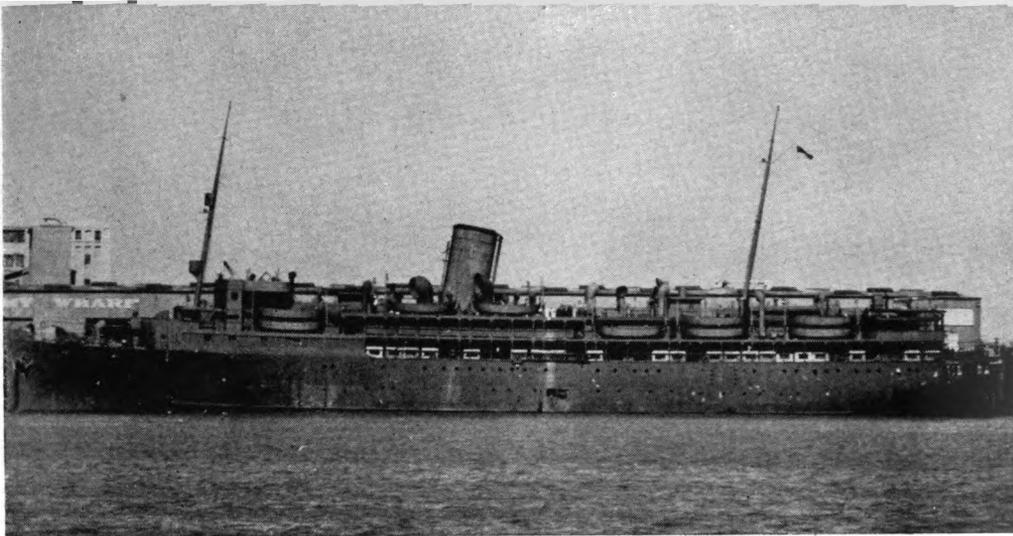
Operated prior to World War II by Alaska Packers Association

THE ETOLIN was chartered in August 1940 at San Francisco for two voyages but in view of the war situation was continued in Army service almost continuously until redelivered to the War Shipping Administration in 1946. Her first two trips were to Alaska. These were followed by two trips to Manila and one to Honolulu from which she last returned to San Francisco in April 1941.

Between August 1941 and January 1942, the ETOLIN made five voyages between San Francisco and Honolulu. From her home port in February 1942, she headed for Panama, Ecuador, Peru, Chile and Colombia, returning to San Francisco in April. Following this she made four voyages from San Francisco to Honolulu. From a fifth such voyage she returned to Los Angeles. In October 1942 the ship went to the East Coast, touching at San Diego, Cristobal, Cuba and New York. At Baltimore, Md., she underwent major repairs and alterations, including reboiling, changes in berthing, new heating and ventilation, new deck winches, gyro compass, etc.). This prolonged overhaul completed by Bethlehem Steel Co. in July 1943, the ETOLIN went to New York, from where she sailed to San Francisco, arriving in late August.

Based at San Francisco, the ETOLIN made three voyages to the Southwest Pacific, stopping at such ports as Brisbane, Townsville, Gladstone, and Port Moresby. She returned to San Francisco from the last of these trips in August 1944. After minimum repairs there she made one more trip to Honolulu before being laid up for major repairs by the Marine Repair Shop at San Francisco.

In August 1945 the ETOLIN left San Francisco and went (via Seattle and Honolulu) to Japan, Cebu, Saipan and Iwo Jima. She returned to San Francisco in October 1945 and soon left for a voyage to Honolulu and Okinawa. Returning to Seattle in January 1946 she next left for New Orleans, La., where she arrived on 19 February 1946. From there the ship made two trips to Panama. Redelivery to the War Shipping Administration was at Lee Hall, Va. (James River Reserve Fleet), on 28 April 1946.



EVANGELINE

<i>Length, overall</i>378' 0"	<i>Gross tons</i>	5,043	<i>Propulsion</i> ..Turbines (2)		
<i>Beam</i>	55' 7"	<i>Speed (knots)</i>	16½	<i>Passengers</i>	1,301
<i>Draft</i>	22' 9"	<i>Radius (miles)</i>	9,000	<i>Cargo (cu. ft.)</i>	4,540

*Built in 1927 by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.
Operated prior to World War II by Eastern Steamship Co.*

UPON arrival from Bermuda, the EVANGELINE was delivered to the War Department at New Orleans 6 January 1942 on time charter. On 1 August 1942 she was taken on bareboat charter at Galveston, Texas.

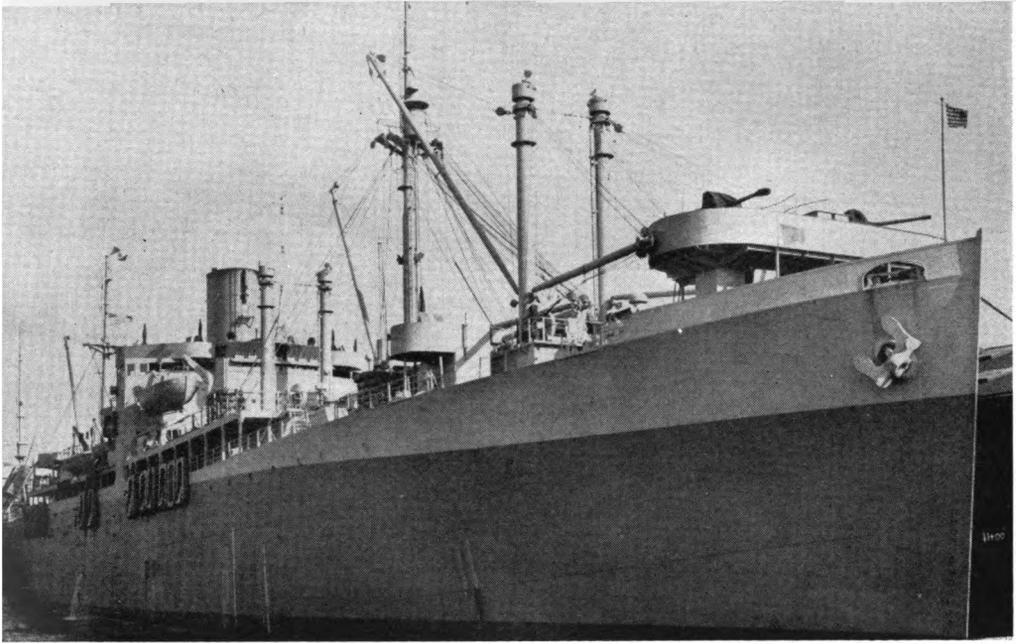
During the first half of 1942 she voyaged from New Orleans to the following: Curaçao, San Juan, Trinidad, Jamaica, Haiti, and Panama.

Repair and conversion took place in September and October 1942 by Todd Shipyards at Galveston. Arriving at New York in late November, she soon left for Oran, Casablanca, Algiers, Bizerte, and other North African ports.

Following return to New York in August 1943, the EVANGELINE made a trip to the United Kingdom before leaving New York in January 1944 for the Southwest Pacific (via New Orleans and the Panama Canal). After calling at Bora Bora, Milne Bay and Noumea, she went to Honolulu for repairs. Arriving at San Francisco in April for extensive repairs, the ship left in late June for Seattle. From there she went (via Honolulu) to Espiritu Santo, Milne Bay, Oro Bay, Finschhafen, Townsville, Brisbane, etc., before returning to Honolulu on Christmas Day, 1944.

Upon arrival at San Francisco in January 1945 she was placed under Navy jurisdiction until April. On 20 April 1945, again in operation by the Army, the EVANGELINE sailed for Honolulu and the Southwest Pacific.

The ship returned to Los Angeles in December and left (in ballast) in January 1946 for Boston, via the Panama Canal. She arrived at Boston on 7 February 1946 and was redelivered to the War Shipping Administration on 19 February 1946 and was transferred to Eastern Steamship Lines, Inc., on the same date.



EXCELSIOR

<i>Length, overall</i>473' 1"	<i>Gross tons</i>	7,618	<i>Propulsion</i>	<i>Turbine</i>
<i>Beam</i>	66' 0"	<i>Speed (knots)</i>	18	<i>Passengers</i>
<i>Draft</i>	27' 9"	<i>Radius (miles)</i>	17,100	<i>Cargo (cu. ft.)</i>111,179

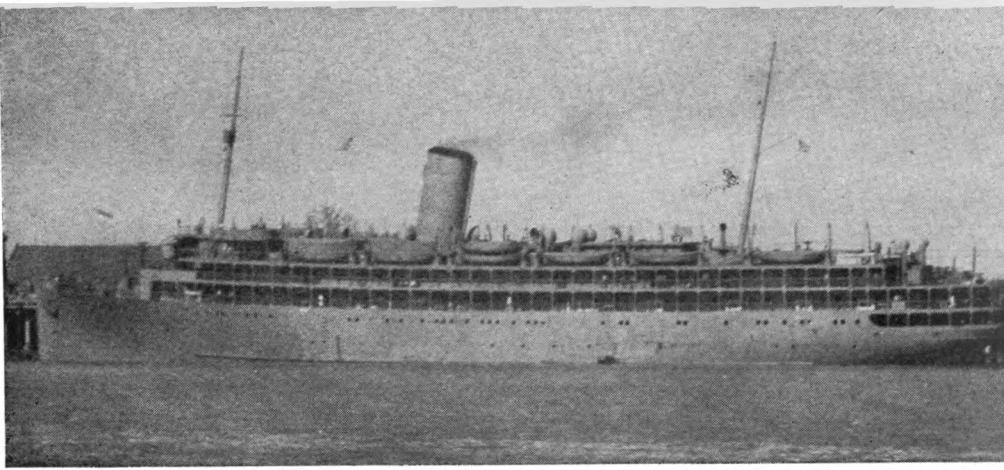
Built in 1943 by Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Md.

UPON completion at the building yard the EXCELSIOR was transferred to the War Department.

She went to New York where outfitting the vessel for Army use was accomplished by Atlantic Basin Iron Works between 25 August and 15 November 1943. Upon completion of necessary work the vessel made a quick trip to Belfast, Ireland and return in December 1943.

In January 1944 the EXCELSIOR was based at Boston, from which port she made many trips to United Kingdom throughout the war, being occasionally diverted to Hampton Roads and New York.

There being no further need for the vessel by the Army, the EXCELSIOR was ordered to Hampton Roads in late December 1945. There she was redelivered to the War Shipping Administration on 8 February 1946, and on the same date transferred by the WSA to American Export Lines, Inc.



FLORIDA

<i>Length, overall</i> ... 387' 8"	<i>Gross tons</i> 4,923	<i>Propulsion</i> ... Turbines (2)
<i>Beam</i> 56' 6"	<i>Speed (knots)</i> 17	<i>Passengers</i> 958
<i>Draft</i> 20' 1"	<i>Radius (miles)</i> 2,900	<i>Cargo (cu. ft.)</i> 14,800

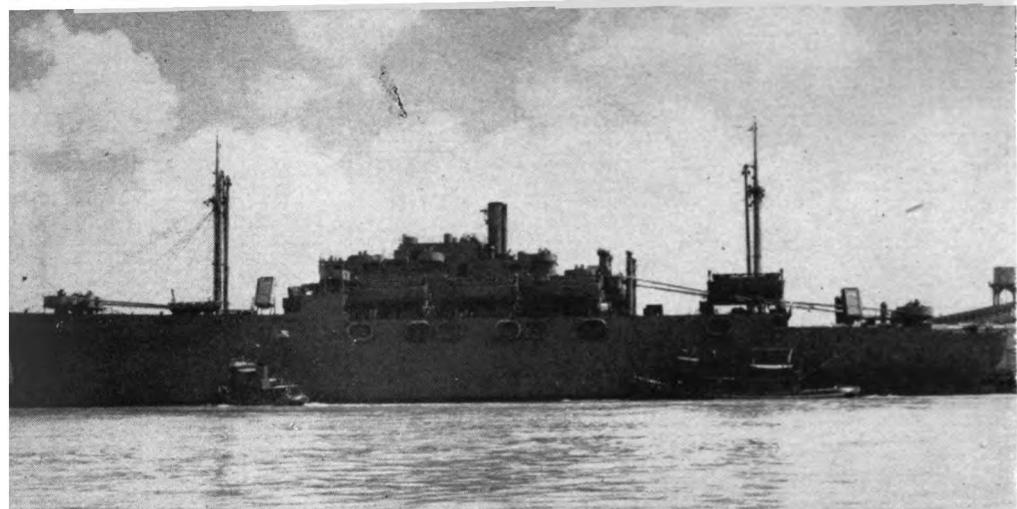
*Built in 1931 by Newport News Shipbuilding & Drydock Co., Newport News, Va.
 Operated prior to World War II by Peninsular & Occidental Steamship Co., Inc.*

THE FLORIDA was first taken on time charter in January 1942. She was given an emergency conversion and proceeded at once to operate from New Orleans to Aruba, Panama, Jamaica, Puerto Rico and Trinidad. Permanent conversion was accomplished between voyages on a piecemeal basis.

Placed on bareboat charter in August 1942, the FLORIDA remained in Caribbean service throughout the war. In addition to calling at most of the ports enumerated above, she also visited Guantanamo, Cuba, and Recife and Natal, Brazil.

The vessel underwent major repairs by Todd-Johnson Dry Docks, Inc., at New Orleans in July 1943 and again at the yard of the Gulf Engineering Co. at New Orleans during May and June 1945.

The FLORIDA was returned to the War Shipping Administration on 13 March 1946 at New Orleans and in turn was delivered to the owners on the same date.



FRED C. AINSWORTH

<i>Length, overall</i>489' 0"	<i>Gross tons</i> 12,093	<i>Propulsion</i>Turbine
<i>Beam</i> 69' 6"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 1,925
<i>Draft</i> 27' 4"	<i>Radius (miles)</i> 14,652	<i>Cargo (cu. ft.)</i>104,300

*Built in 1943 by Ingalls Shipbuilding Corp., Pascagoula, Miss.
Originally assigned the name "PASS CHRISTIAN" but never operated under this name.*

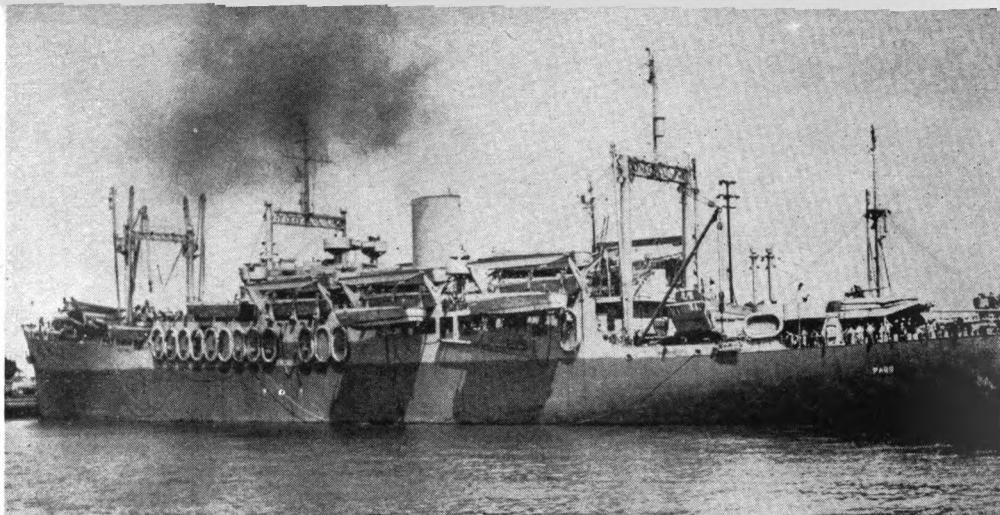
THIS was one of the four sister ships constructed for the War Department for carrying troops. She was renamed in honor of Major General Fred Crayton Ainsworth and accepted from the builders at Pascagoula on 4 June 1943.

The ship went to New Orleans, and left there in early June, arriving at San Francisco 16 days later. She made one trip to Honolulu in July before leaving San Francisco for Brisbane, Townsville, Milne Bay and Gili Gili. She was operated locally in the Southwest Pacific until returning to San Francisco in February 1944.

After less than two weeks stay, the vessel went from her home port to Honolulu, Milne Bay, Brisbane, Espiritu Santo, and Noumea. She returned to San Francisco in late July 1944 and left in August for Honolulu, Eniwetok, Saipan, and Guam. After return to San Francisco in November the AINSWORTH went to Seattle, from where she again visited Hawaii, Eniwetok, and Guam. She returned to San Francisco from this cruise and left in late February 1945 for Espiritu Santo, Guadalcanal, Noumea, Brisbane, Biak, and Leyte.

The AINSWORTH returned to San Francisco in May and departed in June (via the Panama Canal) for Marseilles, France, for redeploying troops to the Pacific directly from the European Theatre of Operations. She transited the Canal and proceeded to Eniwetok and Okinawa. Upon return to San Francisco from this voyage in October the vessel made a brief visit to Seattle before going to Honolulu, Saipan and Nagoya. She left Nagoya in December and went to Tacoma, Washington. After repairs at Seattle she left in February 1946 for San Francisco where she was altered for carrying 426 military dependents and 687 troops.

After these changes the FRED C. AINSWORTH left in late March 1946 for Honolulu, Auckland and Sydney. The vessel is expected to be engaged in this service until at least July 1946.



FREDERICK FUNSTON

<i>Length, overall</i> ... 492' 3"	<i>Gross tons</i>	11,971	<i>Propulsion</i>	Turbine	
<i>Beam</i>	69' 6"	<i>Speed (knots)</i>	16½	<i>Passengers</i>	2,427
<i>Draft</i>	24' 6"	<i>Radius (miles)</i>	12,716	<i>Cargo (cu. ft.)</i>	90,000

Built in 1942 by Seattle-Tacoma Shipbuilding Corp., Tacoma, Wash.

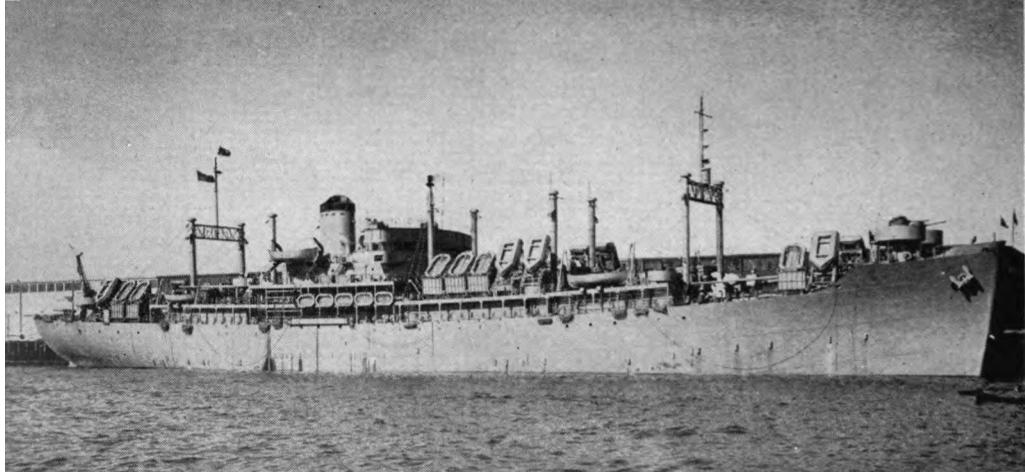
THE FREDERICK FUNSTON was built on Maritime Commission contract for War Department account. The ship was constructed from a special design prepared by the firm of Gibbs and Cox to meet requirements of the War Department. She was delivered to the Army at Seattle on 28 October 1942, being named in honor of Major General Frederick Funston.

The FUNSTON went from Seattle to San Francisco, from where she sailed in mid-December, via Honolulu, for Guadalcanal. She also visited Espiritu Santo before returning home. From San Francisco again in February 1943, she went to Brisbane, Australia. From Brisbane the ship sailed, via the Panama Canal, to New York, arriving there in early April.

At New York the FUNSTON was transferred to the Navy on 8 April 1943 to become an "attack transport" (APA 89). She went to Norfolk and was in operation in the Atlantic (with trips to Oran, Naples, Belfast, the Clyde, etc.) until she returned to New York on 30 December 1944. In February 1945 she went, via Norfolk, to Panama, thence to Pearl Harbor, arriving in March. From then until July, she was locally operated by the Navy.

The FUNSTON left Honolulu on 9 July 1945 and went to Eniwetok and Guam before returning to San Francisco. She sailed from the latter port for Manila in September and returned to Los Angeles on 31 October, and then made a trip to Manus Island and returned to San Francisco in December. Her next voyage took her to Guam, the Marianas and Saipan.

The FREDERICK FUNSTON returned to Los Angeles, and from there went to San Francisco, where she was redelivered to the Army in early April 1946. At present (June 1946) crew quarters on the vessel are being altered for accommodating War Department peacetime civilian crew.



FREDERICK LYKES

<i>Length, overall</i> .. 492' 0"	<i>Gross tons</i>	7,773	<i>Propulsion</i>	Turbine	
<i>Beam</i>	69' 6"	<i>Speed (knots)</i>	17	<i>Passengers</i>	2,824
<i>Draft</i>	28' 0"	<i>Radius (miles)</i>	12,300	<i>Cargo (cu. ft.)</i>	52,000

Built in 1940 by Federal Shipbuilding & Drydock Co., Kearny, N. J.

Former name: SEA HOUND

Operated by Lykes Bros. Steamship Co., before acquisition by the War Department.

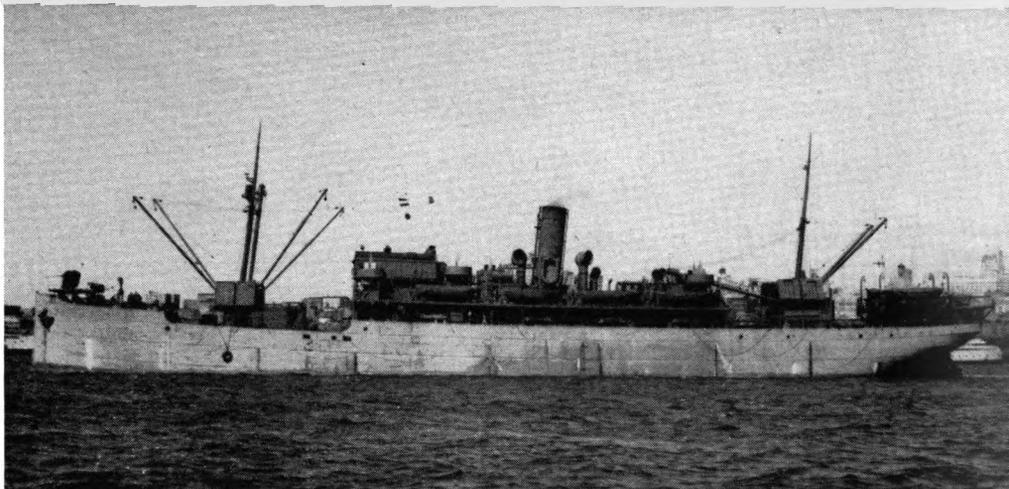
AFTER circumnavigating Africa counterclockwise in 1942 and then making a few Atlantic crossings as a freighter to England and Oran, the FREDERICK LYKES was bareboat chartered on 1 July 1943 to the War Department for conversion to a troopship.

Upon completion of conversion work by Todd Shipyards at New York in early November, she sailed to Europe and returned to New York via Boston. The vessel continued in service between New York and the United Kingdom until sailing from Naples in June 1944 for New Orleans.

Before proceeding to the Pacific (via the Panama Canal) she stopped at Galveston (for repairs by Todd-Galveston Dry Docks, Inc.), Key West and Guantanamo. The vessel sailed from Panama in early August for Finschhafen, Lae and Langemak. She returned to San Francisco in September and then went to Seattle for repairs and alterations by Todd Shipyards to prepare the vessel for a high priority mission to Honolulu, Eniwetok and Guam.

The ship returned in December 1944 to San Francisco, where she underwent major repairs before leaving in February 1945 for Noumea, Espiritu Santo, Guadalcanal, Hollandia, Leyte, Townsville and Biak. She returned to San Francisco from this voyage but after a brief stay in port sailed in June, via the Panama Canal for UK and Le Havre, France. Returning to Boston, she went from there to Marseilles and returned to New York.

After a trip from New York to Casablanca and one from Hampton Roads to Marseilles in late 1945, the FREDERICK LYKES was declared surplus to the needs of the War Department and was redelivered to the War Shipping Administration on 13 February 1946 at Norfolk, Va., and on the same date transferred by the WSA to Lykes Bros. Steamship Co.



GENERAL W. C. GORGAS

<i>Length, overall</i>386' 0"	<i>Gross tons</i>	4,636	<i>Propulsion</i>	<i>Recip. eng.</i>
<i>Beam</i>	<i>Speed (knots)</i>	10	<i>Passengers</i>	736
<i>Draft</i>	<i>Radius (miles)</i>	8,000	<i>Cargo (cu. ft.)</i>	152,209

Built in 1902 by "Neptune" Aktien-Gesellschaft, Schiffswerft & Maschinenfabrik, Rostock, Germany

Former name: PRINS SIGISMUND

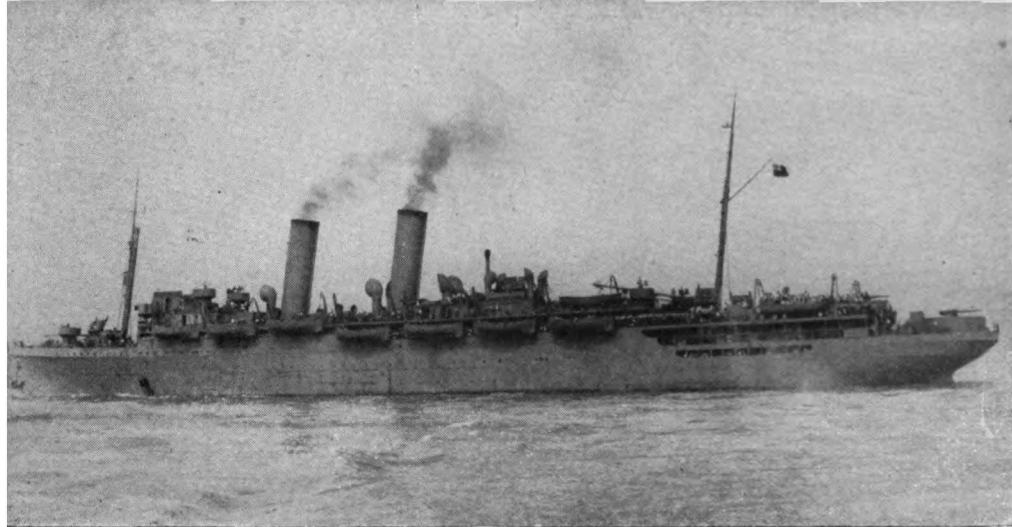
Operated prior to World War II by Libby, McNeill & Libby.

THIS former German-owned vessel was seized in World War I and renamed in 1918 in honor of General William C. Gorgas, who as Assistant Surgeon General was largely responsible for the sanitary measures that made possible successful completion of the Panama Canal.

Following World War I the GORGAS was in private commercial operation until time-chartered to the War Department in November 1941. She was immediately placed in the Seattle-Alaska run, being later placed on bareboat charter.

In late 1942 and early 1943 the vessel was rehabilitated and altered at Seattle by Lake Washington Shipyards to increase the troop capacity. The ship continued to make trips to such Alaskan ports as Yakutat, Icy Strait, Ketchikan, Seward, Kodiak, Cold Bay, Juneau, Anchorage and Dutch Harbor—returning periodically to Seattle for repairs.

The GENERAL W. C. GORGAS was redelivered to the War Shipping Administration at Seattle in January 1945, and was transferred by them to Soviet Russia. She was then renamed "MIKHAIL LOMONOSOV."



GEORGE S. SIMONDS

Length, overall.....	525' 8"	Gross tons	8,358	Propulsion..Turbines (3)
Beam	63' 0"	Speed (knots)	15	Passengers
Draft	27' 6"	Radius (miles)....	5,550	Cargo (cu. ft.)....
				37,446

*Built in 1915 by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.
Former names: GREAT NORTHERN, COLUMBIA, H. F. ALEXANDER
Operated prior to World War II by Canadian Pacific Steamship Lines, Ltd.*

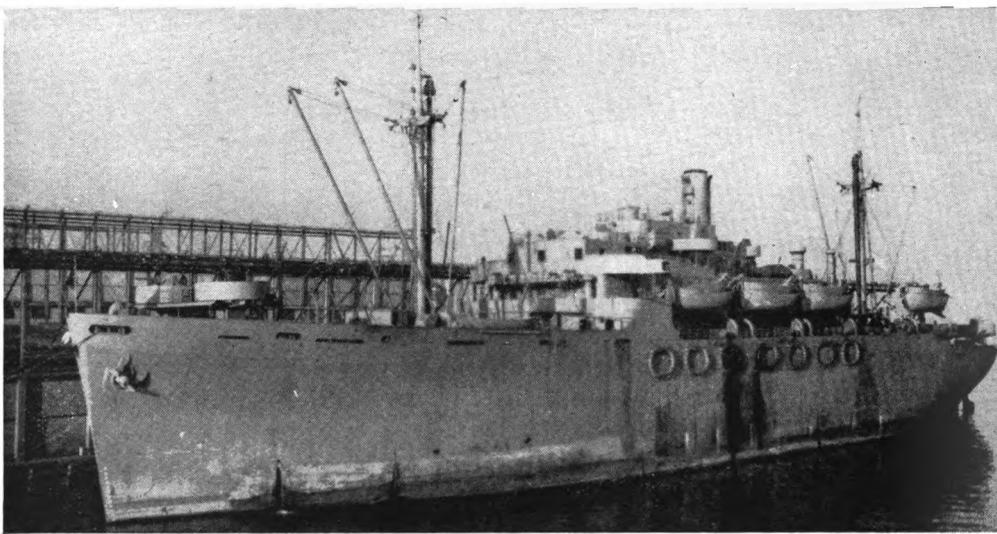
THIS vessel then known as the GREAT NORTHERN made an enviable record in World War I, having completed 18 trips to France. Following subsequent commercial operation for 20 years, as the H. F. ALEXANDER, she was briefly owned by the British. The ship went from San Francisco to Boston and there was purchased on 26 July 1942 (through the British Ministry of War Transport) by the War Shipping Administration and bareboat chartered to the Army.

At Boston the ship underwent rehabilitation and alteration for increased troop lift, by Bethlehem Steel Co. from August to November 1942. She was renamed in honor of Major General George S. Simonds.

The SIMONDS then went to New York for drydocking and minor alterations, leaving in February 1943 on the first of two voyages to Oran and return. In April she sailed to Gibraltar, the Clyde, Freetown, Capetown, Port Elizabeth, Durban, Dakar and Casablanca. She returned to New York in August. In September she went to Halifax and return. At New York between September and December 1943 the vessel underwent major repairs by Todd-Erie Basin.

The SIMONDS went to Boston on Christmas Day and left a few days later for the United Kingdom, returning to New York in early February 1944. After a visit to Argentia (Nfld.), she sailed to the Clyde and again (via Boston) to the Mersey. Between late May and mid-July she was retained for local operation in UK. She returned from Belfast to New York on 28 July 1944.

In August the ship was loaned to the WSA to transport Jamaican laborers between Kingston and Hampton Roads. She continued in this service, with stops at Barbadoes and San Juan, for the remainder of the year and all of 1945 (except for extensive repairs during the summer of 1945). On 5 March 1946 the GEORGE S. SIMONDS was redelivered to the War Shipping Administration at Lee Hall, Va. (James River laid-up fleet).



GEORGE W. GOETHALS

Length, overall...489' 0"	Gross tons 12,093	PropulsionTurbine
Beam 69' 6"	Speed (knots) 16½	Passengers 1,976
Draft 27' 4"	Radius (miles).... 13,000	Cargo (cu. ft.)...167,081

Built in 1942 by Ingalls Shipbuilding Corp., Pascagoula, Miss.

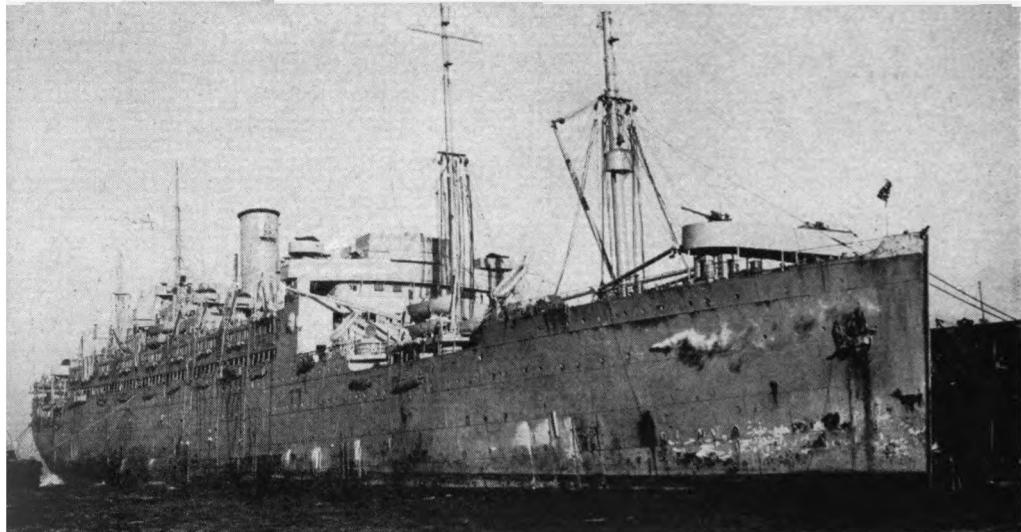
Originally assigned the name "PASCAGOULA" but never operated under that name.

THE GEORGE W. GOETHALS was one of the four similar vessels constructed as troopships by the builder. She was named in honor of Major General George Washington Goethals, who successfully engineered construction of the Panama Canal.

Following delivery to the Army at Pascagoula on 18 September 1942, the GOETHALS went to New Orleans, Key West and the Canal Zone and returned via Hampton Roads to her assigned home port, New York, in November.

At New York between December 1942 and early March 1943 the ship underwent modification and improvement by the Bethlehem Steel Co. The GOETHALS left New York in March 1943 for Oran and Gibraltar. In April she sailed from New York to Oran, the United Kingdom, Freetown and Capetown. In August the ship made a similar trip, returning to Boston in late September. After several weeks repairs by Bethlehem Steel Co. at Boston she proceeded in November 1943 to UK and continued in this run until the end of 1944.

While en route from Boston to France again in late January 1945 the GOETHALS collided, without casualties, with the SS WHITE FALCON a day before reaching Le Havre. She returned via UK to New York in March and soon left for another similar voyage to Europe, returning this time to New Orleans and Mobile in May 1945. From New York in June the vessel went to Southampton. She returned to Boston and from that port made several voyages to England before returning to New York in January 1946, where she was altered for carrying military dependents (273 adults, 179 children). As of April 1946 the GEORGE W. GOETHALS had completed three successive trips in this service between New York and Le Havre.



GEORGE WASHINGTON *

Length, overall.....	721' 9"	Gross tons	23,788	Propulsion Recip.eng.(2)
Beam	78' 0"	Speed (knots)	16	Passengers
Draft	34' 0"	Radius (miles).....	20,000	Cargo (cu. ft.).....
				137,969

Built in 1908 by A. G. Vulcan, Stettin, Germany

Former names: CATLIN, GEORGE WASHINGTON*

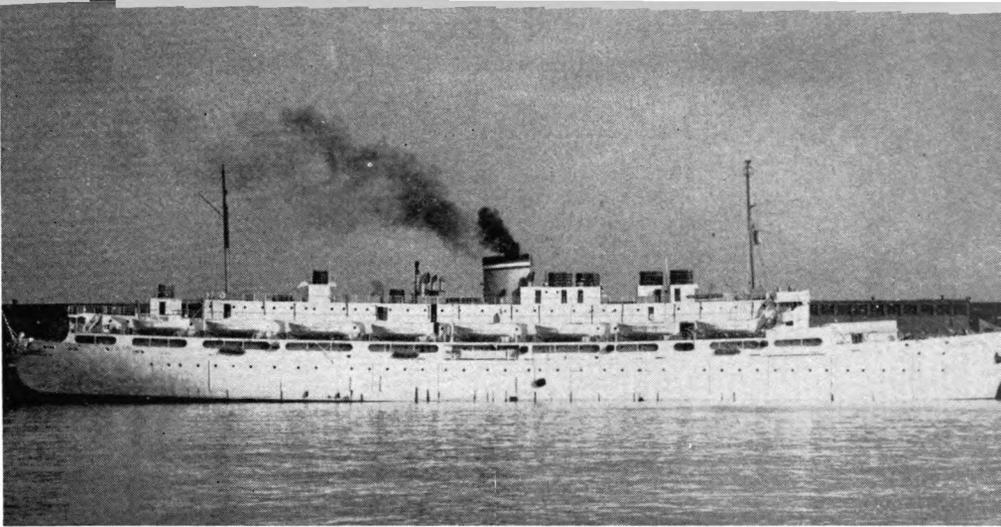
Operated by War Shipping Administration before acquisition by the War Department.

THIS was the former German liner GEORGE WASHINGTON of the Hamburg-America Line, which was interned in World War I, then seized on 6 April 1917 for use as a troopship which carried 100,000 troops to and from France. On the GEORGE WASHINGTON President Wilson traveled to the Versailles Peace Conference; the King and Queen of Belgium visited the United States; and 250 members of the American Legion voyaged to France in 1921 as guests of the French Government. Reconditioning in 1921 for transatlantic passenger service by the Shipping Board (and later United States Lines) was by Tietjen & Lang (now Todd-Hoboken). In 1931 the ship was laid up in the Patuxent River, Md., but was taken from there in 1940 by the Navy and outfitted as the troopship USS CATLIN:

As a coal burner capable of only eleven knots she proved unsatisfactory for naval service and was returned to the Maritime Commission who sold her to the British in 1941 as the GEORGE WASHINGTON. Still unsatisfactory, she was again returned to the Maritime Commission and Waterman SS. Co. operated her to Panama in May 1942. Next assigned to the War Department, the ship was converted at Todd's Brooklyn Yard (WSA contract) from June 1942 to April 1943. New Babcock & Wilcox oil-burning boilers were installed. After conversion, the ship first went to Casablanca. In July 1943 she went from New York (via the Panama Canal and Los Angeles) to Brisbane. In September she sailed from Los Angeles to Bombay, India, and from there to Capetown, completing a round-the-world voyage (via Trinidad and San Juan) at New York in December 1943.

In January 1944 the GEORGE WASHINGTON began her present regular service to the United Kingdom and the Mediterranean Theatre of Operations, making many calls at Liverpool, Southampton and Le Havre. At the European terminus of these voyages the ship was occasionally diverted to Oran, Marseilles and Cherbourg.

*See page 191 for description of another vessel having the same name.



GEORGE WASHINGTON CARVER

<i>Length, overall</i>441' 6"	<i>Gross tons</i> 7,933	<i>Propulsion</i>Recip. eng.
<i>Beam</i> 56' 10"	<i>Speed (knots)</i> 10½	<i>Passengers</i> 948
<i>Draft</i> 24' 0"	<i>Radius (miles)</i> 14,000	<i>Cargo</i> None

Built in 1943 by Permanente Metals Corp. (Yard # 1), Richmond, Cal.

Former name: DOGWOOD

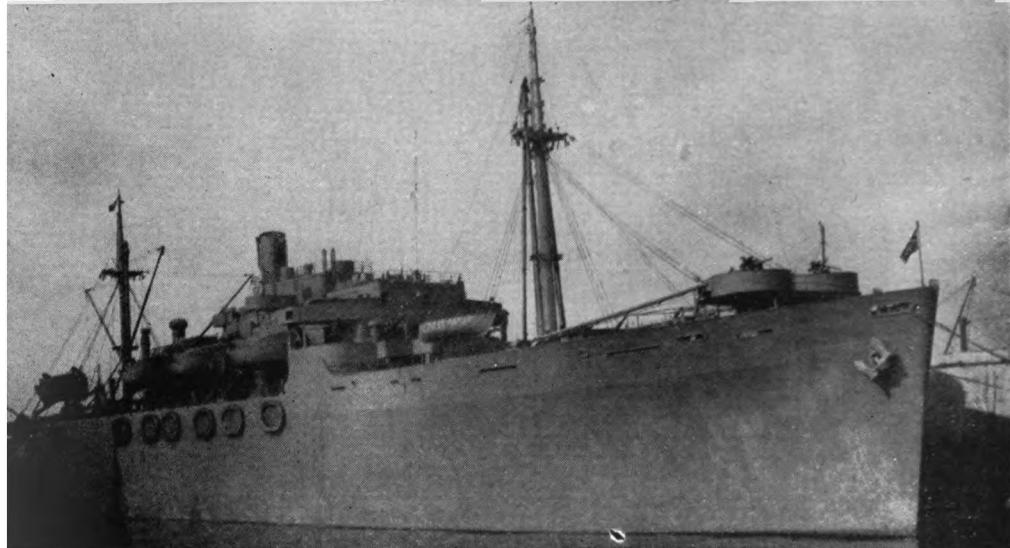
Operated by American-South African Line, Inc., prior to acquisition by the War Department.

THE transport GEORGE WASHINGTON CARVER was formerly a Liberty freighter of the same name, which was converted to a hospital ship and renamed DOGWOOD. A résumé of her operation in this capacity is shown on page 334.

Upon her return to San Francisco in early January 1946 the vessel was decommissioned as a hospital ship and reverted to her former name. Alterations to fit her for carrying a combination load of troops and military dependents were accomplished by the Marine Repair Shop at the San Francisco Port of Embarkation.

Following conversion, the CARVER was assigned to Seattle for operation. Her first voyage in her new duty took her to Dutch Harbor, Shemya, Attu, Adak and Whittier, Alaska. She left Seattle again, in late March 1946, and went to Anchorage, Seward, Dutch Harbor, Adak, Amchitka, Shemya, back to Adak, thence to her home port.

Continued assignment of the GEORGE WASHINGTON CARVER to this work and area is indefinite.



HENRY GIBBINS

<i>Length, overall</i> ...489' 0"	<i>Gross tons</i> 12,097	<i>Propulsion</i>Turbine
<i>Beam</i> 69' 6"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 1,948
<i>Draft</i> 27' 4"	<i>Radius (miles)</i> ... 16,600	<i>Cargo (cu. ft.)</i> ...150,000

*Built in 1943 by Ingalls Shipbuilding Corp., Pascagoula, Miss.
Originally assigned the name "BILOXI" but never operated under that name.*

THE HENRY GIBBINS was one of the four Ingalls C-3 type vessels designed and constructed as troopships. She was named in honor of Major General Henry Gibbins, the late Quartermaster General, and was delivered to the War Department on 27 February 1943.

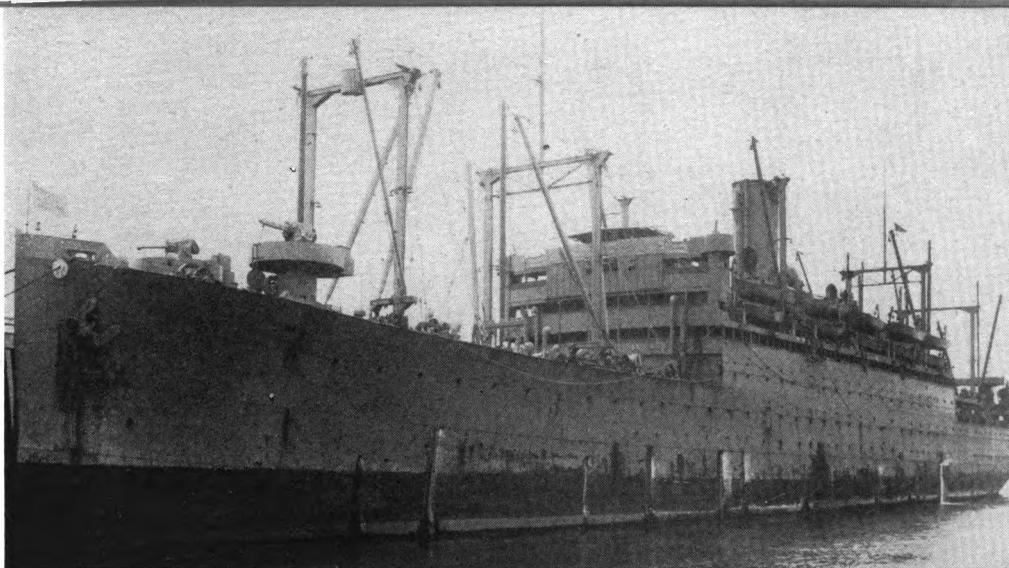
The ship made one trip from New York to Oran and return in April, then went through the Panama Canal to Bora Bora. She spent the month of June between various Australian ports and then retraced her course to New York, arriving there in early August.

After a voyage to Oran with return to Boston in September 1943, the GIBBINS began several months' uninterrupted service from New York to the European Theatre of Operations, with many trips to Avonmouth, Belfast and the Clyde, with one side trip to Palermo in October 1943.

Upon return from the last of these voyages in May 1944, the ship alternated from New York and Norfolk to Naples, Cherbourg, Marseilles, Gibraltar, Le Havre, and Southampton until August 1945—averaging approximately one trip a month. She was then operated from Boston, from where she made four consecutive trips to Marseilles, completing the last in December 1945.

At Boston from late January to mid-February 1946 the GIBBINS was converted by the Gibbons Engine & Machine Company for carrying military dependents (273 adults; 179 children). After a trip to Belfast in this capacity the vessel was assigned to sail out of New York. As of April 1946 she had completed one round trip from there to Belfast.

The HENRY GIBBINS is not expected to remain in the Army's peacetime fleet.



HUGH L. SCOTT *

<i>Length, overall</i>535' 0"	<i>Gross tons</i>	12,579	<i>Propulsion</i>Turbines (2)		
<i>Beam</i>	72' 0"	<i>Speed (knots)</i>	16½	<i>Passengers</i>	2,470
<i>Draft</i>	30' 6"	<i>Radius (miles)</i>	10,622	<i>Cargo (cu. ft.)</i>	174,340

Built in 1921 by Bethlehem Shipbuilding Corp., Sparrows Point, Md.

Former names: HAWKEYE STATE, PRESIDENT PIERCE

Operated prior to World War II by American President Lines.

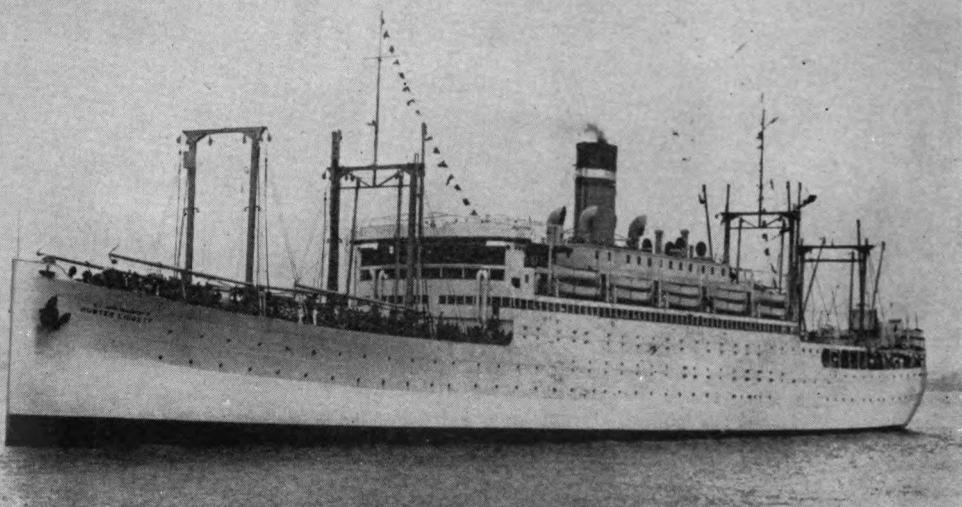
THE HUGH L. SCOTT was received from the owners by the War Department on 31 July at San Francisco. The ship was renamed in honor of Major General Hugh L. Scott, who as Chief of Staff, was Secretary of War *ad interim*, February-March 1916.

The SCOTT went to Honolulu and return before proceeding, via Hawaii, to Manila where she was redelivered to American President Lines for a special mission for the State Department to Hong Kong and Shanghai. She returned from Manila to San Francisco in late October 1941. The ship then made another trip to Manila, from which she returned to her home port on Christmas Day 1941.

In the early part of 1942 the SCOTT made two voyages to Australia before being ordered to the East Coast. She arrived at New York in July 1942, where she was outfitted for use as an "attack transport" operated by the Navy.

The HUGH L. SCOTT participated in the history-making Allied invasion of North Africa on 8 November 1942, but was sunk in port by enemy action in that campaign.

*See page 97 for description of another vessel having a similar name.



HUNTER LIGGETT

<i>Length, overall</i> ... 535' 0"	<i>Gross tons</i>	13,712	<i>Propulsion</i> ..Turbines (2)		
<i>Beam</i>	72' 0"	<i>Speed (knots)</i>	16½	<i>Passengers</i>	1,391
<i>Draft</i>	30' 6"	<i>Radius (miles)</i>	11,700	<i>Cargo (cu. ft.)</i>	160,000

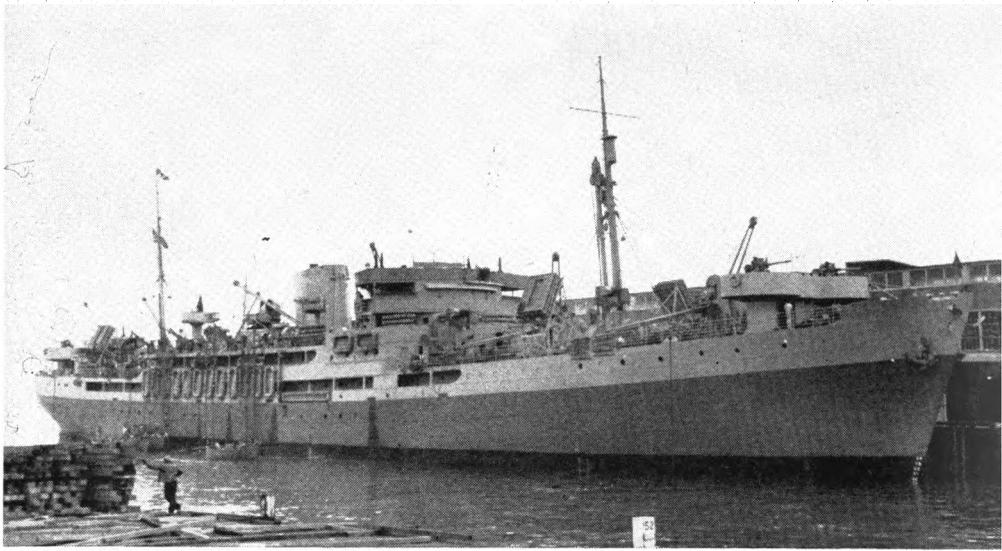
*Built in 1922 by Bethlehem Shipbuilding Corp., Ltd., Sparrows Point, Md.
Former name: PAN AMERICA*

THIS vessel was received by the War Department from the Maritime Commission at Bayonne, N. J., in February 1939. She was initially converted at New York by Robbins Dry Dock & Repair Co. and was re-named in honor of Major General Hunter Liggett.

The HUNTER LIGGETT left New York in April 1939 via the Panama Canal for San Francisco. She made four such trips (including one visit to Honolulu), then, in September, began operating from New York to Cristobal and Charleston. In January 1940, she returned again to the West Coast, engaging in combined maneuvers off Monterey, California. She went from San Francisco to Honolulu and back through the Canal to New York in February. The LIGGETT remained in this East Coast-West Coast-Honolulu run throughout 1940, except for undergoing further conversion for increased troop capacity and extensive repairs during June and July by Atlantic Basin Iron Works.

In 1941 the vessel continued in service from New York to the West Coast and Honolulu, with occasional stops at Charleston, San Juan, Boston or Trinidad. At New York in early June 1941 she was delivered to the Navy and was then called the "USS HUNTER LIGGETT" (AP 27; later APA 14). While in naval service she operated in both the Atlantic and the Pacific.

The HUNTER LIGGETT was redelivered by the Navy to the Army at Seattle on 18 March 1946. The ship is not to continue in the Army's peacetime transport fleet.



IMPERIAL

<i>Length, overall</i>440' 6"	<i>Gross tons</i> 7,279	<i>Propulsion</i> Diesel
<i>Beam</i> 58' 0"	<i>Speed (knots)</i> 16	<i>Passengers</i> 1,681
<i>Draft</i> 23' 8"	<i>Radius (miles)</i> 15,950	<i>Cargo (cu. ft.)</i> 60,400

Built in 1938 by Nakskov Skibs A/S, Nakskov, Denmark.

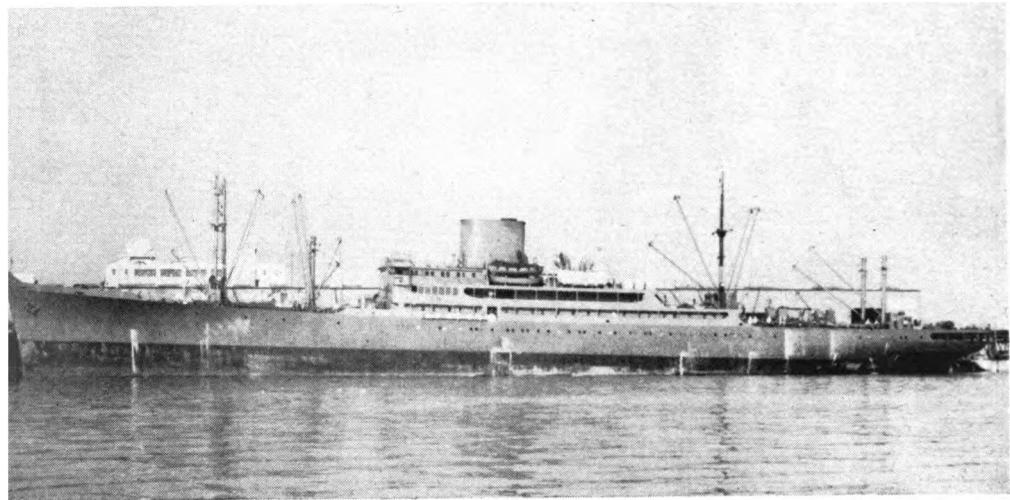
Operated prior to World War II by Compania Sud Americana de Vapores, Valparaiso, Chile.

THE IMPERIAL was a Chilean vessel that had been in operation in the interest of the United Nations between South America, Cuba and New Orleans prior to purchasing by the War Shipping Administration and bareboat chartering to the Army on 30 August 1943.

The ship went to Baltimore, Md., where conversion was accomplished by the Key Highway Plant of Bethlehem Steel Co. between September 1943 and late April of the following year. After a brief stop at New York, following the vessel's trial run, she passed through the Panama Canal and proceeded directly to Noumea and Milne Bay, arriving there in June 1944.

In late July 1944 the IMPERIAL reached Seattle, her assigned home port, from where she began a series of monthly voyages to Honolulu.

Immediately following V-J Day the vessel left on a trip to Guam, Saipan, Leyte and Taloma. Upon return to San Francisco in December 1945 she was held pending further assignment. Inasmuch as the demand for troopships had been materially reduced, the IMPERIAL was redelivered to the War Shipping Administration at Suisun Bay, California on 31 January 1946 for lay-up in the Reserve Fleet.



J. W. McANDREW

Length, overall.....491' 10"	Gross tons 7,997	Propulsion Turbine
Beam 65' 6"	Speed (knots) 16	Passengers 1,891
Draft 25' 8"	Radius (miles).... 11,000	Cargo (cu. ft.)....150,885

Built in 1940 by Bethlehem Steel Co., Sparrows Point, Md.

Former name: DELTARGENTINO

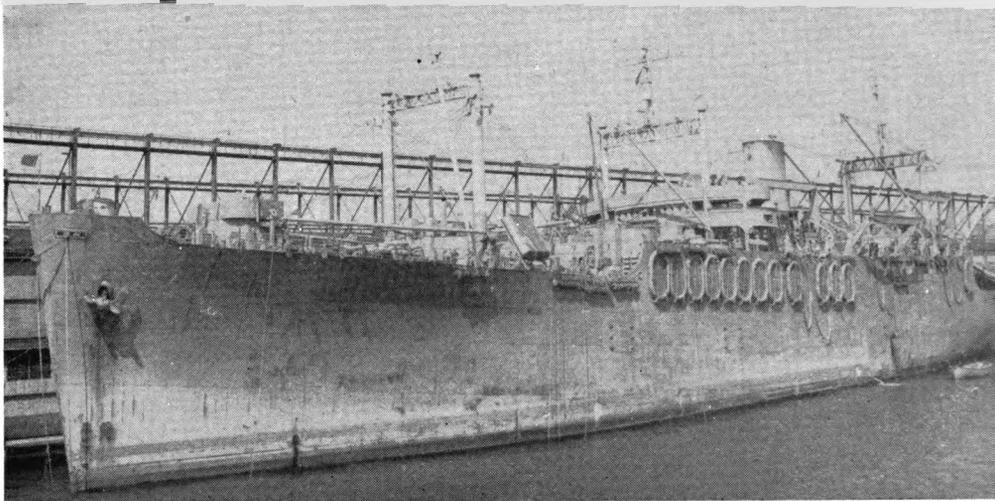
Operated by Mississippi Shipping Co. before acquisition by the War Department.

THIS vessel was acquired by the Army at New Orleans on 28 June 1941 and renamed the J. W. McANDREW in honor of Major General James William McAndrew. After hasty conversion, she made four successive voyages from New Orleans to Cristobal before being assigned to New York as her home port in November 1941. From there she made a cruise to Puerto Rico, Jamaica, Canal Zone, Trinidad and New Orleans.

In late January 1942 the ship left New York, transited the Panama Canal, and proceeded to Australia. She returned home in early April and next left New York in May for Iceland and Glasgow, Scotland. From the latter port, she went to Capetown, returning to New York in August.

The McANDREW next participated in the invasion of North Africa in November 1942. The vessel left Casablanca late that month for New York, from where she regularly made many trips to Europe and Africa, the principal ports of call being Oran, Casablanca, Algiers, Gibraltar, Belfast, the Clyde, Naples, Cherbourg, Le Havre, Plymouth and Southampton. This service was interrupted only by major voyage repairs by Todd-Brooklyn during May and June 1944. While *en route* to Europe in convoy in March 1945 the McANDREW was in collision with the French aircraft carrier BEARN, and put in at Ponta Delgada, Azores Is., for repairs by Oficinas de Peperações Maritimas under Navy supervision.

Between April and June 1945 the ship underwent hull repairs at Bethlehem-Key Highway Plant in Baltimore. She left the Hampton Roads Port of Embarkation for Naples in July. Following return to Baltimore the vessel made several miscellaneous voyages, such as Hampton Roads to Marseilles, Newport News to Naples and New York to Le Havre. As of June 1946 the J. W. McANDREW was still operating from New York to ETO.



JAMES O'HARA

Length, overall.....	492' 3"	Gross tons	11,969	Propulsion	Turbine
Beam	69' 6"	Speed (knots)	16½	Passengers	2,427
Draft	24' 6"	Radius (miles).....	11,000	Cargo (cu. ft.)....	90,376

Built in 1942 by Seattle-Tacoma Shipbuilding Corp., Seattle, Wash.

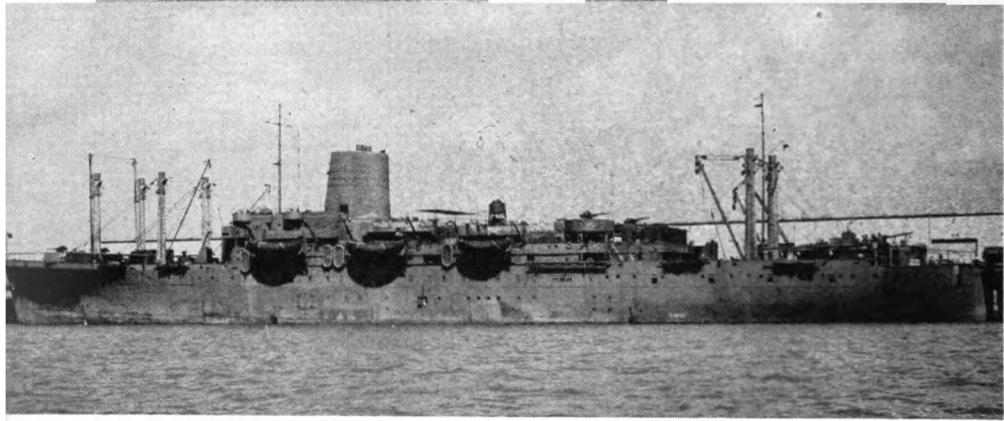
THE JAMES O'HARA was a sister ship of the FREDERICK FUNSTON—a C-3 type vessel especially designed as an Army transport. Although constructed on Maritime Commission contract, reimbursement was made by the War Department. The O'HARA was named in honor of Brigadier General James O'Hara, who served in the Revolutionary War. The ship was delivered at Todd's Seattle-Tacoma Shipyard on 30 November 1942.

After going from Seattle to San Francisco, the O'HARA went to Sydney and Brisbane, Australia, from where she sailed, via the Panama Canal to New York, arriving in April 1943. The ship was delivered to the Navy at New York on 15 April 1943 and became known as the USS JAMES O'HARA (APA 90), an attack transport.

Leaving New York, the vessel touched at Norfolk a few days, then left in early June for Oran, Naples, Belfast and the Clyde, being locally operated in the Mediterranean for a few months. She returned to New York in December 1943, then went through the Panama Canal to Honolulu and the Southwest Pacific. The ship was at Manus Island, Leyte, Ulithi and Guam before engaging in combat operations in February and March 1945.

In March the O'HARA went from Guam to Tulagi, Espiritu Santo, Noumea, Manus, Finschhafen, Hollandia, Manila, Leyte and Cebu before returning to San Francisco in August. Following V-J Day the vessel made a voyage to Manila, Saipan and Tinian, returning to San Francisco in November. Her next trip was to Saipan, with return to Los Angeles in February 1946.

The JAMES O'HARA sailed from Los Angeles to San Francisco, where on 5 April 1946, the vessel was redelivered by the Navy to the Army. As of early May 1946 the ship was in repair status at the Bethlehem Steel Co., San Francisco.



JAMES PARKER

Length, overall . 493' 6"	Gross tons 10,021	Propulsion Turbines (2)
Beam 64' 0"	Speed (knots) 17	Passengers 2,324
Draft 26' 3"	Radius (miles).... 13,000	Cargo (cu. ft.).... 76,251

Built in 1939 by Bethlehem Steel Co., Quincy, Mass.

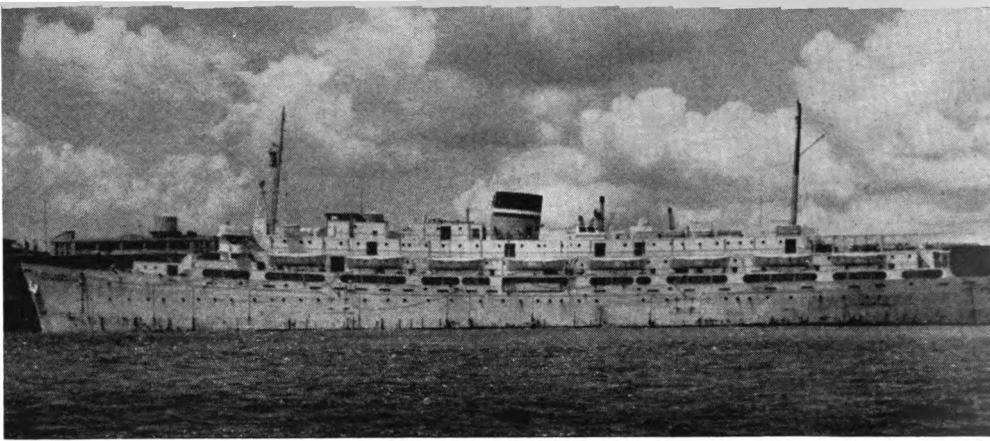
Former name: PANAMA

Operated prior to World War II by Panama Railroad Co.

THIS vessel, as the SS PANAMA, was transferred from control of the Panama Railroad Company to the Army Transport Service on 13 June 1941 at New York. Without alteration she made a trip from New York to Bermuda and the Canal Zone in June. After a trip to Cristobal and return in July, she went again to Bermuda and the Canal Zone, still under the name PANAMA before undergoing hasty conversion by the Atlantic Basin Iron Works at New York in August. She was then renamed the JAMES PARKER, in honor of Brigadier General James Parker, Class of 1876, U. S. Military Academy.

From New Orleans the PARKER made numerous voyages to Cristobal, with one stop at Trinidad in November 1941, and in December went to New York from where a similar trip to the Caribbean was made in early 1942. In March 1942 the vessel left New York and went through the Panama Canal to Bora Bora Island and Australian and New Zealand ports. She returned to Charleston from where she voyaged to Recife and Ascension Island. Again from Charleston the ship visited Recife and Ascension Island, but continued on to Pointe Noire, French Equatorial Africa. She also touched at Capetown and Freetown before returning to Charleston in September.

The PARKER then went to New Orleans, thence to Guantanamo, Cristobal and New York. In December 1942 she left on the first of many trips to the European and North African Theatres of Operation during the next three years, the principal ports visited being Oran, Casablanca, Dakar, Freetown, Takoradi, Liverpool, Palermo, Belfast, the Clyde and Avonmouth. In early 1944 the ship touched at Boston and Norfolk, but continued in the above mentioned Atlantic service out of New York until the end of 1945. In January 1946 the JAMES PARKER was converted by the Bethlehem Steel Co. (56th St. Yard) for carrying military dependents. She operated from New York to Cristobal, Belfast and Southampton in this service until 15 May 1946 when she was redelivered to the Panama Railroad Company, at New York.



JARRETT M. HUDDLESTON

<i>Length, overall</i> .. 441' 6"	<i>Gross tons</i>	7,933	<i>P. propulsion</i>	<i>Recip. eng.</i>
<i>Beam</i>	56' 10"	<i>Speed (knots)</i>	10½	<i>Passengers</i>
<i>Draft</i>	24' 0"	<i>Radius (miles)</i>	14,000	<i>Cargo</i>
				<i>None</i>

Built in 1942 by Permanente Metals Corp. (Yard # 2), Richmond, Cal.

Former names: SAMUEL F. B. MORSE, (YUCCA)

Operated by Moore-McCormack Lines, Inc., prior to acquisition by War Department.

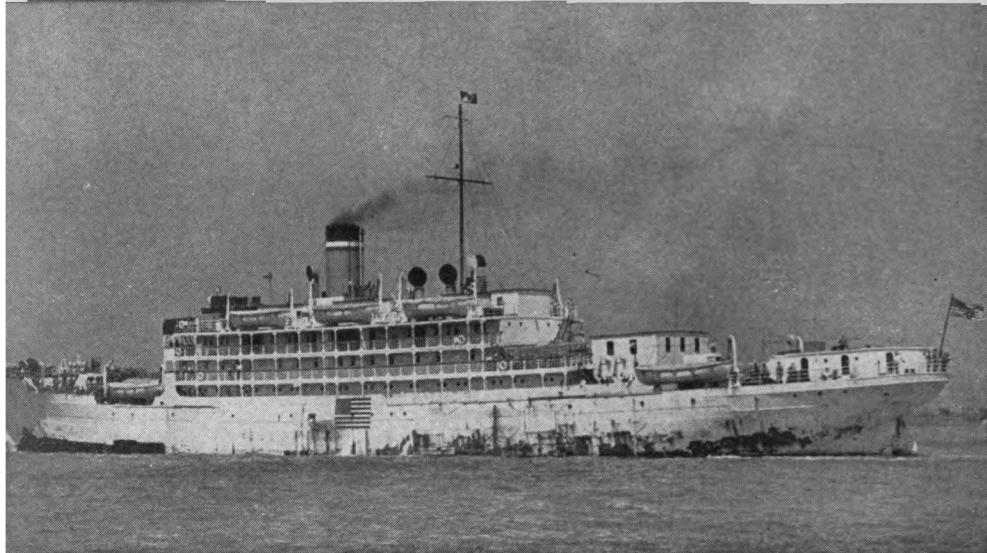
THIS was the Liberty type freighter SAMUEL F. B. MORSE which was transferred to the War Department on 22 November 1943 for use as a mercy ship. This conversion to a hospital ship was effected at the yard of Brewer Drydock Co., at New York between November 1943 and August 1944. For details of the vessel's service in this capacity, see page 339.

Upon her discontinuance as a hospital ship in December 1945, the JARRETT M. HUDDLESTON was altered at New York for use as a dependent-carrying transport, her new capacity being 326 women and 150 children.

Although the name JARRETT M. HUDDLESTON was that selected for the vessel as a hospital ship, the name was not changed after decommissioning inasmuch as another similar vessel constructed in the meantime had been designated SAMUEL F. B. MORSE, the HUDDLESTON'S former name.

In transporting military dependents, the ship operated between New York and European ports. As of May 1946 the vessel had made three trips; one to Cherbourg, Le Havre and Southampton; one to Bremerhaven, Germany; and one to Southampton, England.

Assignment of the JARRETT M. HUDDLESTON to this duty is temporary. Disposal of the ship as surplus is expected soon after 30 June 1946.



JOHN L. CLEM

<i>Length, overall</i>373' 6"	<i>Gross tons</i>	5,211	<i>Propulsion</i>	<i>Recip. eng.</i>
<i>Beam</i>	<i>Speed (knots)</i>	12½	<i>Passengers</i>	1,276
<i>Draft</i>	<i>Radius (miles)</i>	12,800	<i>Cargo (cu. ft.)</i>	34,475

*Built in 1918 by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.
Rebuilt in 1936 by Maryland Drydock Co., Baltimore, Md.*

*Former names: SANTA ANA, GUATEMALA, SANTA CECILIA, IRWIN
Operated prior to World War II by Merchants & Miners Transportation Co.*

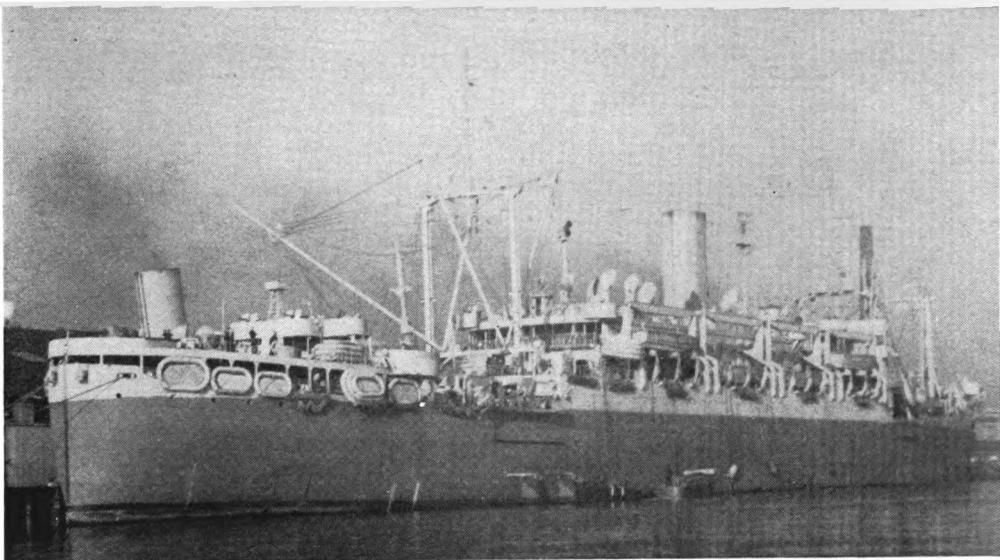
THIS vessel as the IRWIN was purchased by the Army in March 1941. She made one voyage from New York to San Juan before undergoing conversion by Robins Drydock & Repair Co. at New York between April and June. Her new troopship designation, JOHN L. CLEM, was in honor of Major General John Lincoln Clem.

Following conversion the CLEM began operating between New York, Charleston and Panama (with a few stops at New Orleans and Trinidad). She operated in this service regularly until June 1942, at which time she was assigned to "interisland" service. In this capacity the vessel served between New Orleans and the following places until September 1943: Port of Spain, Santa Lucia, Guantanamo, San Juan, Cristobal and Key West.

In September 1943 the CLEM was chosen for a hospital ship and went to Mobile, Alabama, where conversion was accomplished by Alabama Drydock & Shipbuilding Co. For particulars of the vessel's movements in this capacity see page 341.

In September 1945 the decision was reached to decommission the vessel as a ship of mercy and make her into a troopship. She was hastily altered and upon request of the War Shipping Administration was utilized for carrying Jamaican laborers between Kingston and Port Everglades. The CLEM continued on this assignment until January 1946, when after a final trip to Nassau, Bahamas she arrived at Hampton Roads for delivery to the War Shipping Administration as surplus to Army needs.

The JOHN L. CLEM was surveyed in April 1946 for possible use by the Public Health Service and was later assigned to that agency.



JOSEPH T. DICKMAN

<i>Length, overall</i>535' 0"	<i>Gross Tons</i>	13,869	<i>Propulsion..Turbines</i> (2)
<i>Beam</i>	<i>Speed (knots)</i>	16½	<i>Passengers</i>
<i>Draft</i>	<i>Radius (miles)</i>	11,000	<i>Cargo (cu. ft.)</i>296,000

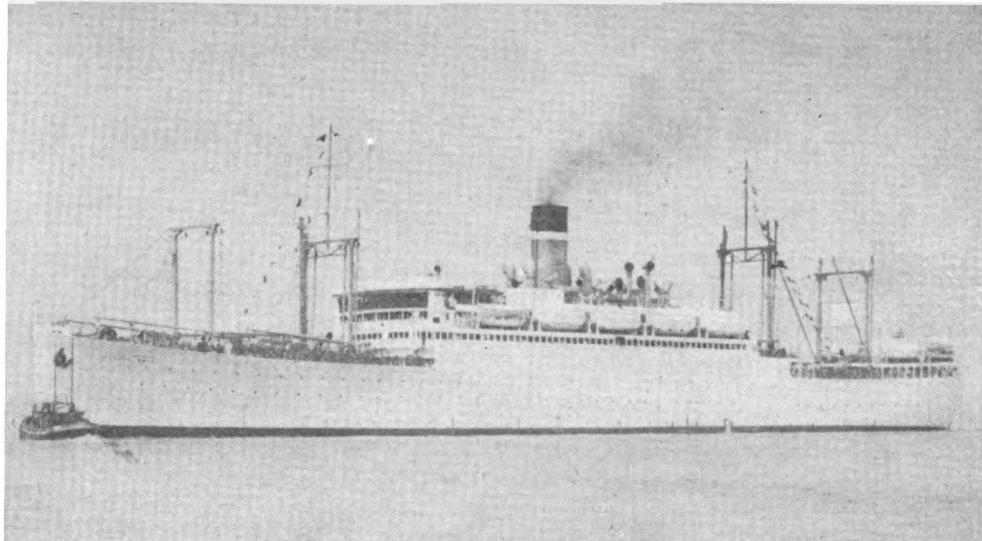
Built in 1922 by New York Shipbuilding Corp., Camden, New Jersey
Former names: PENINSULA STATE, PRESIDENT ROOSEVELT
Operated prior to World War II by United States Lines Co.

UPON the return of the SS PRESIDENT ROOSEVELT to New York from Bermuda in October 1940, the ship was purchased from the owners by the War Department. She was placed out of commission while specifications were prepared for conversion to a troopship. Conversion was done by Atlantic Basin Iron Works between February and June 1941. The ship was renamed JOSEPH T. DICKMAN in honor of the late Major General Joseph Theodore Dickman.

Immediately upon completion of conversion of the ship, she was transferred to the Navy and became the "USS JOSEPH T. DICKMAN" (AP 26; later APA 13). For some time the ship engaged in Joint Army and Navy Exercises on the East Coast and throughout World War II was in Naval service.

In early 1942 the DICKMAN went from New York to Bahia; and in June to Bermuda. In early 1943 she went via the Panama Canal to Noumea and Brisbane. In May she went to Oran and Arzew (North Africa). From there the ship went to Naples and Belfast before returning to Norfolk in January 1944 and to New York in February. After another voyage to Glasgow, Bristol, Oran and other ports in ETO, the ship returned to Boston from where she sailed to San Francisco.

From San Francisco the JOSEPH T. DICKMAN made two trips to Honolulu and return before leaving again, in August 1945, for Leyte and Manila. She returned, via Honolulu to San Francisco, where steps were taken in early 1946 to decommission her for redelivery to the Army.



LEONARD WOOD

<i>Length, overall</i> ... 535' 0"	<i>Gross tons</i> 13,712	<i>Propulsion Turbines</i> (2)
<i>Beam</i> 72' 0"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 1,419
<i>Draft</i> 30' 6"	<i>Radius (miles)</i> ... 11,700	<i>Cargo (cu. ft.)</i> ...190,430

Built in 1922 by Bethlehem Shipbuilding Corp., Sparrows Point, Md.

Former names: NUTMEG STATE, WESTERN WORLD

In operation by the War Department prior to World War II.

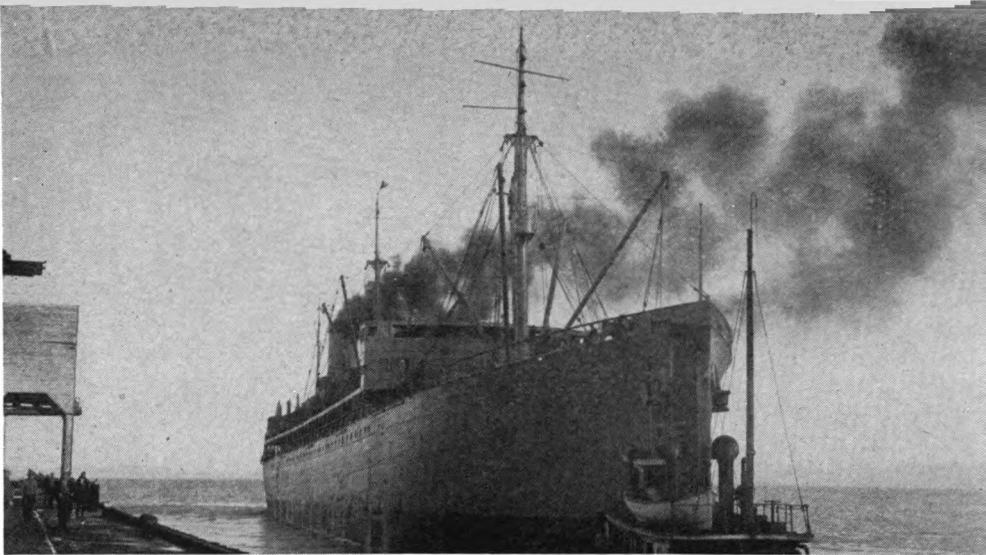
THIS vessel, as the **WESTERN WORLD**, was purchased by the Army in 1939. She was converted to a peacetime transport at New York and was renamed in honor of renowned Major General Leonard Wood.

The **WOOD** first made a few trips from New York to Cristobal, but in 1940 was placed in operation between New York and San Francisco. She was in this service, with occasional stops at Charleston, one trip to Alaska (in August 1940), a visit to San Juan (in April 1941), until June 1941 when she was transferred to Navy jurisdiction and was called the **USS LEONARD WOOD** (AP 25; later APA 12).

The **WOOD** was operated by the Navy in both the Atlantic and Pacific. In February 1942 she was at Capetown, Africa in company with two other Army-owned, Navy-crewed transports—the **JOSEPH T. DICKMAN** and the **ORIZABA**. She went from there to Bahia (Brazil), thence to Trinidad and New York, where she arrived in late February.

The **LEONARD WOOD** participated in the invasion of North Africa in early November 1942 and returned from there to Norfolk.

Again from Norfolk in May 1943, the ship made a trip to Oran before transiting the Panama Canal in August and going to San Diego and San Francisco. From there, she went to Honolulu and was locally operated westward until June 1945 when she returned to San Francisco. Between then and December the ship made three voyages to the Western Pacific—the first to Ulithi, Eniwetok and Manila; the second to Eniwetok and various points in the Philippines; the third to Yokohama. At Seattle on 22 March 1946 the **LEONARD WOOD** was redelivered by the Navy to the Army, and was there laid up pending transfer to the War Shipping Administration as surplus.



MAUI

<i>Length, overall</i> .. 501' 0"	<i>Gross tons</i>	9,940	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i>	<i>Speed (knots)</i>	14½	<i>Passengers</i>
<i>Draft</i>	<i>Radius (miles)</i>	13,500	<i>Cargo (cu. ft.)</i>158,170

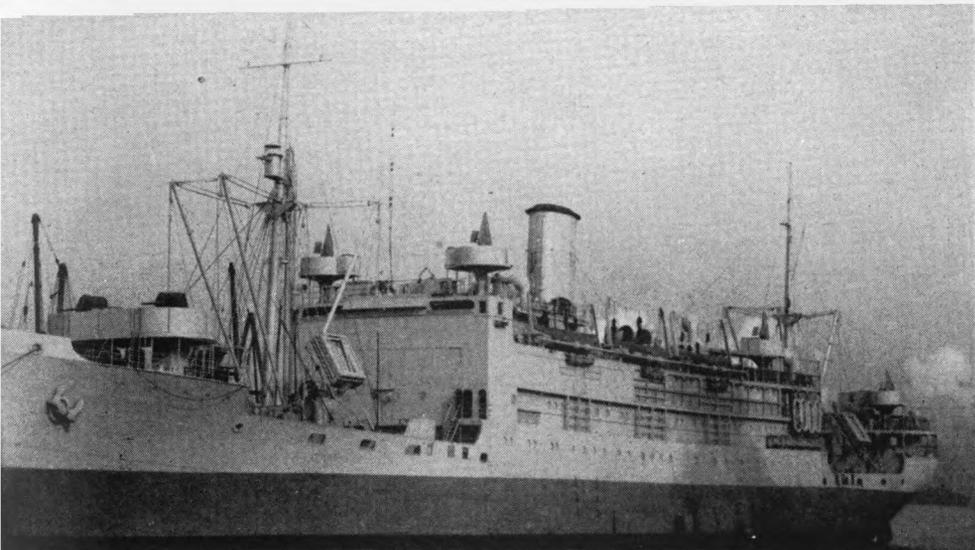
*Built in 1917 by Union Iron Works, San Francisco, Calif.
Operated prior to World War II by Matson Navigation Co.*

THE MAUI was purchased for War Department account on 2 December 1941 at San Francisco and was quickly adapted for Army use in the Pacific. Conversion by Bethlehem Steel Co. was completed on 27 December 1941 and on that date the vessel left on a voyage to Honolulu, returning to San Francisco in late January 1942.

In March the MAUI made a round trip from San Francisco to Brisbane, Australia. This was followed by two voyages to Honolulu and one to Cold Bay, Alaska before undergoing extensive repairs and alterations during July and August. In September the ship sailed from San Francisco for another voyage to Hawaii and then one to Noumea, Rarotonga, New Zealand and the Fiji Islnds, returning home in December 1942.

In January 1943 the ship went to Lahaina Roads, Hawaii and then underwent repairs at San Francisco in February and March 1943. Following this the MAUI was continuously operated to the Southwest Pacific until May 1944, having completed seven voyages there. Destinations included: Brisbane, Townsville, Noumea, Espiritu Santo, Guadalcanal, Auckland, Bora Bora, Milne Bay, Oro Bay and Finschhafen.

In June 1944 the ship went from San Francisco to Seattle, and from there to Honolulu, thence to the following before returning home: Funafuti, Langemak, Hollandia, Wake Is., Humboldt Bay, Milne Bay, Oro Bay and Auckland. After major repairs at San Francisco in late 1944, the MAUI left in mid-December for Finschhafen, Biak, Woendi, Hollandia, Leyte, Manila, Australian ports, Batangas, Noumea, Okinawa, etc., before returning to San Francisco in late October 1945. After a month in repair, the vessel went to Okinawa and Sasebo (the famous "closed-to-foreigners" Japanese naval base on Kyushu Island). The MAUI returned to Seattle in January 1946 and in April was declared excess to the needs of the War Department.



M O N T E R E Y *

Length, overall.....	404' 5"	Gross tons	5,236	Propulsion	Turbine
Beam	57' 6"	Speed (knots)	17	Passengers	1,055
Draft	23' 7"	Radius (miles).....	7,000	Cargo (cu. ft.).....	50,310

*Built in 1932 by Newport News Shipbuilding & Drydock Co., Newport News, Va.
Former names: HAITI, PUERTO RICO*

Operated prior to World War II by New York & Cuba Mail Steamship Co.

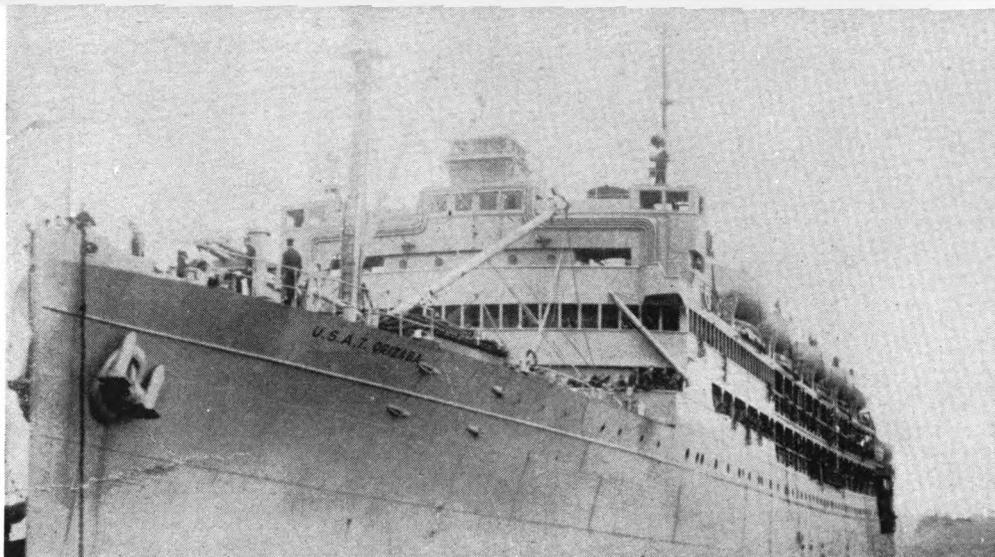
THE MONTEREY was bareboat chartered from the owners in February 1942. Hasty conversion to an Army troopship took place at Robins Drydock & Repair Co. at New York. Upon completion of alterations the ship left in March 1942 for a trip around South Africa (with stops at Capetown and Port Elizabeth) to Basra, Abadan, Massaua, Bombay and Cochin (India). She returned via Capetown to New York on 31 July 1942.

The MONTEREY assisted in the invasion of North Africa in November and returned from Casablanca to New York in December 1942. In January 1943, the vessel was bareboat chartered to the War Department by the War Shipping Administration.

After undergoing a month's voyage repairs and minor alterations, the MONTEREY left New York in February on a cruise to the following ports: Guantanamo, Trinidad, Belem, Recife, Natal (Brazil), Ascension Island, Takoradi, Freetown, Dakar, Dominica, and San Juan, returning to New York in late June 1943. The ship then went to New Orleans from where, in August, she began operating to various bases in the Caribbean and to Brazilian ports and Ascension Island. She continued in this service throughout the remainder of 1943, all of 1944 (except for repairs by Todd-Galveston in May and June) and through June 1945.

On 30 June 1945 the MONTEREY went from Norfolk to Gibraltar and Port Said, Egypt. She returned via Naples and Leghorn, Italy in August, and again resumed service in the Caribbean (principally from New Orleans to Panama and Puerto Rico). This assignment continued until February 1946. The MONTEREY collided with a tanker of the Standard Oil Company in the Mississippi River and after repairing minor damage at New Orleans, went to New York, where on 20 March 1946 the vessel was redelivered to the War Shipping Administration.

*See page 226 for description of another vessel having the same name.



ORIZABA

<i>Length, overall</i> ... 443' 3"	<i>Gross tons</i>	6,937	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i>	60' 0"	<i>Speed (knots)</i>	16
<i>Draft</i>	24' 4"	<i>Radius (miles)</i>	6,200
			<i>Passengers</i>
			1,578
			<i>Cargo (cu. ft.)</i>
			35,455

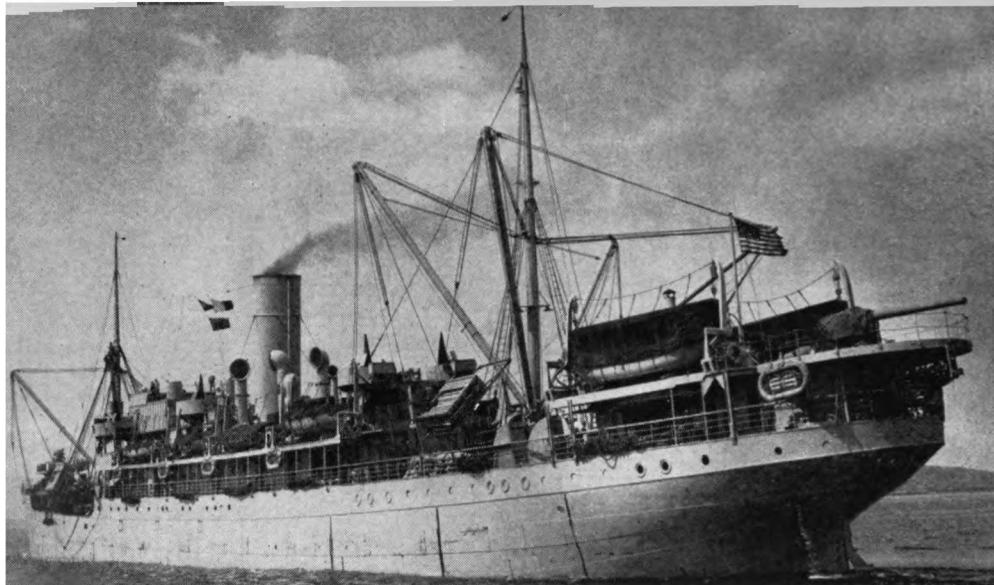
*Built in 1918 by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.
Operated prior to World War II by New York & Cuba Mail Steamship Co.*

THE ORIZABA was another vessel that served as a troopship in World War I. She was purchased by the War Department in early 1941 and made one trip to the Canal Zone before undergoing conversion for Army use by Bethlehem Steel Company at New York from early April until late May. In June 1941 the ship was transferred to the Navy and was designated the USS ORIZABA (AP 24). After several months' local operation by the Navy the ORIZABA left New York in April 1942 and went, via Iceland, to England. From there she went to Capetown, thence via Recife, to Norfolk from where a trip was made to Bermuda and Puerto Rico.

In January 1943 the ship returned to Norfolk, then went to Boston and New York. After a trip to St. John's in February, she made three voyages to Oran (with one stop at Casablanca). She returned to New York late in August. In December 1943 the ORIZABA sailed from Charleston, via the Panama Canal, to the Southwest Pacific and remained there four months. Ports visited include: Samoa, Bora Bora, Noumea, Brisbane, Gladstone, Milne Bay and Goodenough Island.

Following return to San Francisco in late March 1944 the ship soon left, via San Diego, for Tutuila, Noumea, Auckland and Bora Bora. She returned in June for six weeks' repairs at San Francisco, and next made a trip to Eniwetok, Saipan and Honolulu. After another visit to Hawaii the vessel was assigned to Seattle for a trip to Adak, Amchitka and Attu.

Returning to Seattle on 1 December 1944 the ORIZABA made another trip to Honolulu, then (from San Francisco) a voyage to Hollandia, Leyte and Ulithi. She departed from the latter in March 1945, transited the Panama Canal, and arrived at Tampa, Florida in April. The ORIZABA was subsequently sold to the Brazilian Government and was re-named DUQUE DE CAXIAS.



OTSEGO

<i>Length, overall</i>385' 0"	<i>Gross tons</i> 4,638	<i>Propulsion</i> <i>Recip. eng.</i>
<i>Beam</i> 45' 1"	<i>Speed (knots)</i> 10½	<i>Passengers</i> 793
<i>Draft</i> 23' 0"	<i>Radius (miles)</i> 6,200	<i>Cargo (cu. ft.)</i>148,850

Built in 1902 by Reiherstieg Schiffswerke, Hamburg, Germany
Former name: PRINZ EITEL FREDERICH
Operated prior to World War II by Libby, McNeill & Libby.

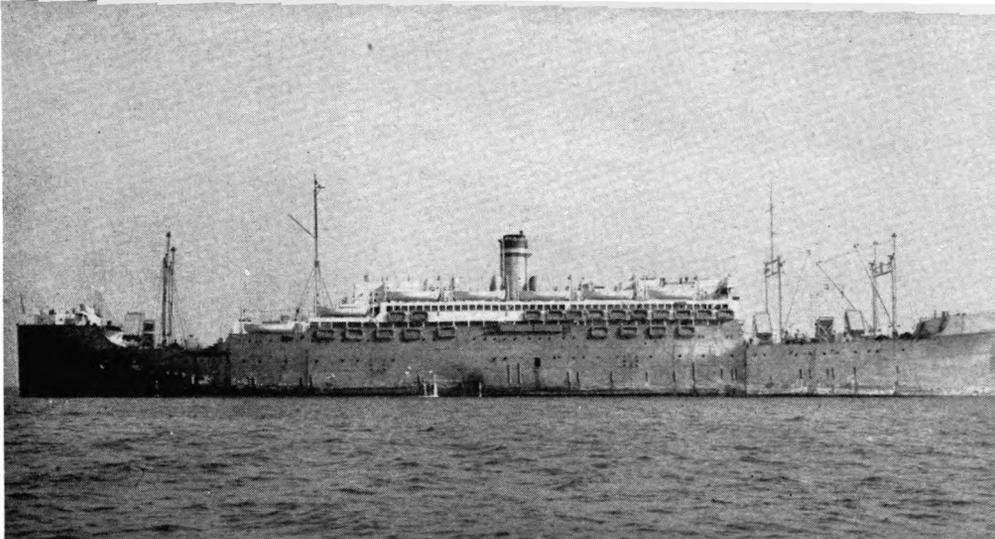
THE OTSEGO was delivered to the Army on time charter at Seattle on 4 December 1941. Later, however, she was placed on sub-bareboat charter.

The vessel at once began an arduous four years of operation from Seattle to a great many Alaskan ports, some of which were: Seward, Ketchikan, Dutch Harbor, Kodiak, Womens Bay, Annette Is., Yakutat, Valdez, Cordova, Juneau, Skagway, Whittier, Unimak, and Chernofski.

From April to July 1942 the ship underwent extensive rehabilitation at Seattle.

The OTSEGO made 31 voyages from her home port, Seattle, before being redelivered to the War Shipping Administration on 9 December 1944.

In January 1945 the OTSEGO was transferred to Russian ownership and renamed the URAL.



PRESIDENT BUCHANAN

Length, overall.....522' 0"	Gross tons 11,992	Propulsion Recip.eng.(2)
Beam 62' 0"	Speed (knots) 13	Passengers 1,241
Draft 27' 2"	Radius (miles).... 11,850	Cargo (cu. ft.).... 19,660

Built in 1920 by New York Shipbuilding Corp., Camden, N. J.

Former names: PANHANDLE STATE, PRESIDENT MONROE, PRESIDENT BUCHANAN, (IRIS), EMILY H. M. WEDER

Operated prior to World War II by Dollar Steamship Lines

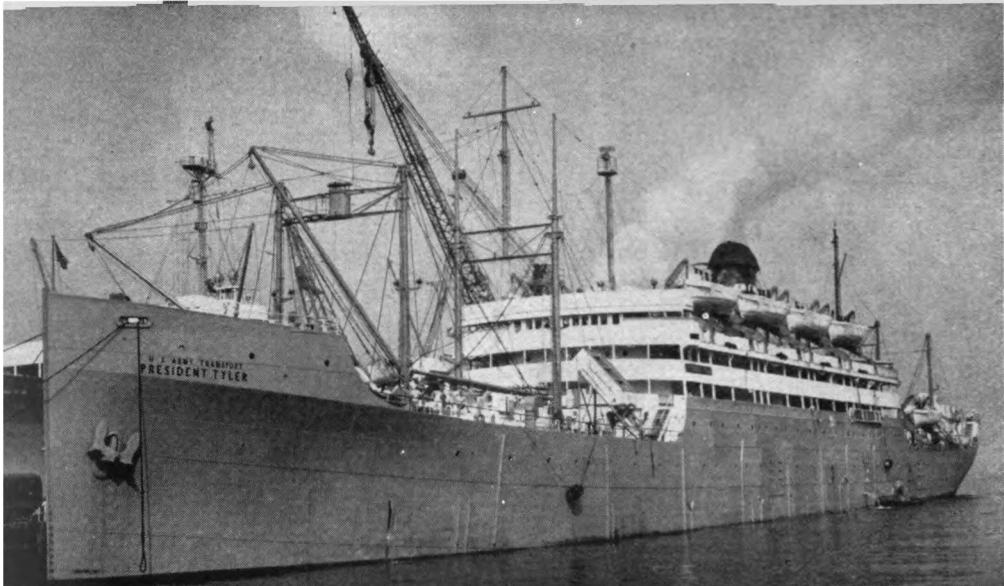
THE PRESIDENT BUCHANAN was an allocated passenger and cargo ship, with a passenger capacity of approximately 100, and was so operated under the direction of the War Shipping Administration prior to transfer to the War Department.

Inasmuch as the BUCHANAN was not a *bona fide* troopship while under WSA jurisdiction, she is not listed elsewhere as a troopship. However, in the latter part of 1942 she did make a voyage to the Persian Gulf with Army passengers and in 1943 made two trips to the United Kingdom with no change in living accommodations.

Following return from UK in October 1943, the vessel was delivered to the Army at New York and conversion to a hospital ship took place at Atlantic Basin Iron Works between November 1943 and July 1944. For a record of her service in this capacity under the name EMILY H. M. WEDER, see page 335.

While the vessel was at Los Angeles in late November 1945 it was decided to decommission her as a hospital ship and use her as a combination vessel to carry military dependents and troops. Accordingly, reconversion was accomplished by Consolidated Steel Corp., the work being completed in January 1946. The previous name, PRESIDENT BUCHANAN was restored at this time.

The vessel left Los Angeles in late January for Honolulu. En route her boilers were damaged by salt water and the ship was detained in the Hawaiian Islands until May 1946 for repairs.



PRESIDENT TYLER

Length, overall...522' 8"	Gross tons 10,533	Propulsion Recip.eng.(2)
Beam 62' 0"	Speed (knots) 13½	Passengers 2,175
Draft 32' 3"	Radius (miles).... 11,856	Cargo (cu. ft.)....173,000

Built in 1920 by New York Shipbuilding Corp., Camden, N. J.

Former names: PRESIDENT HAYES, CREOLE STATE

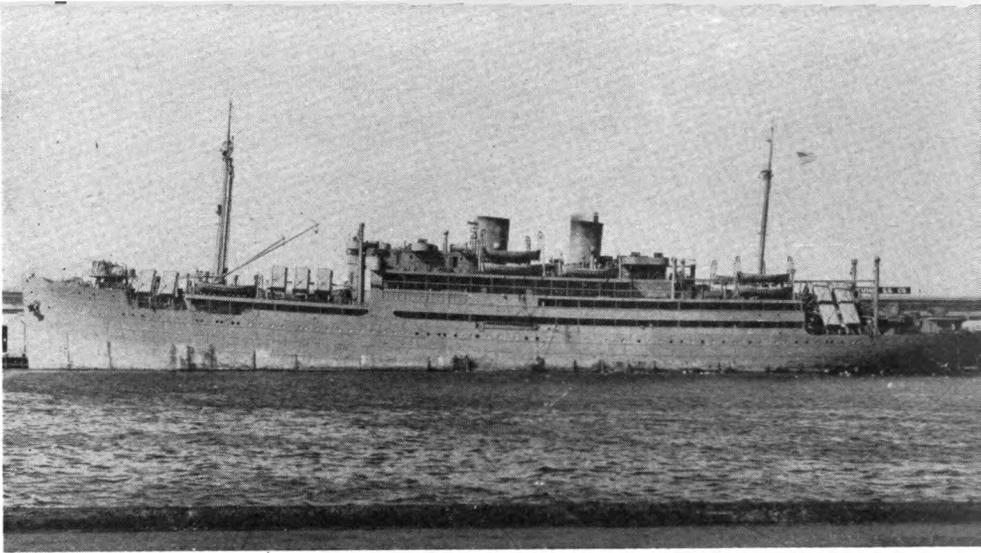
Operated prior to World War II by American President Lines

THE PRESIDENT TYLER was operated as an "allocated" troopship for three years prior to her delivery to the War Department at Boston in February 1945 on sub-bareboat charter for conversion to a hospital ship. For a record of her service as a troopship under War Shipping Administration jurisdiction, see page 239.

The vessel was never completed as a hospital ship because when V-J Day occurred she was still being converted at the Simpson Plant of Bethlehem Steel Co. in East Boston, Mass. A new name, HOWARD A. McCURDY had been selected in honor of Captain Howard A. McCurdy, the first dental officer killed in World War II. He was killed in action 16 January 1942.

It was decided to finish up the vessel as a troopship. Re-alteration was not complete, however, when the ship was selected for use in carrying military dependents (capacity 622). The name PRESIDENT TYLER was restored, and the ship began operation in her new status when she left Boston in February 1946 for a trip to Southampton, England.

Upon return to New York in March, the TYLER was home-ported there and by mid-May 1946 had made two more voyages to England for dependents.



PUEBLA

<i>Length, overall</i> ...484' 0"	<i>Gross tons</i> 9,660	<i>Propulsion</i> ... Diesel (2)
<i>Beam</i> 60' 7"	<i>Speed (knots)</i> 13½	<i>Passengers</i> 2,286
<i>Draft</i> 24' 6"	<i>Radius (miles)</i> ... 16,297	<i>Cargo (cu. ft.)</i> ...120,326

Built in 1928 by Bremer Vulcan, Vegesak, Germany
Former name: ORINOCO
Operated prior to World War II by Mexican Government

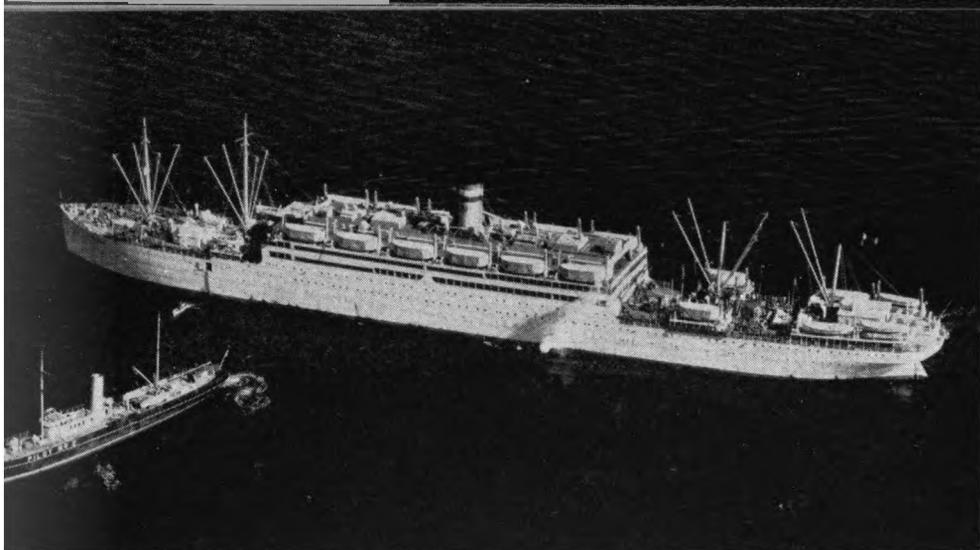
THE PUEBLA was contributed to the war effort by the Mexican Government, her owners. The vessel was bareboat chartered by the War Shipping Administration, and by them, sub-bareboat chartered to the War Department on 15 November 1942.

The vessel sailed from New Orleans a week after acquisition, going to Cuba; thence through the Panama Canal and via Puentarenas (Costa Rica) to Los Angeles in early February 1943. She went from there to San Francisco and underwent three months' repairs, improvement, and installation of new generators. The ship next made a round trip to Honolulu then left in June for Noumea, Efate, and Espiritu Santo. After a month's repair she left on a trip (via San Diego) to Tutuila (Samoa), Upton Is., Maui and Honolulu.

In December 1943 the PUEBLA began extensive repairs which lasted more than a year, principal cause of the delay being fabrication of large replacement parts for her foreign-built engines.

The ship left in January 1945 on a voyage to Finschhafen, Hollandia, Leyte and Biak. In April she went to Honolulu, Eniwetok, Ulithi and Leyte, returning home in July. The vessel's next trip took her to the same ports.

Leaving San Francisco again in October she made a trip to Lingayen and Eniwetok, from which she returned in December 1945. After some delay at San Francisco, it was decided to release the PUEBLA from Army service. Accordingly the ship sailed via Panama for Mobile thence to Norfolk where she was redelivered to the War Shipping Administration on 6 June 1946.



U. S. Army Air Forces Photo

REPUBLIC

Length, overall.....	615' 3"	Gross tons	17,886	Propulsion Recip.eng.(2)
Beam	68' 0"	Speed (knots) ...	15	Passengers
Draft	33' 1"	Radius (miles)...	10,000	Cargo (cu. ft.)....
				3,397
				34,000

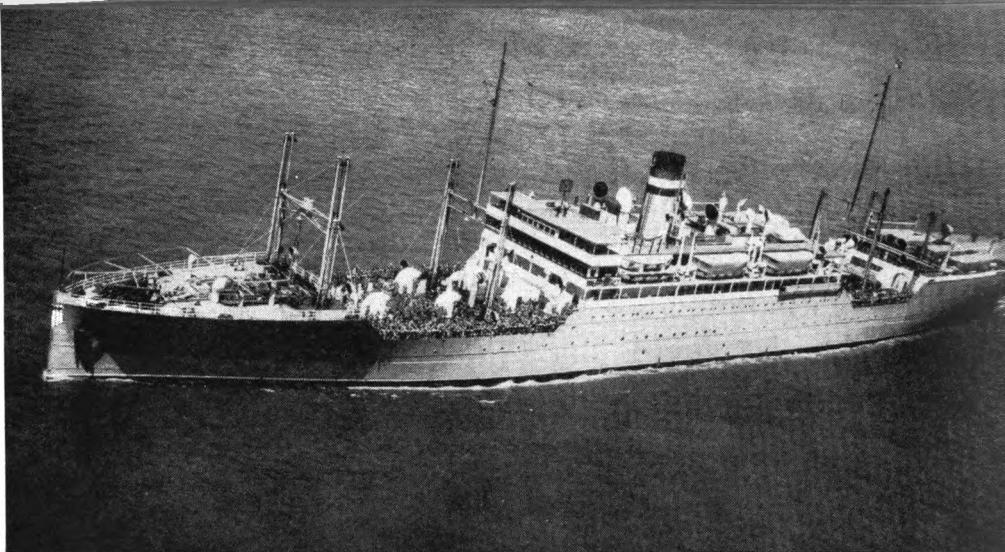
Built in 1907 by Harland & Wolff, Ltd., Belfast, Ireland
 Former names: PRESIDENT GRANT, (PRESIDENT BUCHANAN)
 In operation by the War Department prior to World War II.

THIS former German ship was in the North Atlantic trade several years as the PRESIDENT GRANT. She was interned at Hoboken in 1914; later seized; converted to a troopship, and Navy operated until October 1917, when transferred to the Army. She made 20 voyages in World War I. From January to November 1920 the REPUBLIC made two trips to repatriate Czechoslovak troops from Siberia to Trieste (going from New York, via the Panama Canal and Japan, to Vladivostok). She returned to New York via Gibraltar and after a trip to France was delivered to the U. S. Shipping Board in March 1921. Having lain at Norfolk until 1924, the ship was rehabilitated for the Shipping Board by the Newport News Shipbuilding Co. for North Atlantic service. The name PRESIDENT BUCHANAN was tentatively selected but U. S. Lines operated her as the REPUBLIC until August 1931, when she became a War Department troopship.

After alteration the ship left New York in November 1931 and made three trips to San Francisco, Hawaii, and Manila (with two visits to China and one stop in Japan). In late 1932, far eastern ports were excluded and the REPUBLIC continued to sail regularly in the N.Y.-Panama-S.F.-Honolulu service until June 1941.

At New York in July 1941 she was assigned to the Navy (USS REPUBLIC; AP 33) and after a trip to Iceland, went to San Francisco. From there in November 1941 she left for Manila but did not go beyond Hawaii. She sailed between San Francisco and Honolulu for the next year, then operated to Honolulu and the Southwest Pacific until December 1944, visiting Fiji, Noumea, Guadalcanal, Sydney, Brisbane, Funafuti, Hollandia, Samoa and other ports.

The ship was returned to the Army at New Orleans in January 1945 to become the hospital ship described on page 345. En route to Manila in February 1946 the REPUBLIC was decommissioned as a hospital ship. Distinguishing marks were removed at Manila and she returned to San Francisco in late March 1946 with troops from Tacloban and Leyte.



U. S. Army Air Forces Photo

ST. MIHIEL

<i>Length, overall</i> ...448' 0"	<i>Gross tons</i>	7,555	<i>Propulsion</i>	Turbine
<i>Beam</i>	58' 0"	<i>Speed (knots)</i>	16	<i>Passengers</i>
<i>Draft</i>	26' 6"	<i>Radius (miles)</i>	8,800	<i>Cargo (cu. ft.)</i> ...104,179

*Built in 1920 by American International Shipbuilding Corp., Hog Island, Pa.
In operation by the War Department prior to World War II.*

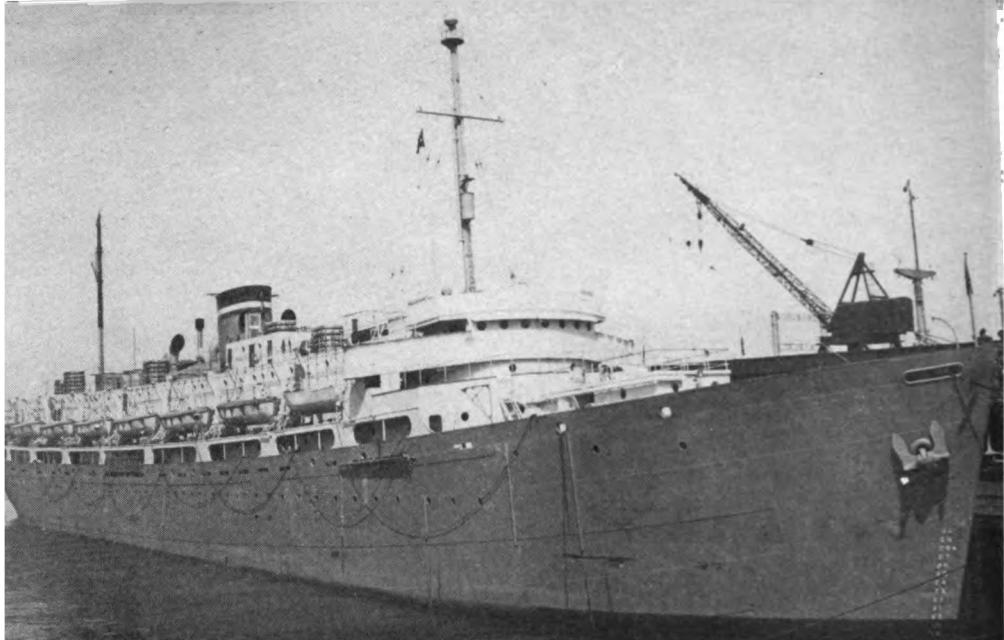
THE troopship ST. MIHIEL was a sister ship of the Hog Island type "B" transport CHATEAU THIERRY. Following construction, she was delivered to the War Department in October 1920. From that date she has faithfully served the nation more than 25 years.

The ST. MIHIEL sailed on her maiden voyage from New York to San Juan and Cristobal, C. Z., in November 1920. She next made a trip to Cherbourg, Calais and Antwerp. In February 1921 the ST. MIHIEL began regular operation between New York and the Canal Zone and (except for a trip to Antwerp in January 1923, numerous voyages through the Canal to San Francisco, and occasional diversion to Honolulu) remained in this service until 1940.

In February 1940 the ship left the West Coast, via Honolulu, for Manila. Following return in March, she was operated several months between San Francisco, Seattle and Seward, Alaska.

Beginning in January 1941, the ST. MIHIEL was operated from Seattle to either Honolulu or Alaskan ports, such as Seward, Yakutat, Sitka, Dutch Harbor, Kodiak and Unimak until September 1943. The vessel next went (via San Francisco) to Honolulu, from where she steamed directly to the Panama Canal, thence to Guantanamo and Boston, arriving in early November 1943. The ship was there converted to a hospital ship, being completed in May 1944. For a résumé of her service in this capacity until February 1946, see page 346.

Upon being decommissioned as a hospital ship at Los Angeles in February, the ST. MIHIEL went to San Francisco where steps were taken to outfit her for transporting 318 military dependents. This work was done during April and May 1946 by the General Engineering Company.



ST. OLAF

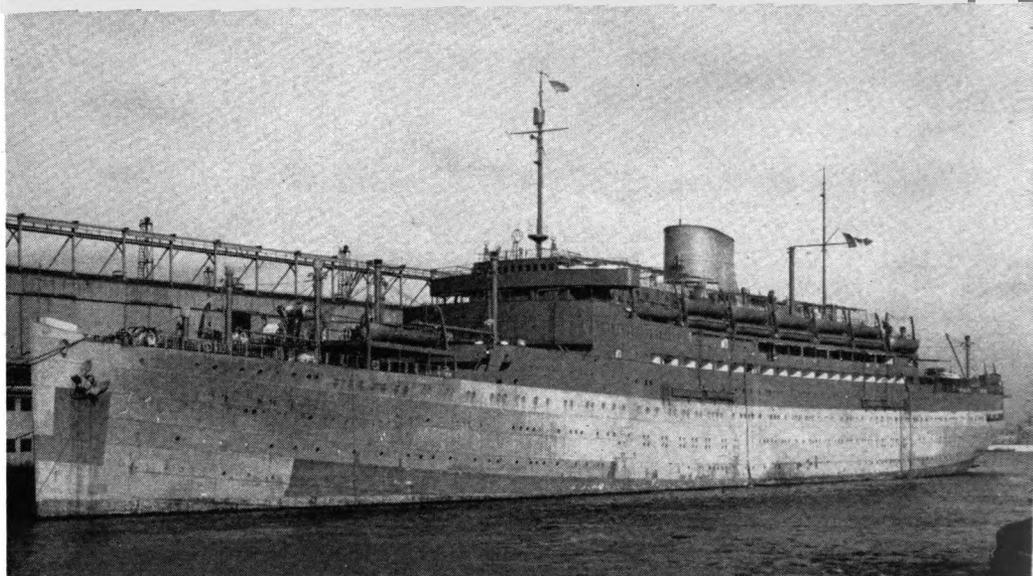
<i>Length, overall</i>441' 6"	<i>Gross tons</i> 7,940	<i>Propulsion</i> <i>Recip. eng.</i>
<i>Beam</i> 56' 10"	<i>Speed (knots)</i> 11	<i>Passengers</i> 1,214
<i>Draft</i> 24' 0"	<i>Radius (miles)</i> 17,688	<i>Cargo</i> None

*Built in 1942 by Bethlehem-Fairfield Shipyard, Inc., Baltimore, Md.
At one time assigned the name "JASMINE," but never operated under that name.
Operated by Union Sulphur Co., Inc., prior to acquisition by the War Department.*

THIS was the former freighter and hospital ship treated under the same name on page 347.

The Hospital Ship ST. OLAF was decommissioned at Los Angeles in late November 1945, and the vessel was converted to a combination troopship and dependent transport by the Standard Shipbuilding Company at San Pedro from early December 1945 to late January 1946. Her new passenger capacity was 1,067 troops and 147 dependents.

Following reconversion, the ST. OLAF went to Seattle, from where in March she went to Adak, Kiska and Seward, Alaska. The ship returned from this voyage in late April 1946, and is expected to remain in the Seattle-Alaska service for the remainder of the Fiscal Year 1946.



SATURNIA

<i>Length, overall</i> ... 631' 3"	<i>Gross tons</i> 24,470	<i>Propulsion</i> ... Diesel (2)
<i>Beam</i> 79' 6"	<i>Speed (knots)</i> ... 19	<i>Passengers</i> 1,502
<i>Draft</i> 29' 11"	<i>Radius (miles)</i> ... 11,800	<i>Cargo</i> None

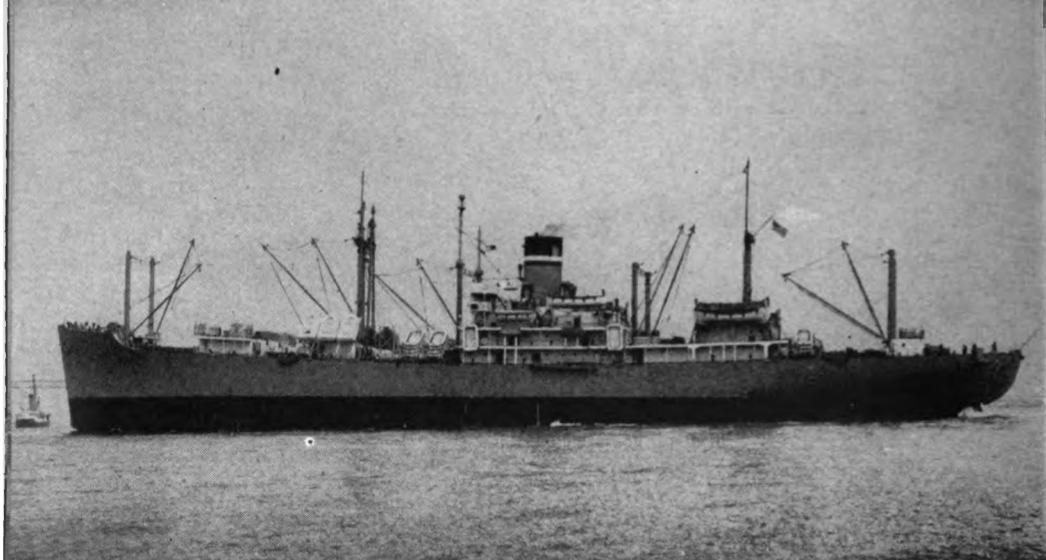
*Built in 1927 by Cantiere Navale Triestino, Monfalcone, Trieste, Italy.
Operated prior to World War II by the Italian Government.*

THE SATURNIA was the former Italian luxury liner which, following the armistice with Italy that had been arranged by Admiral Cunningham and approved by General Eisenhower, was taken over by the United States in late 1943.

Following surrender of the vessel, she was brought to New York (with an Italian crew aboard) and converted to a troopship by the War Shipping Administration. Particulars of operation in this status are given on page 301.

The SATURNIA last returned to New York as an allocated troopship in late December 1944. At this time it was decided to convert the ship to an Army hospital ship. This was accomplished and the vessel, renamed FRANCES Y. SLANGER, operated for one year in this category as outlined on page 338.

After being decommissioned as a hospital ship in December 1945, the vessel was hastily altered at New York by Arthur Tickle Engineering Works between 24 January and 21 February 1946 for transporting military dependents (1,131 women; 371 children). Upon completion of this work, the former name, SATURNIA, was restored and as an Army transport she began operating from New York to Southampton. She returned from the second of these voyages on 27 April 1946 and is expected to be released by the War Department about 30 June 1946.



SEA BARB

<i>Length, overall</i> .. 492' 0"	<i>Gross tons</i>	8,266	<i>Propulsion</i>	Turbine	
<i>Beam</i>	69' 6"	<i>Speed (knots)</i>	16½	<i>Passengers</i>	2,811
<i>Draft</i>	28' 6"	<i>Radius (miles)</i>	17,817	<i>Cargo (cu. ft.)</i>	187,900

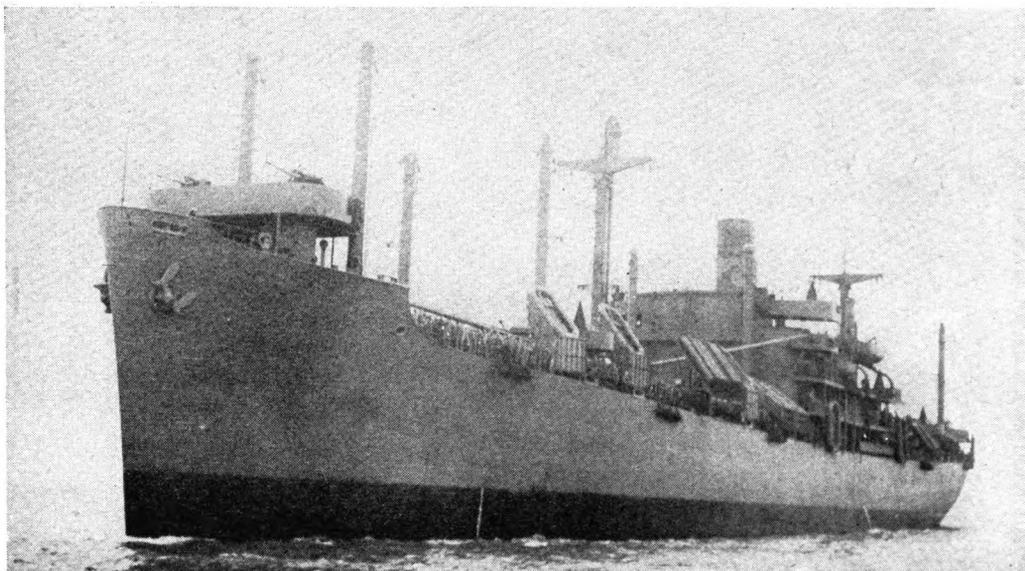
Built in 1943 by Western Pipe & Steel Co., South San Francisco, California.

THE SEA BARB is a C-3 type ship that was bareboat chartered by the War Department on 6 August 1943. Following delivery to the Army at San Francisco as a new freight vessel, she immediately underwent conversion to a troopship by the Marine Repair Shop of the San Francisco Port of Embarkation. This work was completed in December 1943.

The first voyage made by the SEA BARB took her to Espiritu Santo, Guadalcanal and Auckland. The ship returned to San Francisco, her home port, in late January 1944, and after voyage repairs, proceeded again to the Southwest Pacific—this time to Milne Bay, Buna, Lae, and Brisbane.

Returning to her home port in May the vessel made a quick trip to Honolulu and then in June left home for Kwajalein, Eniwetok and Honolulu. In September she again sailed to Milne Bay, Oro Bay, Lae, Finschhafen and Hollandia. In December she left the Golden Gate City for a voyage that kept her in the SWP Theatre for nearly eight months, being operated locally until July 1945 in service that took her to Finschhafen, Hollandia, Brisbane, Townsville, Noumea, Leyte, Bougainville, Biak and Morotai.

Following major voyage repairs at the Fort Mason Marine Repair Shop, the SEA BARB left San Francisco in late September 1945 for Pearl Harbor, Okinawa and Inchon. The ship next left her home port for Honolulu, Manila, Leyte and Finschhafen, returning to San Francisco on 31 March 1946. She then left in late April for Honolulu, Jinsen (Korea), and Yokohama and returned from that voyage to Seattle on 2 June 1946. This vessel is expected to remain in operation by the War Department until October 1946.



SEA CAT

<i>Length, overall</i> ...492' 0"	<i>Gross tons</i> 7,942	<i>Propulsion</i>Turbine
<i>Beam</i> 69' 6"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 1,979
<i>Draft</i> 28' 6"	<i>Radius (miles)</i> 18,000	<i>Cargo (cu. ft.)</i> ...191,000

Built in 1943 by Western Pipe & Steel Co., South San Francisco, California.

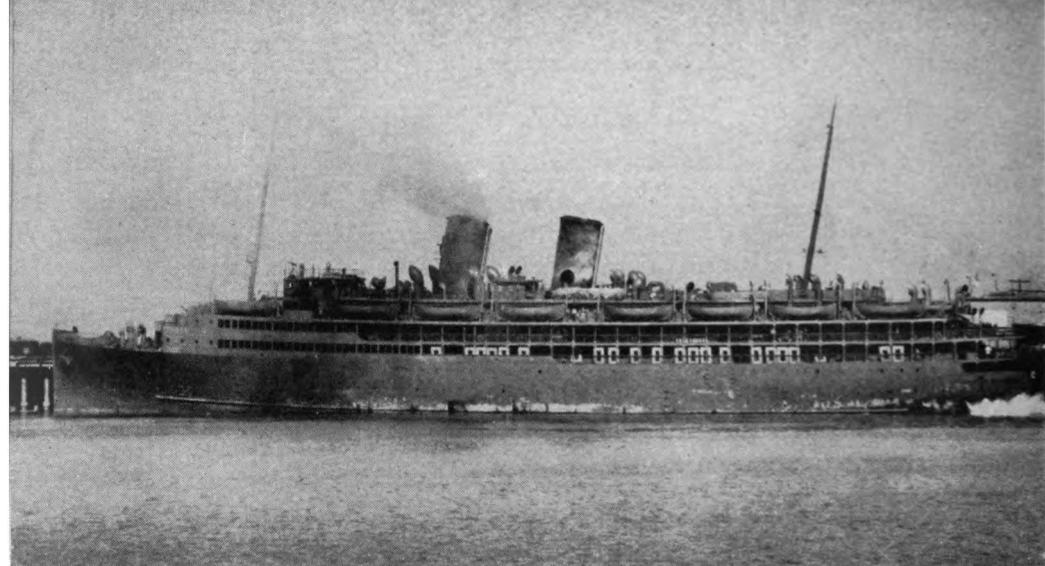
THE SEA CAT (a sister ship of the SEA BARB) was bareboat chartered to the War Department on 25 August 1943. Following construction, the ship made a trip from San Francisco to Honolulu as a freighter, before being converted to a troopship by the Marine Repair Shop at San Francisco between October 1943 and February 1944.

The ship made a voyage to Honolulu and return before leaving in March for Brisbane, Port Moresby, Townsville, Cairns, Milne Bay and Oro Bay. She returned to Los Angeles and then to San Francisco, from where she again sailed (in June) for Honolulu, Saipan and Eniwetok. Again (in August) the vessel went to the Southwest Pacific and returned in October.

On her next outbound voyage (in November) the SEA CAT touched at San Diego and Honolulu before proceeding to Funafuti and Guadalcanal. In January 1945 she went to the Southwest Pacific for six months, having visited Finschhafen, Manus, Hollandia, Guadalcanal, Tulagi, Torokina, Townsville, Brisbane, Biak, Leyte, Espiritu Santo, etc.

Following her return to San Francisco in June the SEA CAT left in July 1945 for a different theatre. She transited the Panama Canal, proceeded across the Atlantic to Leghorn (Italy) and Oran, and returned in August to New York. After two months' voyage and boiler repairs, the ship made a trip to Marseilles in October and one to Le Havre in November.

In December 1945 the SEA CAT left New York, passed through the Panama Canal, and arrived at Hollandia in early January 1946. From there the ship went to Leyte and Manila, thence to San Francisco. From the latter port she made a trip to Honolulu in April and then underwent voyage repairs until early May 1946. This ship is not to remain in the Army's post-war transport fleet.



SHAWNEE

<i>Length, overall</i>409' 0"	<i>Gross tons</i>	6,209	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i>	62' 0"	<i>Speed (knots)</i>	16
<i>Draft</i>	21' 0"	<i>Radius (miles)</i>	5,500
			<i>Passengers</i>
			1,589
			<i>Cargo (cu. ft.)</i>
			24,200

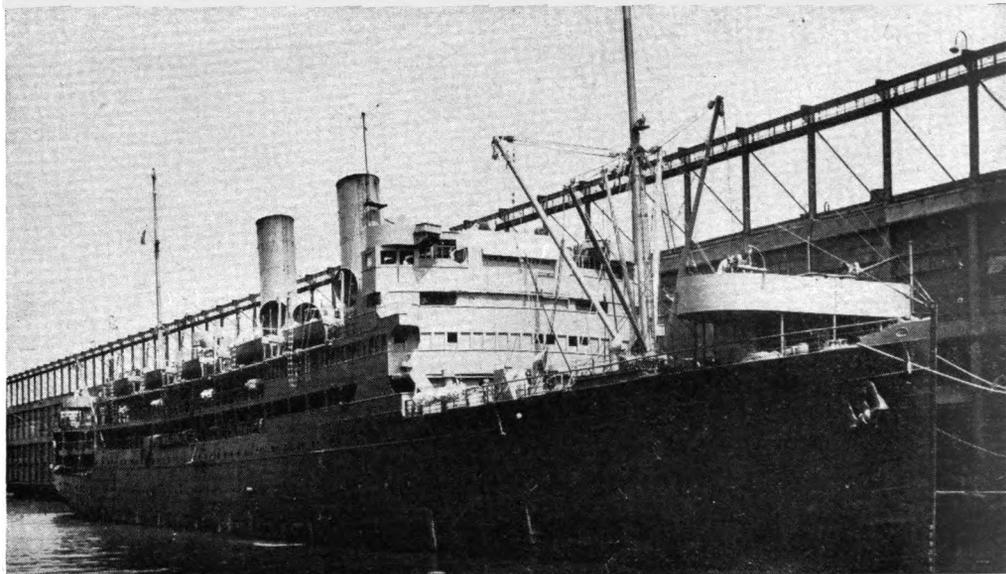
*Built in 1927 by Newport News Shipbuilding & Drydock Co., Newport News, Va.
Operated prior to World War II by Agwilines, Inc.*

THE SHAWNEE was chartered by the War Department directly from the owners in December 1941. At New Orleans she was hastily converted for troop use in one week by Todd-Johnson Shipyards, and began at once to operate between New Orleans and the Canal Zone. From the fourth such trip she returned in late March 1942 with 594 interned aliens.

The vessel then underwent a month's repairs before leaving in early May for a trip to Caribbean bases (San Juan, Jamaica, Trinidad and Panama). She next went from New Orleans to Panama, Arica (Chile), and Callao (Peru). Leaving Panama in June the ship went to New York in July, where she was placed on sub-bareboat charter from the War Shipping Administration in September. Major repairs by Todd-Erie Basin Dry Docks Co. consumed two months in late 1942; the vessel then left in January 1943 for Oran, returning to Boston.

Throughout the ensuing year the SHAWNEE operated from New York to Oran, Gibraltar, Casablanca, Avonmouth, Belfast, Cardiff, the Clyde, etc. In early 1944 the vessel went to New Orleans, thence through the Panama Canal to Bora Bora, Brisbane, Milne Bay, Lae and Lagemak, returning to San Francisco in April. She made a trip to Humboldt Bay, New Guinea, then following repairs she went to Seattle from where a round trip was made to Honolulu.

In July 1944 the SHAWNEE went to the Southwest Pacific and remained there until March 1945. While in the SWP she visited many ports, including Espiritu Santo, Milne Bay, Port Moresby, Lae, Finschhafen, Hollandia, Brisbane, Biak, Madang, Gaudalcanal, Townsville, Bougainville, Leyte, and Tulagi. Following repairs at San Francisco the SHAWNEE left in late May, and in June left for Honolulu, Eniwetok, Ulithi, Leyte and Manila. Again, in October, she went to Eniwetok, Leyte and Samar. From Los Angeles the ship went to Hawaii in December and in January 1946 left via the Canal Zone for New York, where she was re-delivered on 4 March 1946 to the War Shipping Administration who in turn delivered her to Agwilines, Inc.



SIBONEY

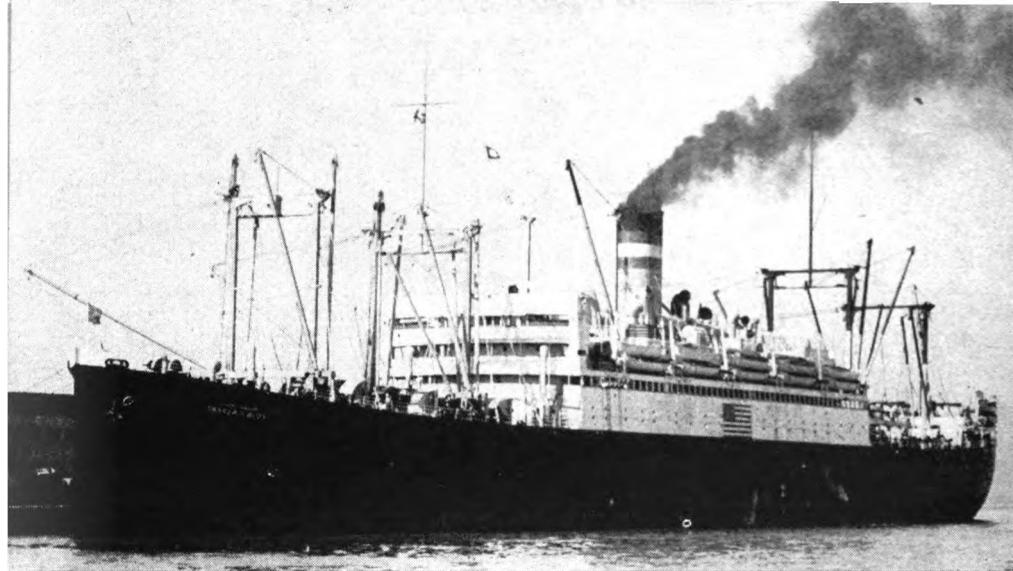
<i>Length, overall</i> .. 443' 0"	<i>Gross tons</i>	6,937	<i>Propulsion Turbines</i> (2)
<i>Beam</i>	<i>Speed (knots)</i>	16	<i>Passengers</i>
<i>Draft</i>	<i>Radius (miles)</i>	6,000	<i>Cargo (cu. ft.)</i>116,000

*Built in 1918 by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.
Operated prior to World War II by New York & Cuba Mail Steamship Co.*

THE SIBONEY was a troopship in World War I, having carried 12,770 troops to France in four voyages, after which she resumed commercial operation. She was taken by the Army on time charter in June 1941 (later bareboat charter) and hastily outfitted for troops. Based at New York, she first went to Bermuda, San Juan and Trinidad then made two trips to St. John's (Nfld.), one to Bermuda, two to Cristobal (stopping at Charleston and Newport News), another to St. John's, another to Panama, and one to Jamaica.

In December 1941 the SIBONEY left New York for Trinidad, from where she went to Capetown, then up the east coast of Africa to Basra and Bandar Shahpur, Iraq, arriving in February 1942. She returned to Capetown (via Aden), where routine boiler repairs were made before going, via Trinidad, to New York, where she arrived in April 1942. After six weeks' major voyage repairs by the Bethlehem Steel Co. the ship left in late May for Halifax, Iceland and the Clyde. She returned in late July then made another voyage to England and back to New York in September.

After a trip to Boston, the SIBONEY left New York in early December 1942 for Newfoundland. En route she collided with the SS CITY OF KIMBERLY, and put in at Halifax for drydocking and repairs. Returning to New York in February 1943 the vessel left at once for Casablanca, and again, in April, for Oran, Gibraltar, Clyde, Durban, Rio de Janeiro, Trinidad and Cuba. Reaching New York in August, she entered service between New York, North Africa and UK. While undergoing major repairs and reboiling at New York in January 1944 the SIBONEY was selected for conversion to a hospital ship. For details, as the USAHS CHARLES A. STAFFORD, see page 332.



TASKER H. BLISS *

<i>Length, overall</i> ... 535' 0"	<i>Gross tons</i>	12,568	<i>Propulsion Turbines</i> (2)
<i>Beam</i>	<i>Speed (knots)</i>	16½	<i>Passengers</i>
<i>Draft</i>	<i>Radius (miles)</i> ...	12,141	<i>Cargo (cu. ft.)</i> ...124,080

*Built in 1921 by Newport News Shipbuilding & Drydock Co., Newport News, Va.
Former names: GOLDEN STATE, PRESIDENT CLEVELAND
Operated prior to World War II by American President Lines*

THE vessel, as the **PRESIDENT CLEVELAND**, was in active operation when chartered by the Army in July 1941. She was renamed the **TASKER H. BLISS** in honor of General Tasker Howard Bliss, U. S. Army.

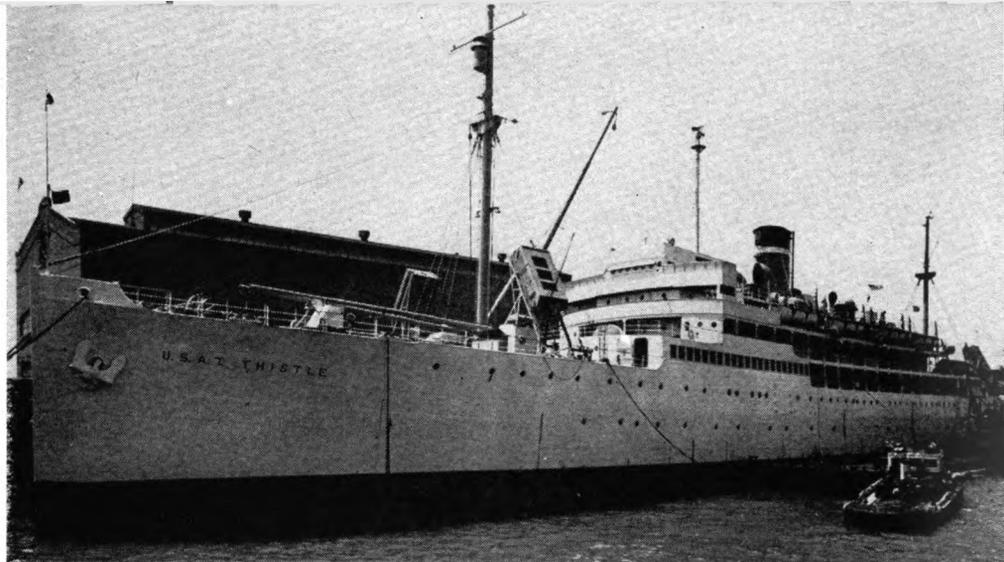
Following acquisition, the **BLISS** was hastily converted for troop use at San Francisco and went (via Seattle) to Alaska, returning in August. A few days later she left San Francisco on a trip to Honolulu, Guam and Manila from which she returned in late September.

In early October 1941 the ship left for another voyage to Honolulu and Manila, returning in November. After additional repairs and alterations she made a round trip to Hawaii, then left on a voyage to Brisbane, Melbourne and Sydney.

Following return to San Francisco in April 1942 the **BLISS** made another trip to Honolulu, followed by another to Australia and New Zealand. From the latter she sailed in late June for the Canal Zone. After passing through the Canal, touching at Guantanamo, Key West and Hampton Roads, the vessel arrived at Baltimore in August.

The **TASKER H. BLISS** was converted for combat duty and left in convoy (with Navy crew) for North Africa where she participated in the successful Allied invasion of that continent. In this affair, however, the **BLISS** was torpedoed and sunk in the harbor at Fedala, French Morocco, on 12 November 1942.

*See page 116 for description of another vessel having a similar name.



THISTLE

Length, overall .. 432' 4"	Gross tons	6,336	Propulsion	Turbine
Beam	Speed (knots)	14	Passengers	1,113
Draft	Radius (miles)....	7,000	Cargo (cu. ft.)....	94,762

Built in 1921 by New York Shipbuilding Corp., Camden, N. J.

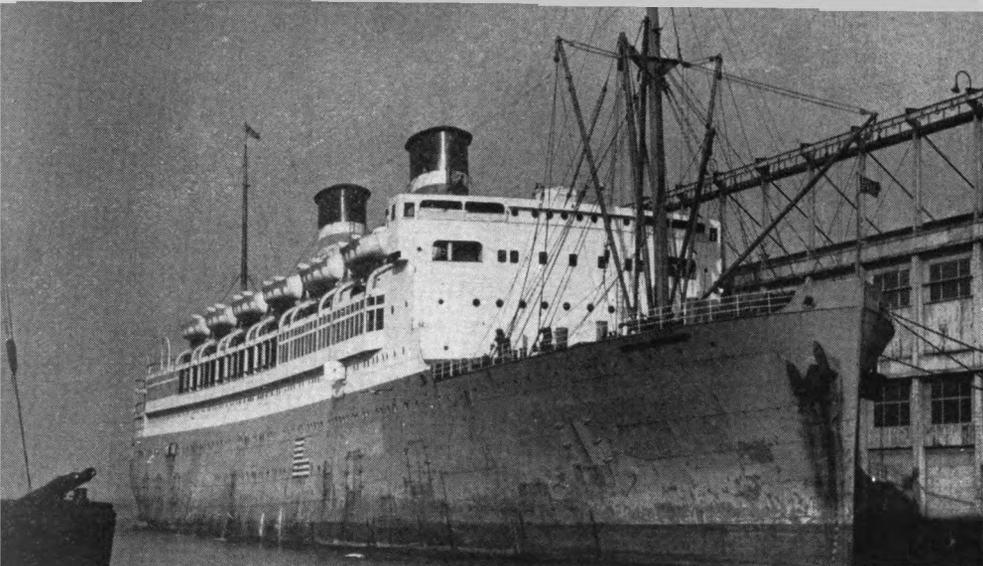
Former name: MUNARGO

Operated prior to World War II by Munargo Line Co.

THIS vessel (then the MUNARGO) was purchased by the War Department from the owners in March 1941. Conversion was begun at once to fit her for Army service. A new name, ARTHUR MURRAY, was tentatively selected in May, but this designation was never used inasmuch as the ship was transferred to Navy control on 4 June 1941 and was forthwith called the "USS MUNARGO." Although she sailed under this Navy name until returned to the Army, the ship is listed here as the THISTLE because she is presently operating as an Army transport under this latter name.

The vessel was converted to a troopship by the Bethlehem Steel Company at New York. She first made several voyages to Greenland and in December 1941 left for Bermuda, San Juan and Port of Spain. In early January 1942 the ship made a trip to Iceland, and then resumed service to Greenland before being ordered to the Pacific. Shortly after her return to San Francisco from the Southwest Pacific in July 1943, it was decided to utilize the vessel as an Army hospital ship. Accordingly, she was released by the Navy in October and at New York was converted by Atlantic Basin Iron Works from 18 October 1943 to 31 March 1944. She was officially designated the USAHS THISTLE. For details of her service in this role, see page 350.

Upon return (as a hospital ship) to Los Angeles in December 1945, the THISTLE was held pending disposal, but in March 1946 steps were taken to convert the vessel for carrying 318 military dependents. This alteration work is expected to be completed in June 1946.



THOMAS H. BARRY

<i>Length, overall</i>508' 0"	<i>Gross tons</i>	11,250	<i>Propulsion</i> Turb-elec.(2)
<i>Beam</i>	<i>Speed (knots)</i>	18	<i>Passengers</i>
<i>Draft</i>	<i>Radius (miles)</i>	6,950	<i>Cargo (cu. ft.)</i>
			23,000

*Built in 1930 by Newport News Shipbuilding & Drydock Co., Newport News, Va.
Former name: ORIENTE*

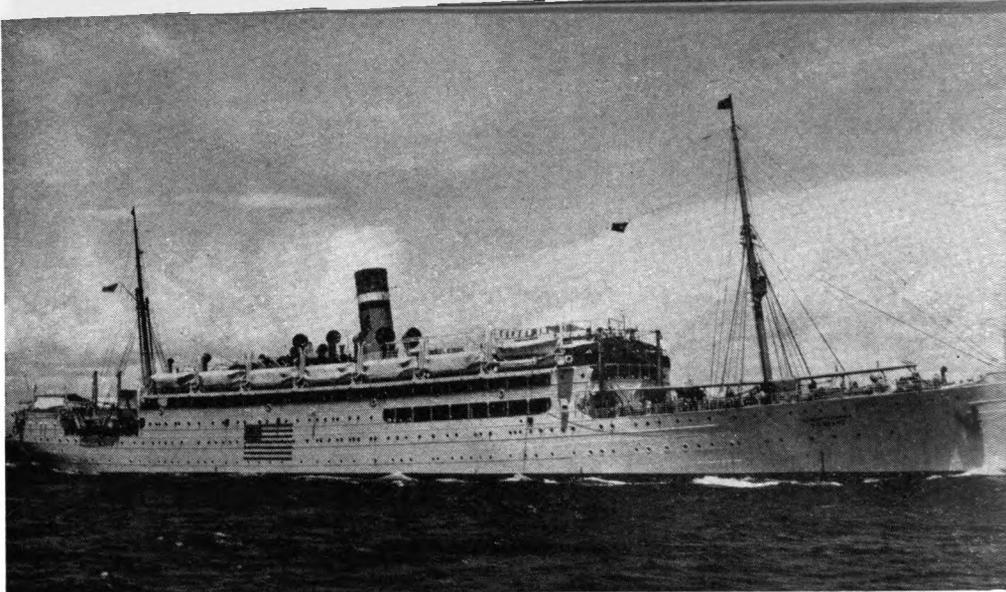
Operated prior to World War II by New York & Cuba Mail Steamship Co.

THIS vessel as the **ORIENTE** was purchased by the War Department in June 1941 and under that name made five voyages from New York and one from New Orleans to Bermuda, San Juan, Port of Spain and St. Lucia. In October the ship, having been renamed **THOMAS H. BARRY**, in honor of Major General Thomas Henry Barry, U. S. Army, left for another voyage to the ports cited above, and in November made a similar trip including stops at Antigua and Virgin Islands.

In December 1941 and January 1942 the **BARRY** underwent alteration and major repairs by Bethlehem Steel Company at New York, and left in late January 1942. She went through the Panama Canal and arrived at Noumea in early March. The ship returned to New York in April and after six weeks' repairs resumed operation across the Atlantic—to Belfast, and United Kingdom until August; then (after 3 months' ship repairs by Todd-Erie Basin Dry Docks, Inc., and installation of a loud speaker system by Communications Systems, Inc., at New York) to Casablanca and Oran until April 1943.

In May the **BARRY** transited the Canal again, en route to Bora Bora and Brisbane. Returning to New York in July, the vessel began that month the first of 23 succeeding voyages from either New York or Boston to the European and Mediterranean Theatres of Operation. Ports visited included: Liverpool, the Mersey, Bizerte, Oran, Belfast, the Clyde, Avonmouth, Swansea, Cherbourg, Southampton, Marseilles and Le Havre.

She returned from the last of this series of trans-Atlantic voyages as a troopship to New York in January 1946, where she was hastily converted by Bethlehem 56th Street Yard for carrying military dependents—her new passenger capacity being 390 adults and 148 children. In this role, the **THOMAS H. BARRY** completed a trip to Alexandria (Egypt) and Casablanca in early April 1946. In late April she departed (in similar service) for Bremerhaven, Germany, and Southampton.



U. S. Army Air Forces Photo

U. S. GRANT

<i>Length, overall</i> ... 508' 2"	<i>Gross tons</i>	9,410	<i>Propulsion Recip.eng.</i> (2)
<i>Beam</i>	<i>Speed (knots)</i> ...	15	<i>Passengers</i>
<i>Draft</i>	<i>Radius (miles)</i> ...	10,000	<i>Cargo (cu. ft.)</i> ...
			73,771

Built in 1907 by A. G. Vulcan, Stettin, Germany.

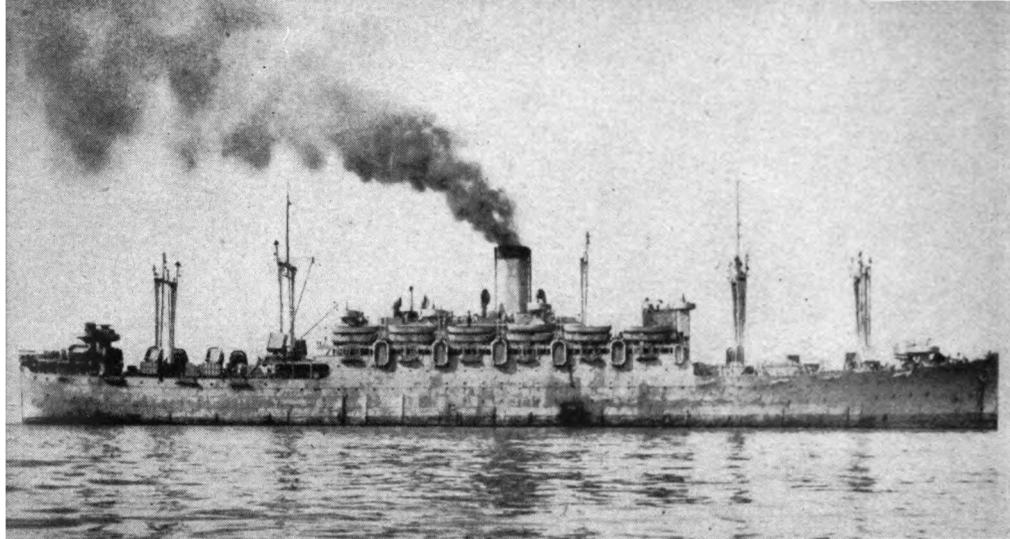
Former names: KONIG WILHELM II, MADAWASKA

In operation by the War Department prior to World War II.

THIS former German ship, as the KONIG WILHELM II, sailed between Hamburg and Buenos Aires. In World War I it was diverted to Hoboken for voluntary internment and when America entered the war, was seized. After repairs to sabotaged machinery the vessel entered troopship service as the MADAWASKA.

After returning troops from France, the ship was used in 1920 to transfer Czechoslovak troops from Siberia, via Suez, to Fuime, and upon completion of this task was laid up, but in late 1921 was assigned to the Army for trans-Pacific service. Conversion to an up-to-date troopship was completed at New York on 3 June 1922, at which time, Princess Cantacuzene (wife of Major General Prince Cantacuzene, Count Speransky, of Russia), grand-daughter of General U. S. Grant, rechristened the vessel "U. S. GRANT." For the ensuing 19 years (except when laid up for one year from April 1925; then reboiling and extensive alterations by the Mare Island Navy Yard, which were completed in March 1928) the GRANT maintained a faithful schedule between San Francisco, Honolulu, Guam, Manila, Chingwangtao, Shanghai, Panama and New York.

In June 1941 the ship was transferred to the Navy and became the USS U. S. GRANT. She went from Mare Island to Alaska and the Aleutians, and then made 28 outbound voyages from Seattle to Alaskan ports, although these were interrupted with two voyages to Hawaii in early 1942. She also made a trip to Adak and Kiska from San Francisco before going to Seattle for repairs and further operation. The ship made three trips to Alaska, by April 1944; then made eight trips from Seattle to Honolulu; and returned to San Francisco in November. After another trip to Alaska and one to Honolulu, the GRANT went, via Panama, to New Orleans. She operated from there to San Juan, Cristobal and Guantanamo, but returned to San Francisco in August 1945. In September she went to Eniwetok and Okinawa; made two trips to Honolulu; and was then decommissioned by the Navy and returned to the Army in January 1946. She was subsequently placed in the laid-up fleet at Seattle.



WILLARD A. HOLBROOK

Length, overall... 535' 0"	Great tons 14,812	Propulsion... Turbines (2)
Beam 72' 0"	Speed (knots) 17	Passengers 1,890
Draft 30' 7"	Radius (miles).... 19,000	Cargo (cu. ft.).... 45,037

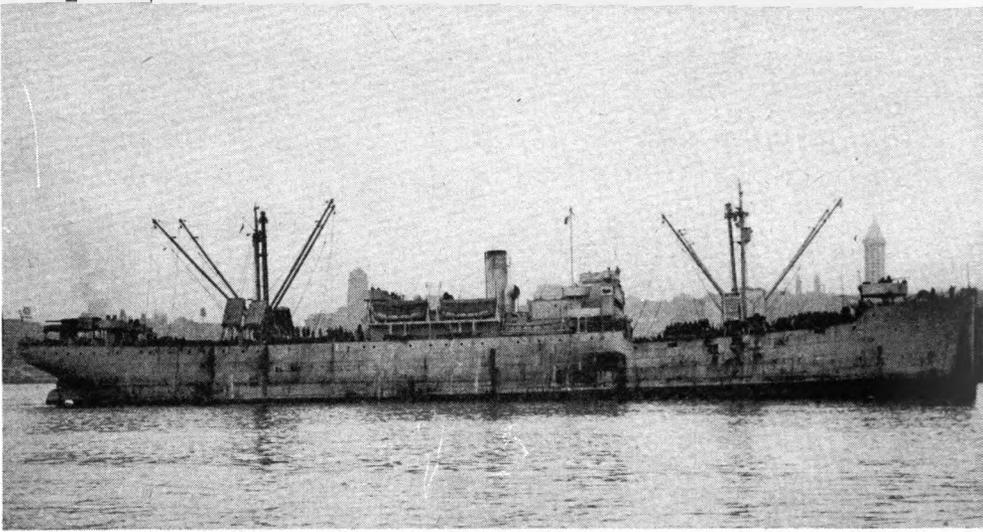
*Built in 1921 by Bethlehem Shipbuilding Corp., Sparrows Point, Md.
Former names: BUCKEYE STATE, PRESIDENT TAFT
Operated prior to World War II by American President Lines*

THIS ship was received at San Francisco in June 1941, from the owners and was immediately put in service between San Francisco and Manila, completing two trips to Manila (via Honolulu and Guam) and intermediate voyages to Hawaii and Alaska. In September 1941 she was hastily converted for carrying more troops and renamed WILLARD A. HOLBROOK, in honor of Major General Willard Ames Holbrook, former Chief of Cavalry.

Having left Honolulu on 30 November 1941 for a third trip to Manila, the HOLBROOK learned via radio that war had begun. Maintaining radio silence, she proceeded to Darwin, Australia. She was degaussed in Australia and left Brisbane in February 1942 for Melbourne and Fremantle before heading north to Bombay and Colombo. She returned to Adelaide; stopped at Sydney and Wellington; then proceeded to Los Angeles in June 1942. After repairs at San Francisco, she left in November for Hawaii, Noumea, Fiji, Guadalcanal, and Efate, returning home in February 1943 to make three more trips to Australia by the year's end.

The HOLBROOK underwent major voyage repairs at San Francisco during January 1944 and sailed to Guadalcanal and Auckland. In April she sailed from Seattle to Honolulu, Funafuti, Finschhafen, Milne Bay, Townsville and Hollandia. Returning in November she made still another trip to the Southwest Pacific. The vessel was selected in February 1943 to become a hospital ship and sailed, via the Canal and New Orleans, to Mobile, arriving in March.

Conversion work was begun at once by Alabama Drydock Co. and the name ARMIN W. LEUSCHNER tentatively selected. The coming of V-J Day resulted in discontinuance of this work and the ship was completed in January 1946 as a troopship. The previous name, WILLARD A. HOLBROOK was restored and the ship went to New York, where, instead of carrying troops, it was converted by Todd-Brooklyn for carrying 763 dependents. In March, the vessel began moving dependents from Europe and is to be in this service until the summer of 1946.



WILLIAM L. THOMPSON

<i>Length, overall</i>427' 0"	<i>Gross tons</i> 6,202	<i>Propulsion</i>Recip. eng.
<i>Beam</i> 54' 0"	<i>Speed (knots)</i> 9½	<i>Passengers</i> 602
<i>Draft</i> 25' 3"	<i>Radius (miles)</i> ... 13,356	<i>Cargo (cu. ft.)</i> ... 228,730

*Built in 1920 by Schaw, Batcher & Co., San Francisco, Calif.
Former names: WEST CANNON, PACIFIC SPRUCE
Operated prior to World War II by Thompson Salmon Co.*

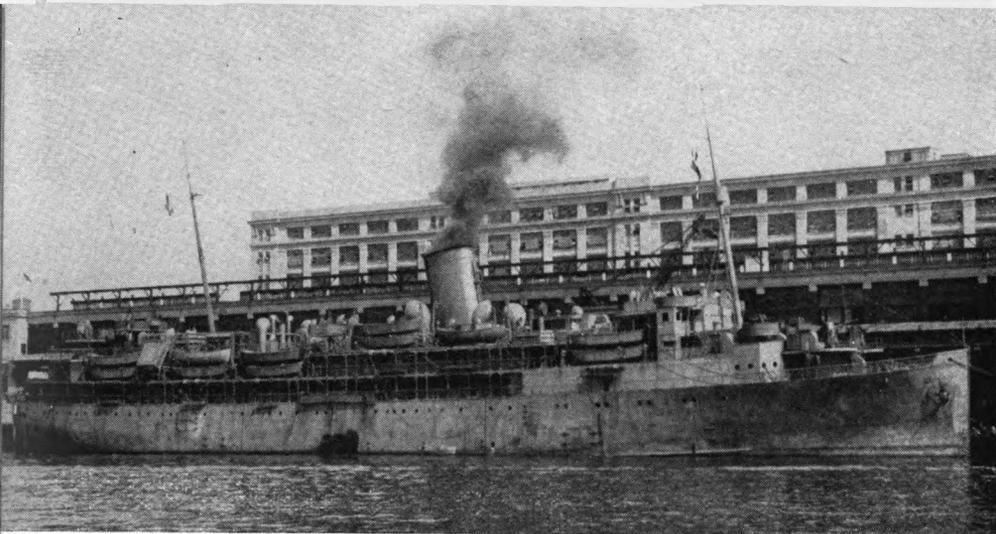
THIS vessel was delivered to the Army on 14 February 1942 at Baltimore, Md., on sub-bareboat charter.

She was overhauled and altered by the Maryland Drydock Company at Baltimore in February and March 1942 and left in late March for Norfolk and from there proceeded, via the Panama Canal, to San Francisco and Seattle.

At Seattle in June 1942, the THOMPSON was started in the regular Alaskan service in which she operated for nearly four years. The principal Alaskan ports visited were Seward, Valdez, Ketchikan, and Kodiak.

In December 1942 the THOMPSON was involved in a collision with the SS "PACIFIC OAK," which necessitated drydocking and bow repairs. From January through March 1945 she underwent extensive repairs by the Puget Sound Bridge & Dredge Corporation.

The WILLIAM L. THOMPSON was redelivered to the War Shipping Administration on 12 February 1946 at Portland, Oregon, and was in turn delivered by the WSA to the Pacific Atlantic Steamship Co. on the same date. On 6 May 1946 she was delivered to the owners, Thompson Salmon Co.



Y A R M O U T H

<i>Length, overall</i>378' 0"	<i>Gross tons</i>	5,043	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i>	<i>Speed (knots)</i>	15	<i>Passengers</i>
<i>Draft</i>	<i>Radius (miles)</i>	6,200	<i>Cargo (cu. ft.)</i> 16,000

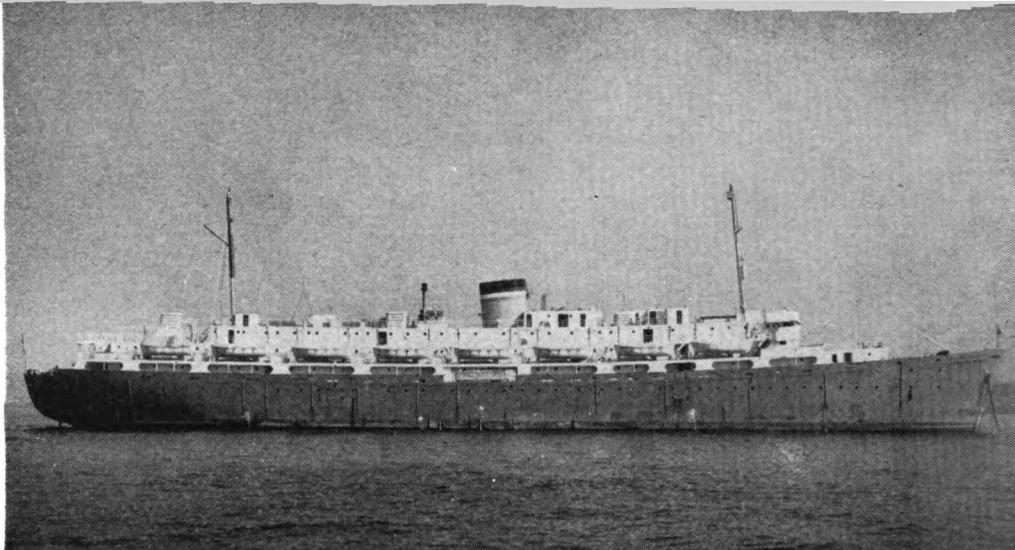
*Built in 1927 by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.
In operation prior to World War II by Eastern Steamship Lines, Inc.*

THE YARMOUTH made a trip for the Army in October 1941 from Boston to Narsarsuak, Greenland, but it was not until after her arrival at New Orleans in June 1942 that she was bareboat chartered and made into a troopship. She was converted at Todd-Johnson Shipyards, and sailed in September for Panama, and Belize, going from the latter to Key West, Guantanamo, San Juan, and Trinidad.

Her next trip from New Orleans (in December) took her to Key West, Cuba and Panama. Leaving the Crescent City again (in February 1943), the YARMOUTH touched at Guantanamo and San Juan before heading to Boston where she arrived in March. The ship then began service to Halifax (N. S.), Argentia (Nfld.), and several ports in Greenland (Narsarsuak, Ivigut, etc.) in which she continued until November.

The YARMOUTH left Boston in late November 1943 and went through the Canal to San Francisco. She left that city in January 1944 and went to Honolulu, Funafuti, and Kwajalein. Upon return to San Francisco the vessel had two months' repairs and left in June (via Honolulu) for Eniwetok and Kwajalein. She returned home and underwent major repairs before leaving in December 1944 for Honolulu and the Southwest Pacific again. During this assignment, which lasted until October 1945, she visited many outlying stations such as Saipan, Ulithi, Manus, Guam, etc.

Following her last return to San Francisco the YARMOUTH went to Seattle and left there in November for Honolulu. She returned to Los Angeles, from where she sailed in January 1946 for New York (via the Canal Zone). She arrived in late January and went to Boston, where she was redelivered to the War Shipping Administration on 12 February 1946, and on the same date reverted to Eastern Steamship Lines, Inc.



ZEBULON B. VANCE

<i>Length, overall</i> ... 441' 6"	<i>Gross tons</i>	7,933	<i>Propulsion</i>	<i>Recip. eng.</i>
<i>Beam</i>	<i>Speed (knots)</i>	10½	<i>Passengers</i>	476
<i>Draft</i>	<i>Radius (miles)</i> ...	21,000	<i>Cargo</i>	None

Built in 1942 by North Carolina Shipbuilding Co., Wilmington, N. C.

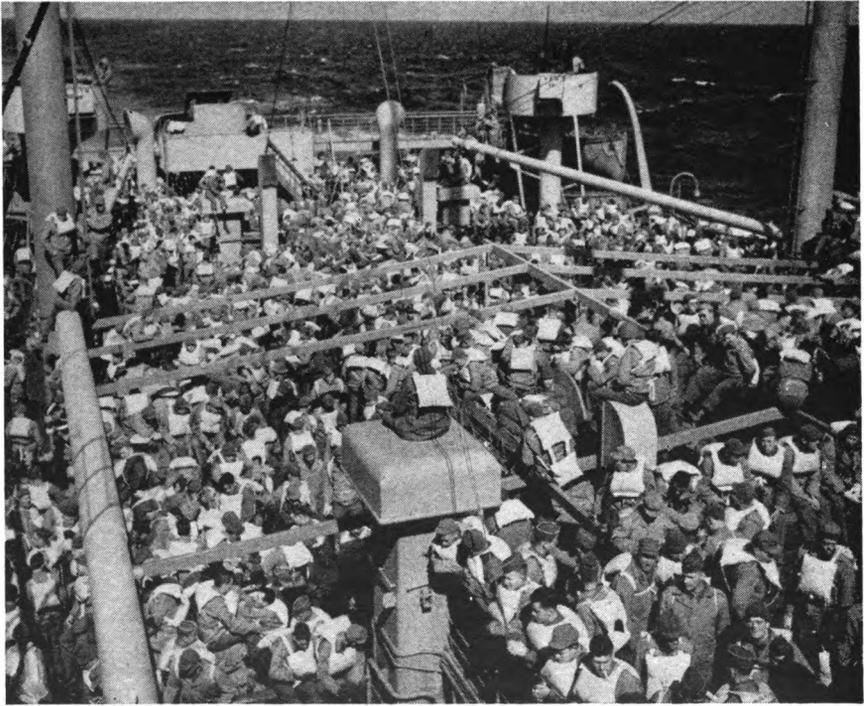
Former names: ZEBULON B. VANCE, JOHN J. MEANY

Operated by American Export Lines, Inc., prior to acquisition by the War Department.

THIS was the former hospital ship JOHN J. MEANY which was de-commissioned at New York in January 1946, and which is described on page 340.

Alteration of the vessel for carrying military dependents was then ordered. The work was accomplished by Bethlehem's 56th St. yard at New York in January 1946. The vessel at this time resumed her original name, ZEBULON B. VANCE.

Following alterations the vessel left New York on 25 January and went to Southampton, England, returning from this trip in late February. She soon left on another trip to Europe—this time going to Le Havre, France. The VANCE returned to New York in early April and after three weeks' voyage repairs left in April 1946 for a second trip to Le Havre.



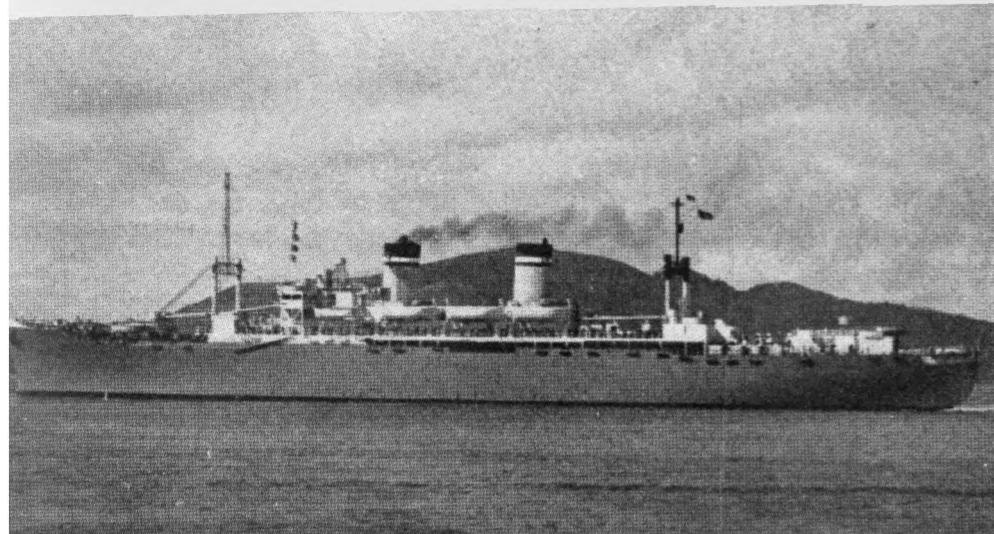
NAVY TROOPSHIPS

THE Navy troopships described herein are those which, for an appreciable period in World War II, transported Army personnel on Army schedules. There were other Navy passenger transports for carrying Marines, Sea Bees, etc. (called AP's) and many *attack transports* (designated APA's), but these are omitted as not being in harmony with the title "Troopships of World War II" as interpreted in the preface.

Navy troopships on Army schedules were operated under the jurisdiction of the Naval Transportation Service which was organized as a separate division under the Chief of Naval Operations in January 1942. During World War II the NTS was successively under the direction of Rear Admirals S. A. Taffinder, R. M. Griffin, W. W. Smith, H. A. Flanigan and W. M. Callaghan.

The acquisition of large vessels for the Navy was ably handled by Capt. W. N. Mansfield, USNR. Arming of all merchant vessels (including all Army and Navy Troopships) was under the guidance of Capt. E. C. Cleave, USNR.





ADMIRAL C. F. HUGHES

Length, overall...608' 11"	Gross tons 17,000	Propulsion..Turb-elec.(2)
Beam 75' 6"	Speed (knots) 19	Passengers4,527
Draft 26' 6"	Radius (miles).... 15,000	Cargo (cu. ft.).... 48,000

Built in 1945 by Bethlehem-Alameda Shipyard Inc., Alameda, Calif.

THIS was one of eight P2 type ships originally begun for Army use. Before completion, however, they were assigned to the Navy to be operated on Army schedules. The ADMIRAL C. F. HUGHES was named in honor of Admiral Charles Frederick Hughes, who participated in the Battle of Manila Bay in the Spanish American War, and who served with the British Grand Fleet in World War I and was later Chief of Naval Operations.

The ADMIRAL HUGHES sailed from Los Angeles on 13 March 1945 and reached Pearl Harbor five days later. She returned to San Francisco but went to San Diego before departing, in mid April, for her next westward trip—to Pearl Harbor and Guam.

Returning to San Francisco in May, the vessel left the same month, via the Panama Canal, for Marseilles, France, to redeploy troops to the Pacific. She transited the Canal westbound in late June and proceeded to Manila, Leyte, Biak and Hollandia before V-J Day. The HUGHES returned to San Francisco on 17 August and left two weeks later for Leyte and Manila. From that voyage the ship returned to Seattle in October. After a side trip to Victoria, the HUGHES sailed again (on 22 October) for Leyte and Manila.

Having returned to San Francisco in late November, the ADMIRAL HUGHES departed in early December for another voyage to Leyte and Manila. She returned to San Francisco in January 1946 and left in early February for a round trip to Manila, from where she again reached San Francisco on 10 March. Her next voyage was to Yokohama. She returned to Seattle and then went to San Francisco where she was permanently transferred to the War Department for use in the post-war fleet of Army transports. Conversion was scheduled for the period 7 May to 6 July by the Bethlehem Steel Company at San Francisco.

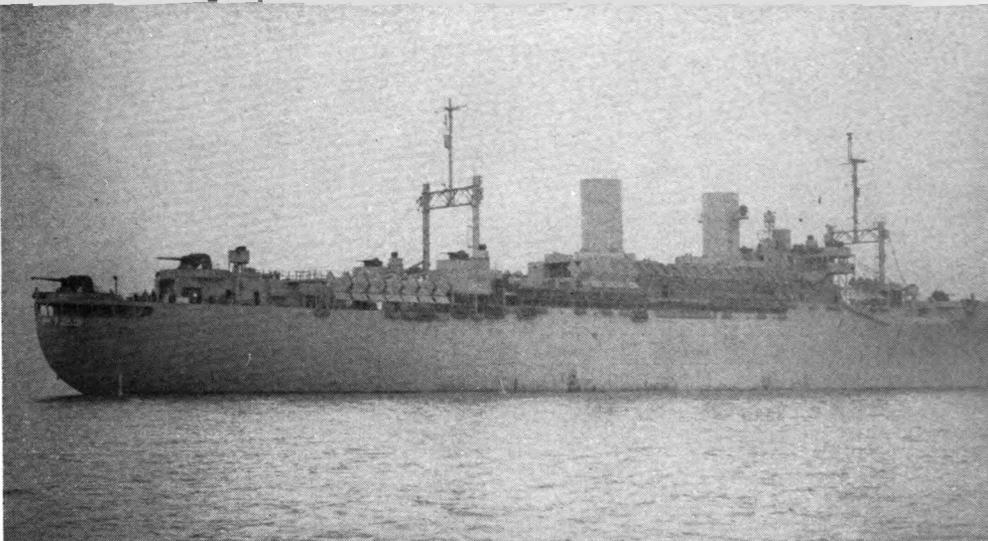


Photo courtesy Bethlehem Alameda Shipyard, Inc.

ADMIRAL E. W. EBERLE

<i>Length, overall</i> ... 608' 11"	<i>Gross tons</i> 17,000	<i>Propulsion</i> ... Turb-elec.(2)
<i>Beam</i> 75' 6"	<i>Speed (knots)</i> 19	<i>Passengers</i> 4,463
<i>Draft</i> 26' 6"	<i>Radius (miles)</i> ... 15,000	<i>Cargo (cu. ft.)</i> ... 36,720

Built in 1945 by Bethlehem-Alameda Shipyard Inc., Alameda, Calif.

THIS, another of the group of eight similar P2 type vessels built as troopships, was named in honor of Admiral Edward Walter Eberle, who served on the USS OREGON in the Spanish-American War. Admiral Eberle was C-in-C of the Battle Fleet in 1922 and later Chief of Naval Operations.

The ADMIRAL E. W. EBERLE left San Francisco on 6 March 1945 and reached Finschhafen, New Guinea, on 20 March. From there she went to Hollandia, Manus Island, Leyte and Manila, leaving the latter on 10 April for Leyte again, Ulithi and Honolulu. The ship reached San Francisco on 2 May and then went to San Pedro, from where she sailed without troops, via the Panama Canal, for Naples, Italy, arriving there in early June. She came back to Trinidad in mid-June, proceeded eastward again to Le Havre, France, and from the latter reached Hampton Roads, Va., on 6 July 1945.

The EBERLE next sailed for Marseilles for the purpose of redeploying troops from Europe to the Pacific Theatre of Operations. She made a westbound transit of the Panama Canal in early August and headed directly for Ulithi, where she arrived in late August. She next went to Batangas, Manila and Leyte, Philippine Islands, thence to Tacoma, Washington, in late September.

The ADMIRAL EBERLE sailed from Seattle in the latter part of October for Okinawa and Nagoya. On 6 December 1945 she left Los Angeles for a voyage to Nagoya with return to Seattle on 29 December. On 2 January 1946 the vessel departed from Seattle for Jinsen (Korea). Following return to Seattle in March, she went to San Francisco for delivery to the War Department and conversion to a peacetime Army troopship at Todd Shipyards Corp., Los Angeles, the work commencing on 31 May 1946.

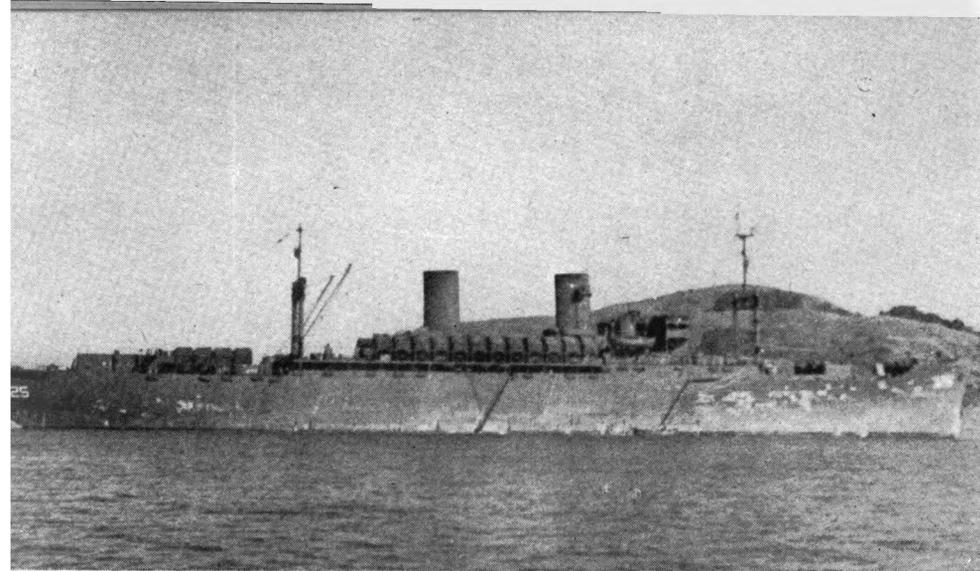


Photo courtesy Liberty Picture Co.

ADMIRAL H. T. MAYO

<i>Length, overall</i> ... 608' 11"	<i>Gross tons</i> 17,000	<i>Propulsion</i> ..Turb-elec.(2)
<i>Beam</i> 75' 6"	<i>Speed (knots)</i> 19	<i>Passengers</i> 4,543
<i>Draft</i> 26' 6"	<i>Radius (miles)</i> 15,000	<i>Cargo (cu. ft.)</i> 46,640

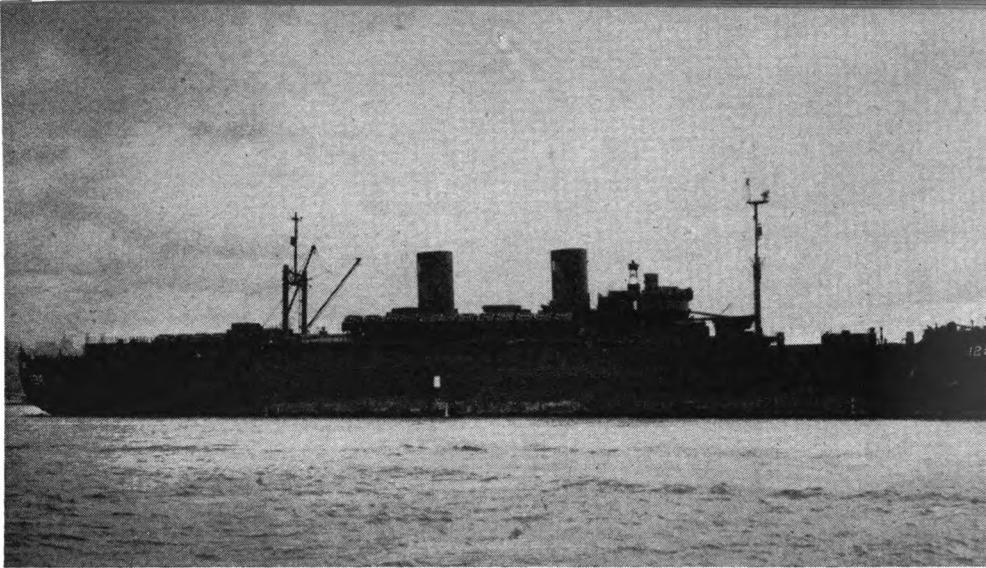
Built in 1945 by Bethlehem-Alameda Shipyard Inc., Alameda, Calif.

ADMIRAL Henry Thomas Mayo, for whom this P2 type vessel was named, was a member of the Class of 1876, U. S. Naval Academy. He was Commander-in-Chief of the Atlantic Fleet throughout World War I.

Following construction, the ADMIRAL MAYO left San Francisco on 24 May 1945 for the European Theatre of Operations. She passed through the Panama Canal and reached Le Havre, France, on 12 June 1945. Leaving two days later, the ship reached Boston on the 20th of the month and left a week later, via Gibraltar, for Marseilles to assist in deploying troops to the Pacific. Making a westward passage of the Panama Canal, the MAYO proceeded to Eniwetok, Ulithi and Okinawa. She returned via Guam to San Francisco on 21 September.

On 17 October the ADMIRAL H. T. MAYO left San Francisco for a voyage to Yokohama and Manila. On 5 December she left the California city for Jinsen (Korea) and Nagoya. Returning to San Francisco on 10 January 1946 from that voyage, the ship next made a trip to Okinawa from where she returned to Seattle on 9 March. She sailed for Yokohama on 30 March and returned to Seattle in the latter part of April.

The ADMIRAL MAYO sailed from Seattle on 25 April 1946 and proceeded, via the Panama Canal, to New York, where on 27 May she was delivered to the Army. Conversion of the vessel to a peacetime transport was awarded to the Brooklyn yard of Todd Shipyards Corp., the work to be completed on 27 July.



ADMIRAL HUGH RODMAN

<i>Length, overall</i> ... 608' 11"	<i>Gross tons</i> 17,000	<i>Propulsion</i> ..Turb-elec.(2)
<i>Beam</i> 75' 6"	<i>Speed (knots)</i> 19	<i>Passengers</i> 4,673
<i>Draft</i> 26' 6"	<i>Radius (miles)</i> 15,000	<i>Cargo (cu. ft.)</i> 48,000

Built in 1945 by Bethlehem-Alameda Shipyard Inc., Alameda, Calif.

ALTHOUGH completed prior to V-J Day, the ADMIRAL HUGH RODMAN did not have an opportunity to operate in an active theatre of the War. She left San Francisco on 21 July 1945 and visited San Diego and Los Angeles. She returned to San Francisco on 16 August and left five days later for Ulithi, Leyte, Batangas and Manila.

The ship returned to San Francisco in early October and then made a round trip to Manila and Tacloban. Returning in late November, the ADMIRAL RODMAN departed in early December on a voyage to Nagoya, Japan. Following arrival at Los Angeles on 3 January 1946, the ship left in early February for Yokohama. She returned from the Japanese city to Seattle in early March and left in the latter part of that month for Okinawa, from where she sailed, via Pearl Harbor and the Canal Zone for New York, arriving at the East Coast port on 14 May.

The ADMIRAL HUGH RODMAN was transferred to the War Department at New York in late May 1946, for conversion to a peacetime Army transport by Bethlehem's 56th Street yard between 3 June and 1 August.

This vessel was named in honor of Admiral Hugh Rodman, Class of 1880, U. S. Naval Academy, who served in the Spanish American War and in World War I (on duty with the British Grand Fleet).



ADMIRAL R. E. COONTZ

<i>Length, overall</i> . 608' 11"	<i>Gross tons</i> 17,000	<i>Propulsion</i> Turb-elec.(2)
<i>Beam</i> 75' 6"	<i>Speed (knots)</i> 19	<i>Passengers</i> 4,758
<i>Draft</i> 26' 6"	<i>Radius (miles)</i> 15,000	<i>Cargo (cu. ft.)</i> 36,720

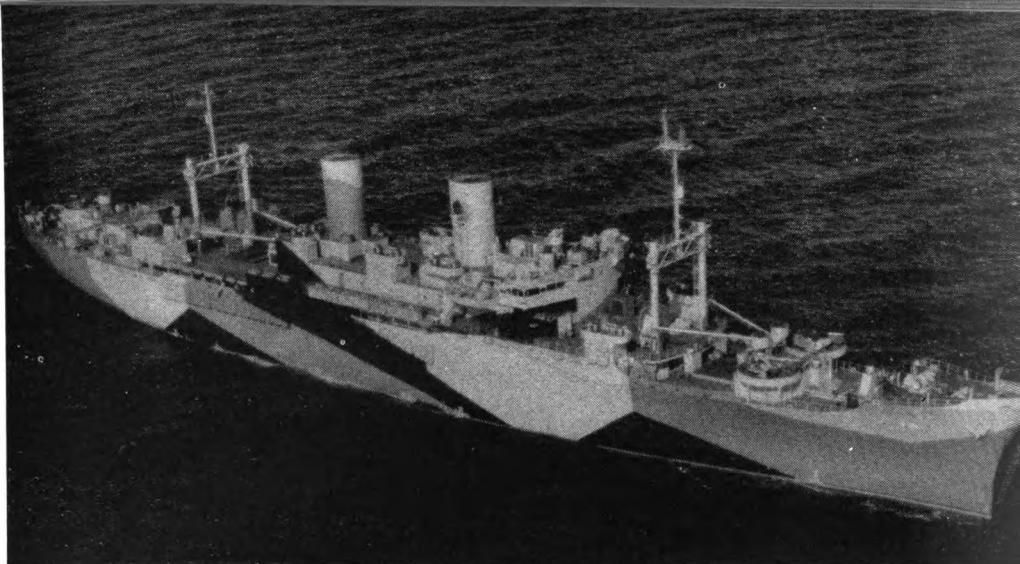
Built in 1944 by Bethlehem-Alameda Shipyard Inc., Alameda, Calif.

THE ADMIRAL R. E. COONTZ was one of the eight similar P2 type vessels constructed for use as wartime troopships. She was named in honor of Admiral Robert Edward Coontz, USN, who served in the Spanish-American War, made the round-the-world cruise with the Fleet in 1908, was governor of Guam in 1912-13, was appointed Chief of Naval Operations in 1919 and C-in-C, U. S. Fleet, in 1923.

The ADMIRAL COONTZ left San Francisco on 3 January 1945 and voyaged to Pearl Harbor, Eniwetok and Ulithi. She returned to San Francisco in early April and left late the same month for Pearl Harbor and Ulithi. Returning to the California port again on Flay Day, the ship sailed on 28 June, via the Panama Canal, to Marseilles, to transfer troops from the European Theatre of Operations directly to the Far East for further combat service. She transited the Panama Canal (westbound) in early August and headed for Eniwetok, Ulithi and Okinawa.

Returning from Okinawa to Seattle the COONTZ sailed from that port on 25 October 1945 for Yokohama. She sailed again from the same port on 21 January 1946 for Yokohama. The vessel stopped at Okinawa and Pearl Harbor, then proceeded to the Canal Zone. She transited the Canal, visited San Juan, Puerto Rico two days, and arrived at New York on 11 March 1946.

At New York on 25 March 1946 the ADMIRAL R. E. COONTZ was transferred to the War Department—to become a peacetime Army transport. Alteration of crew and passenger quarters was accomplished by Bethlehem Steel Co. (56th Street yard), the conversion period being from 29 April to 27 June 1946.



Official Photo, U. S. Navy

ADMIRAL W. L. CAPPS

Length, overall... 608' 11"	Gross tons 17,000	Propulsion...Turb-elec.(2)
Beam 75' 6"	Speed (knots) 19	Passengers 4,689
Draft 26' 6"	Radius (miles).... 15,000	Cargo (cu. ft.)... 36,720

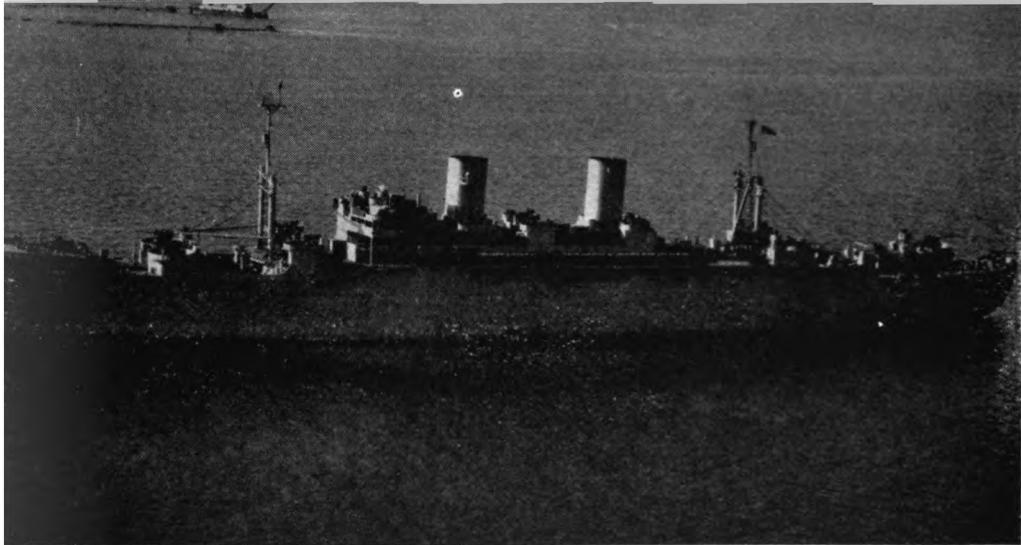
Built in 1944 by Bethlehem-Alameda Shipyard Inc., Alameda, Calif.

THE P2 design troopship ADMIRAL W. L. CAPPS was named for Admiral Washington Lee Capps, Class of 1884, U. S. Naval Academy, who raised sunken Spanish vessels in 1898-99, and who later became Chief Constructor of the Navy. He was General Manager of the Emergency Fleet Corporation in 1917 and following World War I, was a delegate to various international conferences on maritime and safety matters.

The ship saw nearly a year's service before V-J Day. She began her first voyage with troops in November 1944 when she left San Diego for Noumea, Guadalcanal and Espiritu Santo. Returning from that voyage, to San Diego in late December 1944, the ship next went to San Francisco before leaving (on 5 February 1945) for a voyage to Finschhafen, Hollandia, Leyte and Manus Island. She returned via Honolulu to San Francisco in April, and went to Seattle from where she sailed on 7 May (via Pearl Harbor) for Eniwetok, Ulithi and Okinawa. She left the latter on 8 July 1945 directly for the Canal Zone.

The ADMIRAL CAPPS transited the Panama Canal in late July and reached Hampton Roads from where she departed in succession on the following voyages to the European Theatre of Operations: (1) In early September to Marseilles; (2) in late September to Naples and Marseilles; (3) in early November to Le Havre; (4) in late November to Marseilles. Following return to Hampton Roads on 15 December 1945, the ship left two weeks later, via the Panama Canal and Pearl Harbor, for Yokohama. She returned to Seattle but went to San Francisco before leaving in early March 1946 for Okinawa.

Having returned to San Francisco in early April, the ADMIRAL W. L. CAPPS sailed eastward, through the Panama Canal to New York, arriving on 24 April 1946. There she was transferred to the Army—to be converted for peacetime use, by Todd's Hoboken yard from 13 May to early August.



Official Photo, U. S. Navy

ADMIRAL W. S. BENSON

<i>Length, overall</i> ... 608' 11"	<i>Gross tons</i> 17,000	<i>Propulsion</i> ..Turb-elec.(2)
<i>Beam</i> 75' 6"	<i>Speed (knots)</i> 19	<i>Passengers</i> 4,843
<i>Draft</i> 26' 6"	<i>Radius (miles)</i> 15,000	<i>Cargo (cu. ft.)</i> 46,640

Built in 1944 by Bethlehem-Alameda Shipyard Inc., Alameda, Calif.

THIS ship, one of eight similar Maritime Commission P2 design vessels, was named in honor of Admiral William Shepherd Benson, Class of 1877, U. S. Naval Academy, who was appointed Chief of Naval Operations in 1915, and who later drafted the naval terms of the armistice with Germany and the Central Powers in 1918. Admiral Benson became chairman of the U. S. Shipping Board in 1920.

Following construction, the ADMIRAL BENSON went through the Panama Canal to the East Coast. She left New Orleans on 30 November 1944 and sailing westward through the Canal, reached Melbourne fifteen days later. From there she went to Bombay and returned (via Melbourne) to Los Angeles on 2 February 1945. From Los Angeles in late February the ship made a similar voyage to Melbourne and Bombay (also visiting Espiritu Santo on the return trip) and arrived at Los Angeles in early May. On 17 May the BENSON departed from Los Angeles for the Canal Zone, and crossing the Atlantic, went to Le Havre, from where she returned to New York in June. The vessel sailed in early July for Marseilles, France, and from there headed through the Panama Canal for Lingayen and Manila, Philippines.

V-J Day having arrived, the ADMIRAL BENSON returned to San Francisco in mid-September. Between then and the time she was delivered to the Army, the ship made the three following trans-Pacific voyages: (1) from San Francisco on 29 September to Okinawa (2 stops) and Wakayama, Japan; (2) from Seattle on 18 December to Okinawa; (3) from Los Angeles on 25 February 1946 to Manila—with return to San Francisco.

Conversion of the ADMIRAL W. S. BENSON to a War Department peacetime transport was awarded to the Bethlehem Steel Co., San Francisco, in June 1946.

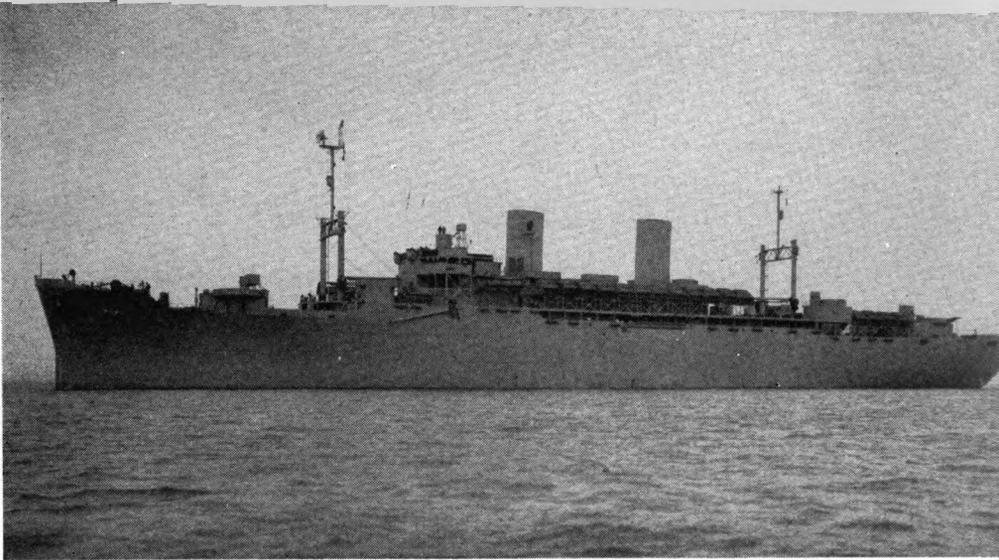


Photo courtesy Bethlehem Alameda Shipyard, Inc.

ADMIRAL W. S. SIMS

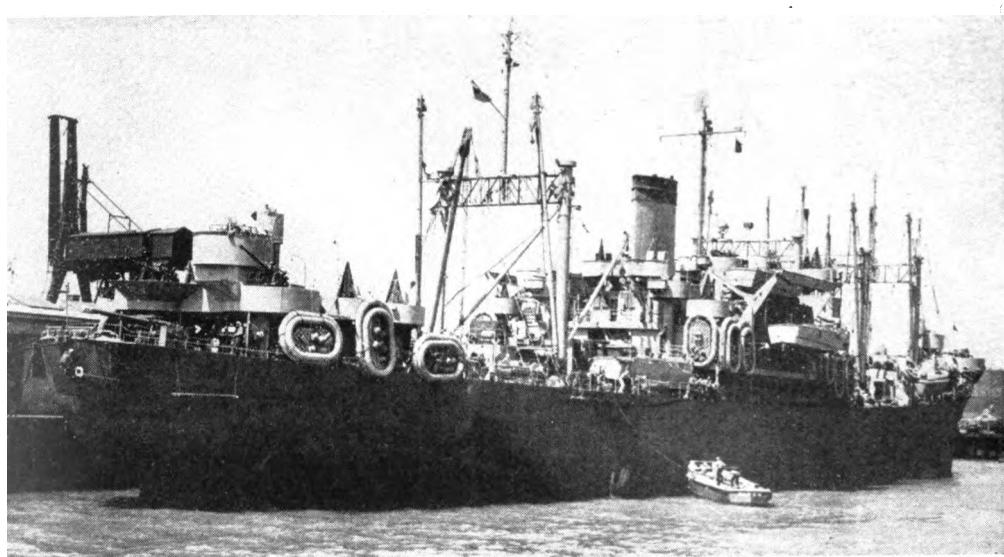
<i>Length, overall</i> 608' 11"	<i>Gross tons</i> 17,000	<i>Propulsion</i> ..Turb-elec.(2)
<i>Beam</i> 75' 6"	<i>Speed (knots)</i> 19	<i>Passengers</i> 4,971
<i>Draft</i> 26' 6"	<i>Radius (miles)</i> ... 15,000	<i>Cargo (cu. ft.)</i> 36,720

Built in 1945 by Bethlehem-Alameda Shipyard Inc., Alameda, Calif.

THIS, the last of the eight P2 "Admiral" type troopships, was named after Admiral William Snowden Sims, Class of 1880, U. S. Naval Academy, who was commander of U. S. Naval Forces in European Waters during World War I. Although not completed in sufficient time to participate in wartime operations, the ADMIRAL W. S. SIMS was used on four trips to return troops to the United States.

The ship sailed in October 1945 on a voyage to the Southwest Pacific. She returned (from Manila) to the United States in late November, then made another voyage from San Francisco to Manila, returning to Los Angeles on 11 January 1946. From the Southern California port the ADMIRAL SIMS next sailed on 3 February for Okinawa. Return to San Francisco was on 6 March, and from that city she departed in late March for Jinsen (Korea), Okinawa and Manila.

Following return to San Francisco in May 1946, the ADMIRAL W. S. SIMS was delivered to the War Department and subsequently underwent conversion to a peacetime transport at the San Pedro yard of Bethlehem Steel Co., the contract calling for completion of alterations in August 1946.



ANNE ARUNDEL

<i>Length, overall</i> .. 492' 0"	<i>Gross tons</i>	7,796	<i>Propulsion</i>	<i>Turbine</i>
<i>Beam</i>	69' 6"	<i>Speed (knots)</i>	17	<i>Passengers</i>
<i>Draft</i>	28' 7"	<i>Radius (miles)</i> ...	12,300	<i>Cargo (cu. ft.)</i>
				52,000

*Built in 1941 by Federal Shipbuilding & Drydock Co., Kearny, N. J.
Former name: MORMACYORK*

THIS C3 type vessel operated more than a year as the freighter **MORMACYORK** before being selected for conversion to a troopship. Alteration work was accomplished by Todd's Erie Basin yard at Brooklyn from 20 August to 17 September 1942, whereupon the vessel was bareboat chartered to the Navy and renamed **ANNE ARUNDEL**.

Following participation in the invasion of North Africa in November 1942, the ship returned to New York in December. From there she left on 14 January 1943 on the first of four successive voyages to Oran (other departures being on 5 March, 8 June and 21 August). On 8 October she sailed from New York for Belfast, the Clyde and Algiers, returning to New York on 11 December. Next sailing on 29 December, the **ANNE ARUNDEL** visited Liverpool, the Mersey and Belfast. On 11 February 1944 she again left New York, going to Barry and the United Kingdom. Following departure from New York on 23 March, the vessel went to Newport, England for several months' local operation to Oran and Naples before returning to New York on 8 November.

In December the ship went to Norfolk and from there sailed, via the Panama Canal to San Francisco, arriving on 4 January 1945. She went to San Diego from where she took departure on the 14th for Pearl Harbor. After visiting Eniwetok, Guam and Ulithi, the vessel returned to Honolulu, but turned west again—to Eniwetok, Ulithi, Okinawa and Saipan—before reaching San Francisco on 28 May. In June the **ANNE ARUNDEL** sailed via Pearl Harbor to the Western Pacific, where she spent six months before returning to Seattle in mid-December. Points visited include: Eniwetok, Ulithi, Leyte, Manus Island, Manila, Tokyo, Tsingtao, Chinwangtao and Nagoya. She was released from troop service in early 1946.



Official Photo, U. S. Navy

ARLINGTON

<i>Length, overall</i> ... 417' 9"	<i>Gross tons</i> 6,711	<i>Propulsion</i> Turbine
<i>Beam</i> 60' 0"	<i>Speed (knots)</i> 14	<i>Passengers</i> 1,575
<i>Draft</i> 27' 6"	<i>Radius (miles)</i> 16,000	<i>Cargo (cu. ft.)</i> 72,168

*Built in 1943 by Consolidated Steel Corp., Wilmington, Calif.
Former name: FRED MORRIS*

THIS vessel, as the FRED MORRIS, operated as a freighter several months before being selected for conversion to a troop carrier. She was a C1B type Maritime Commission design. Conversion was accomplished by Todds' Hoboken Yard between 23 December 1943 and 7 April 1944.

Renamed ARLINGTON (AP-174), the ship was in Navy service exclusively several months before carrying troops for the Army, being assigned to the Commander-in-Chief, Pacific Fleet. She occasionally returned to San Francisco before V-J Day; thereafter being used to return troops from overseas.

The ARLINGTON left San Francisco on 18 September 1945 for Eniwetok and Tokyo. She returned to Seattle on 14 November and on 22 November sailed, via Adak and Attu, for Yokohama. She returned to San Francisco the day after Christmas 1945 and on 3 January 1946 arrived at Seattle. The vessel was returned to the War Shipping Administration in March 1946.

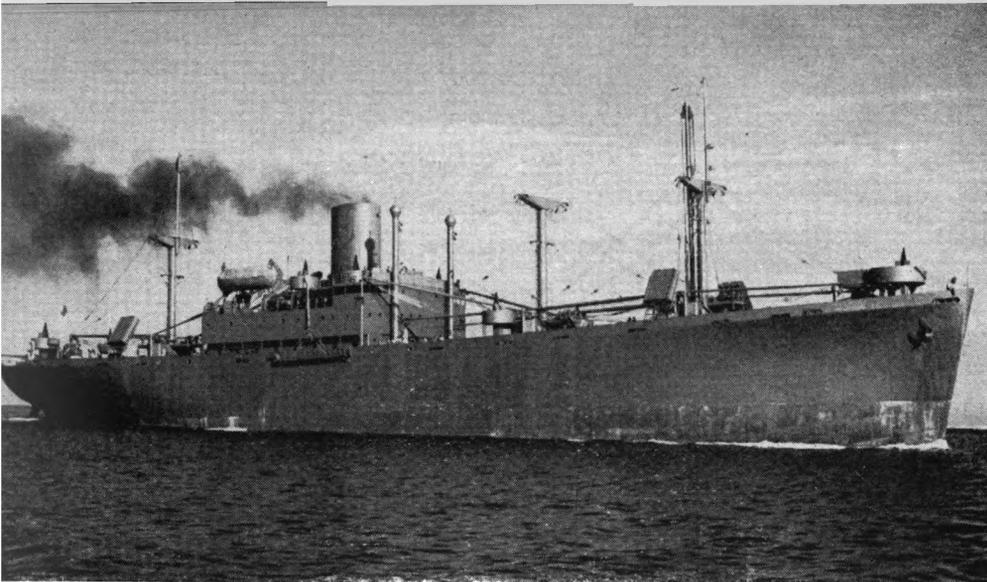


Photo courtesy Consolidated Steel Corp.

CAPE JOHNSON

<i>Length, overall</i>417' 9"	<i>Gross tons</i>	6,711	<i>Propulsion</i>	Turbine
<i>Beam</i>	60' 0"	<i>Speed (knots)</i>	14	<i>Passengers</i>
<i>Draft</i>	27' 7"	<i>Radius (miles)</i>	25,000	<i>Cargo (cu. ft.)</i>
				75,044

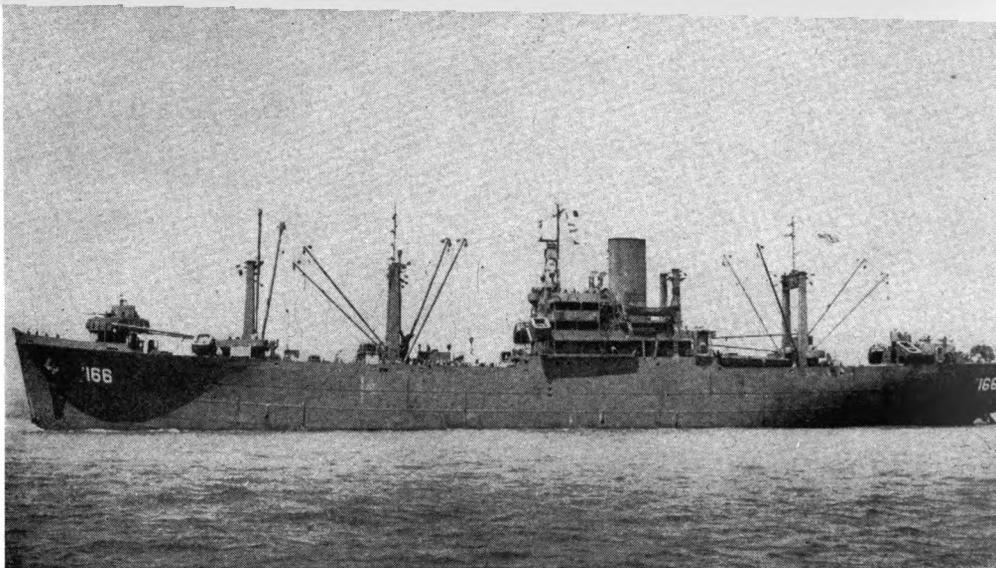
Built in 1943 by Consolidated Steel Corp., Ltd., Wilmington, Calif.

THE CAPE JOHNSON was a C1B type ship constructed as a freighter, but which, after a few months' operation, was converted for troop-carrying by the Los Angeles Shipbuilding & Drydock Co., between 30 December 1943 and 1 June 1944. She was bareboat chartered by the Navy.

After leaving the West Coast on 24 June 1944, the vessel went to Honolulu, and left there on 10 July for Eniwetok and Saipan. She returned to Honolulu and left again, on 30 August, for the Southwest Pacific, where she spent the ensuing several months. Ports visited include: Eniwetok, Espiritu Santo, Hollandia, Manus Island and Guam. The ship returned, via Hilo, to San Francisco on 22 April 1945.

The next outbound voyage made by the CAPE JOHNSON began at San Francisco on 24 May and took her to Eniwetok, Ulithi, Manila and Leyte. The ship returned to San Francisco on 3 August and on the 16th sailed for Leyte, from where she subsequently reached Seattle on 2 November. On 17 November the vessel departed for Manila, and returned to San Francisco on 3 January 1946.

On 14 February the CAPE JOHNSON left the Golden Gate City on voyage and cruised to Pelelui, Guam, Manus Island and Kwajalein. She returned, via Pearl Harbor, to San Francisco in April from where on the 20th she began a round trip to Shanghai. Return was on 1 June and soon thereafter the vessel was released from troop service.



Official Photo, U. S. Navy

COMET

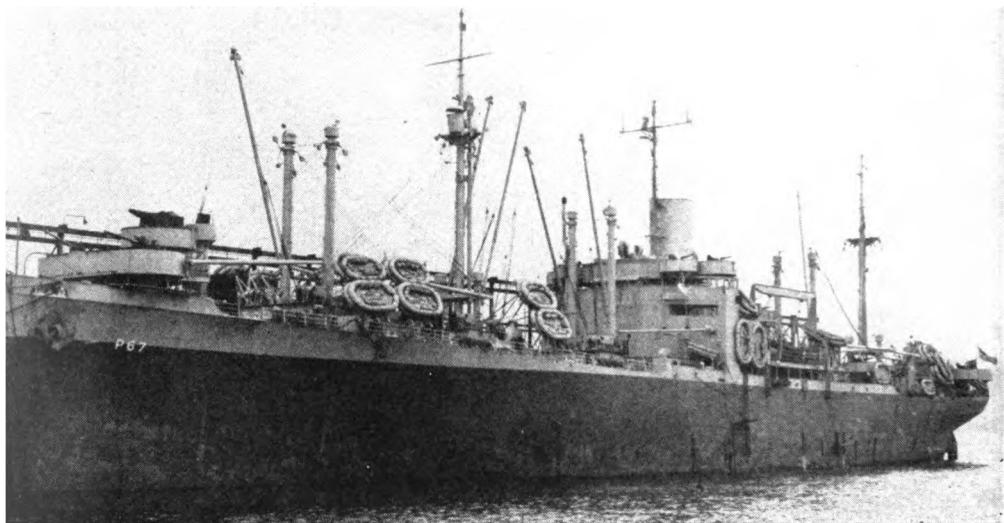
Length, overall...459' 0"	Gross tons 6,221	Propulsion Turbine
Beam 63' 0"	Speed (knots) 16½	Passengers 1,575
Draft 25' 9"	Radius (miles).... 18,612	Cargo (cu. ft.)...180,000

Built in 1943 by Moore Drydock Co., Oakland, Calif.

THE COMET was a C2 type ship that was converted soon after construction. Alteration work was accomplished by Matson Navigation Co. at San Francisco between 11 November 1943 and 16 February 1944.

Following conversion, the COMET was used exclusively by the Navy, being placed in service to Honolulu, Ulithi, Eniwetok, Okinawa, etc. Following V-J Day, however, the ship was used to transport Army personnel.

On 26 August 1945 the COMET sailed from Seattle to Pacific Ocean areas and returned to San Francisco in early October. On 27 October she departed for Saipan, returning to Los Angeles on 30 November. Her next trip was to Hollandia and Manus Island, with return to San Francisco on 25 January 1946. In February the vessel sailed from Los Angeles for Sasebo, Tsingtao and Taku. She was scheduled for return to the United States in June, and was to be thereupon released from further troop service.



DOROTHEA L. DIX

Length, overall .. 473' 1"	Gross tons 6,736	Propulsion Turbine
Beam 66' 0"	Speed (knots) 14½	Passengers 1,339
Draft 27' 9"	Radius (miles) ... 16,408	Cargo (cu. ft.)... 53,000

Built in 1940 by Bethlehem Steel Co., Quincy, Mass.

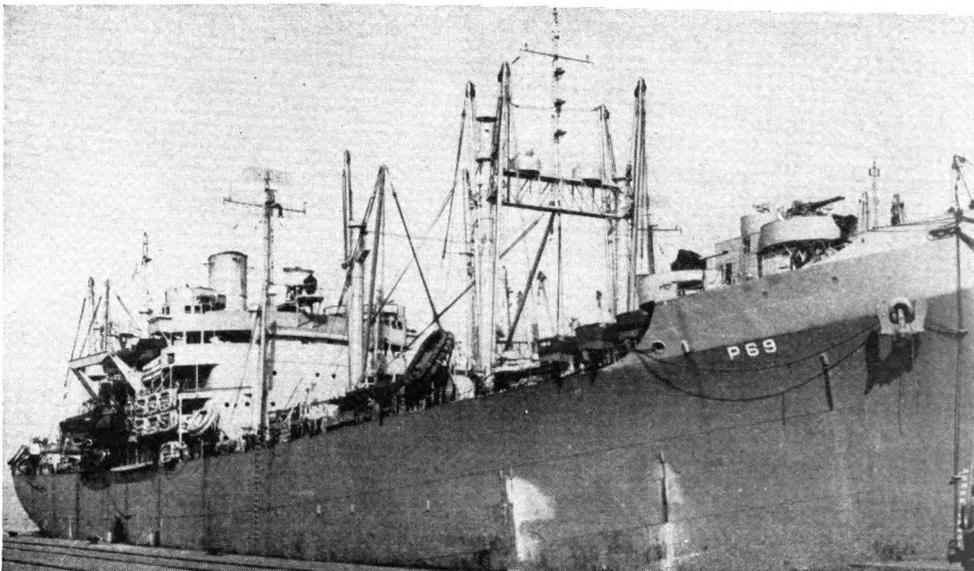
Former names: EXEMPLAR, EMPIRE WIDGEON, EXEMPLAR

THE DOROTHEA L. DIX was the former freighter EXEMPLAR (also EMPIRE WIDGEON under British control a short while), a C3E type vessel that was converted to a troopship by Bethlehem Steel Co. at New York from 17 August to 21 September 1942. She participated in the North African invasion in November 1942 and in December returned to New York.

Voyages made by the DOROTHEA L. DIX from New York during 1943 were: (Begun in December 1942) to Casablanca, with return on 14 January; on 8 February to Casablanca; on 5 March to Oran and Gibraltar; on 8 June from Newport News to Oran; on 21 August to Oran; on 8 October to the Clyde and Algiers, with return on 11 December.

During January 1944 the vessel went from New York to Liverpool and return; in February she visited the Clyde; in late March she sailed for Belfast and was kept there for local operation to Oran until late September, following which she reached New York on 8 November. On 18 December 1944 the ship left, via the Panama Canal for San Francisco, arriving on 4 January 1945. She remained in the Pacific for the duration of the war.

Following a round trip to Pearl Harbor, the DOROTHEA L. DIX left San Francisco for Adak and Attu. She returned to Seattle on 25 February, then went to San Francisco from where she sailed on 19 March, via Pearl Harbor, for Eniwetok, Guam, Saipan and Okinawa. On 10 June she left the California city for Eniwetok, Ulithi and Manila. On 8 August she departed on a similar voyage, but returned to San Diego. Leaving there on 2 November the vessel went to Leyte and returned to Los Angeles on 12 December. Five days later the ship sailed for Manila and returned to Los Angeles in February 1946. She sailed from there via the Panama Canal, in March for Le Havre, from where she reached New York on the 29th—to be subsequently released from troop service.



ELIZABETH C. STANTON

<i>Length, overall</i>492' 1"	<i>Gross tons</i>	7,773	<i>Propulsion</i>	Turbine	
<i>Beam</i>	69' 6"	<i>Speed (knots)</i>	16½	<i>Passengers</i>	2,204
<i>Draft</i>	28' 7"	<i>Radius (miles)</i>	14,000	<i>Cargo (cu. ft.)</i>	243,681

Built in 1940 by Moore Drydock Co., Oakland, Calif.

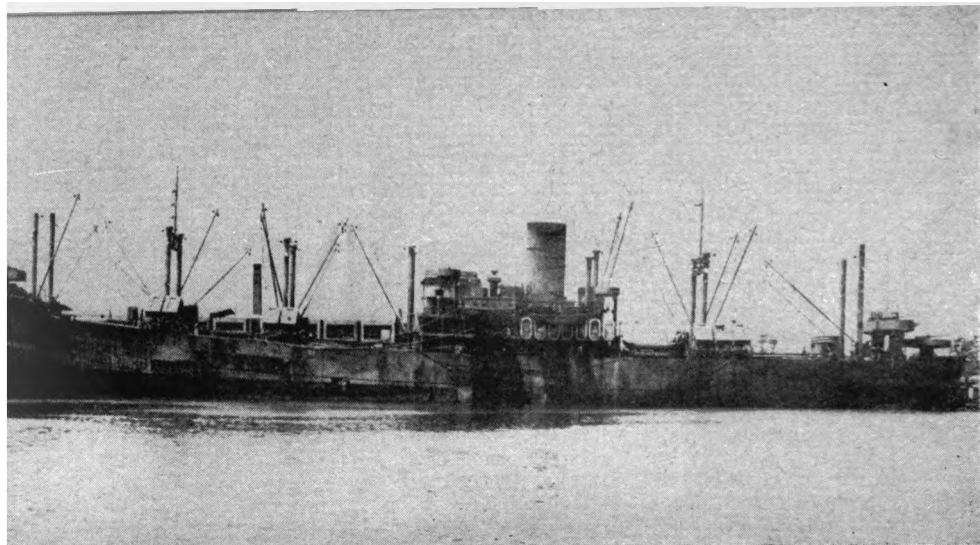
Former names: SEA STAR, MORMACSTAR

THIS was formerly the freightship **MORMACSTAR**, a C3 type vessel that had sailed to Australia and South America before becoming a troopship. She was converted by Atlantic Basin Iron Works at New York from 11 August to 18 September 1942, following which she was renamed **ELIZABETH C. STANTON**.

The vessel participated in the invasion of North Africa in November 1942, then touched at Gibraltar before returning to Norfolk and New York. She sailed from the latter port on 12 December for Casablanca, returning to New York on 23 January 1943. This was followed by a round trip to Oran, with return on 12 March. She next sailed (via Norfolk) to Oran (for local operation awhile), Arzew, Algiers and Casablanca, returning to New York on 21 November. On 12 January 1944 she went to Boston from where a week later a trip was begun to the Clyde. Return (to New York) was on 14 February and next departure therefrom was on the 27th, the vessel going first to Newport (England) and spending the ensuing eight months operating between Oran and Naples.

On 8 November 1944 the **STANTON** returned to New York and on 5 January 1945 sailed, via the Panama Canal, for San Francisco. She departed from the California city on 8 February and proceeded to Espiritu Santo, Guadalcanal, Kwajalein, Eniwetok, Guam, Tinian and Saipan before reaching Honolulu. From Hawaii the ship visited many of the same places in addition to Okinawa, and returned to San Francisco on 11 July. She left in early August, and before reaching San Diego, went to Ulithi, Manila, Okinawa and Sasebo.

On 3 November the ship sailed via Honolulu to Yokohama with return to Los Angeles in mid-December. She sailed on 23 January 1946, via the Panama Canal, for Le Havre, and returned to New York on 5 March, whereupon her use for troop-carrying was discontinued.



FLORENCE NIGHTINGALE

<i>Length, overall</i>492' 1"	<i>Gross tons</i>	7,773	<i>Propulsion</i>	Turbine
<i>Beam</i>	69' 6"	<i>Speed (knots)</i>	16½	<i>Passengers</i>
<i>Draft</i>	28' 7"	<i>Radius (miles)</i>	26,000	<i>Cargo (cu. ft.)</i> ... 336,582

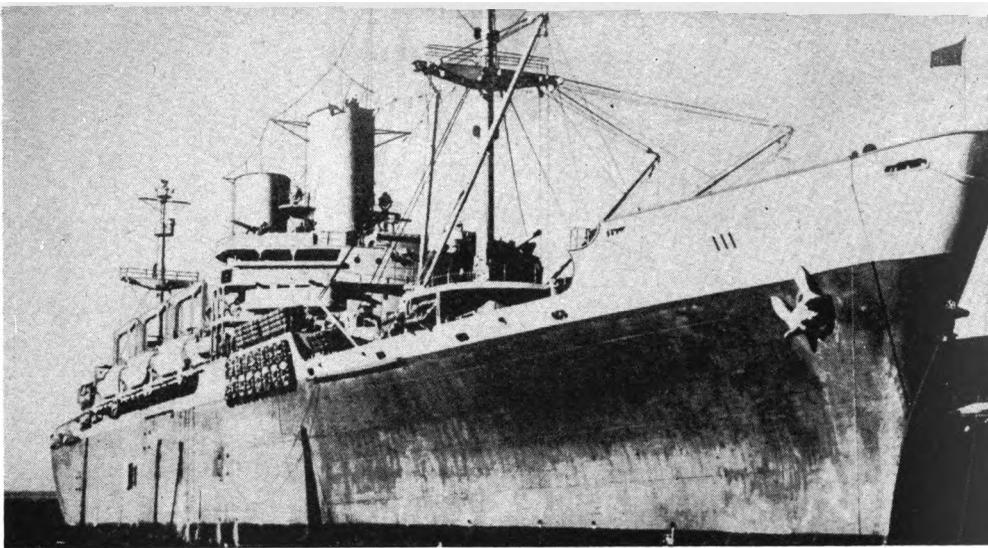
Built in 1941 by Moore Drydock Co., Oakland, Calif.

Former name: MORMACSUN

AS the C3 type freightship MORMACSUN, this vessel operated more than a year to Australia and Africa before undergoing conversion to a troopship by Todd's Hoboken yard from 13 August to 21 September 1942. She was then renamed FLORENCE NIGHTINGALE.

Following participation in the Allied invasion of North Africa in November 1942 the vessel returned to New York and on 12 December began a voyage to the Mediterranean, returning again to New York on 27 January 1943. Between 8 February and 12 March she was on a round-trip to Oran. In June she began (from Norfolk) another round-trip to Oran, and on 21 August another (from New York). After next arrival at New York in September the FLORENCE NIGHTINGALE departed in early October for Belfast, the Clyde, Reykjavik, Greenock and other points in the United Kingdom. Return was to Boston in November. From the Massachusetts city the ship began a voyage to the Clyde on 6 December, and returned to New York on the last day of the year.

After a round trip to the Clyde in early 1944, the vessel next sailed on 27 February, via Cardiff and Liverpool, for Oran, being locally operated from the latter to Naples until reaching New York in November. In December 1944 the ship sailed, via Norfolk and the Panama Canal, for Pearl Harbor. During the ensuing year she operated westward, having visited most of the following more than once: Eniwetok, Tinian, Saipan, Guam, Ulithi, Okinawa, Yokosuka and Jinsen. She returned to Seattle on 17 January 1946 and departed on 14 February, via Los Angeles and the Panama Canal, for Liverpool and Le Havre. Following arrival at New York on 8 April, the FLORENCE NIGHTINGALE was decommissioned.



GENERAL A. E. ANDERSON

<i>Length, overall</i> ... 622' 7"	<i>Gross tons</i>	17,833	<i>Propulsion</i> ... Turbines (2)
<i>Beam</i>	75' 6"	<i>Speed (knots)</i>	19
<i>Draft</i>	25' 0"	<i>Radius (miles)</i>	12,400
			<i>Passengers</i>
			5,279
			<i>Cargo (cu. ft.)</i>
			118,175

Built in 1943 by Federal Shipbuilding & Drydock Co., Kearny, N. J.

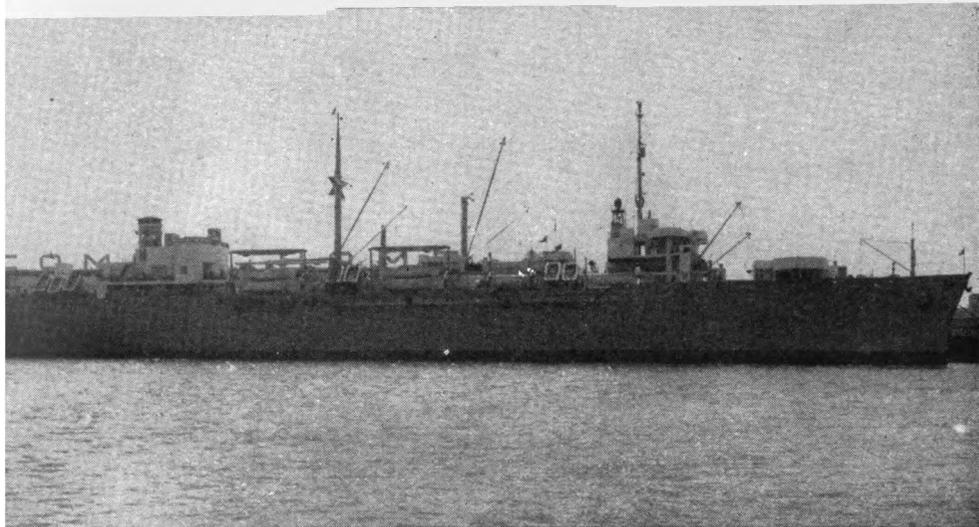
NAMED for General Alexander E. Anderson, U. S. Army, who served through many engagements in World War I and also served in the early part of World War II, the P2 Type Troopship GENERAL A. E. ANDERSON was the second of ten similar vessels constructed at the same yard.

Following completion, the vessel went to Baltimore for alterations to crew quarters to fit her for Navy operation, then went to Norfolk, from where, on 25 November 1943, she departed on a round trip to Casablanca. On Christmas Eve 1943 the GENERAL ANDERSON began another voyage to Casablanca; on 22 January 1944 one to Oran and Casablanca; on 28 February one to Oran; and on 26 March one to Oran, the Clyde and Bermuda.

From New York in May the ship sailed for Avonmouth and the Clyde, and following return to New York in June, headed for the Canal Zone. After transiting the Canal, the ANDERSON proceeded, via Melbourne, to Bombay. She returned via Melbourne to Los Angeles in September and from there made a similar voyage to India, stopping on her return, at Noumea and Espiritu Santo.

From San Francisco on 31 December 1944 the ship began a voyage to Finschhafen, Hollandia and Leyte. On 7 April 1945 she left on a three months' tour in the Southwest Pacific—visiting Finschhafen, Hollandia, Manila, Leyte, Townsville, Biak, Morotai, Leyte and Eniwetok. From the latter she proceeded to the Canal Zone; transited the Canal in July; and reached Hampton Roads on 22 July. In early August she left for Marseilles and returned to New York from where she made five trips to Le Havre, one to Southampton, and one (via the Suez Canal) to Karachi, India.

Having returned to New York in mid-April 1946, the GENERAL A. E. ANDERSON went to Boston for repairs and alteration by Bethlehem Steel Co. She was still being retained in the Navy as of June 1946.



GENERAL A. W. BREWSTER

<i>Length, overall</i>522' 10"	<i>Gross tons</i> 13,000	<i>Propulsion</i>Turbine
<i>Beam</i> 71' 6"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,143
<i>Draft</i> 24' 0"	<i>Radius (miles)</i> 15,000	<i>Cargo (cu. ft.)</i> 31,000

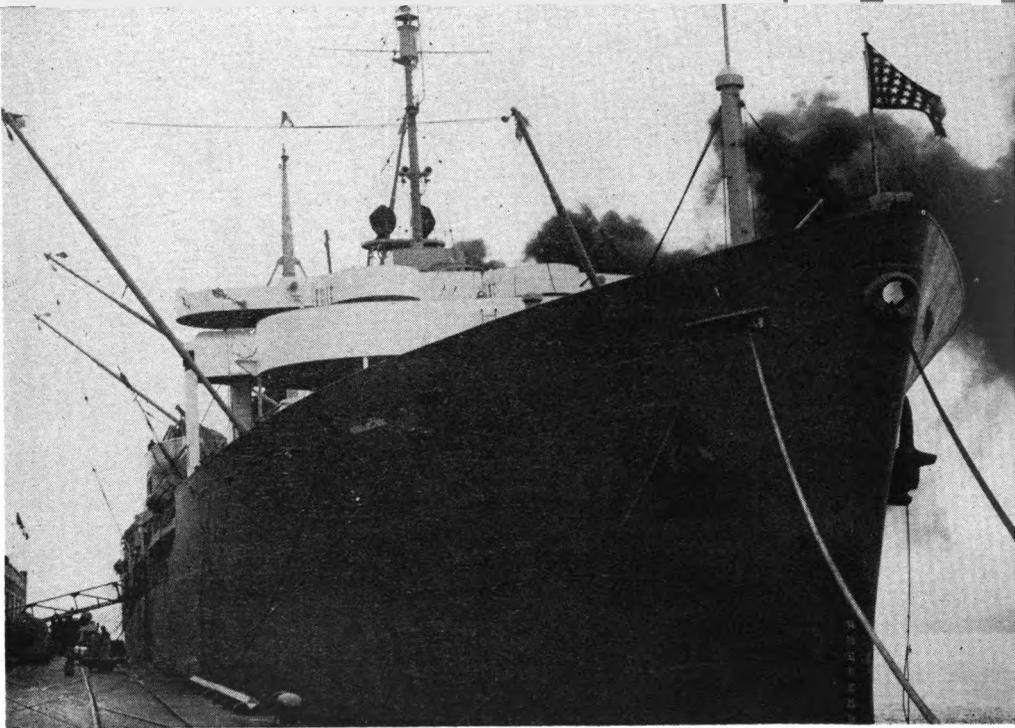
Built in 1945 by Kaiser Co., Inc., Richmond, Calif.

THIS C4 type troopship, another of the 30 similar vessels constructed at the same yard, was named after Major General André Walker Brewster, who participated in the Santiago campaign in the Spanish-American War, saw active service during the Boxer rebellion in China, and was Inspector General of the AEF in World War I. The GENERAL A. W. BREWSTER was completed in time to make a trip to Europe for redeployment of troops to the Pacific before V-J Day.

Following completion, the ship sailed (without troops) from San Pedro on 28 May 1945 for the Canal Zone. In early June she steamed through the Canal and proceeded to Avonmouth. Having sailed from the English port on 22 June, the vessel transited the Panama Canal westbound in early July and reached Hollandia, New Guinea on the 27th of the month.

The ship then went to Manila, Leyte and Okinawa before arriving at San Francisco on 1 September. Going next to San Pedro, from where she departed in late September, the GENERAL BREWSTER made a voyage to Leyte and Manila from which she returned to San Francisco in early November.

From San Francisco the BREWSTER made two more voyages to Manila, leaving on the first on 15 November 1945, and on the second 9 January 1946. Following return in February, the GENERAL A. W. BREWSTER was delivered to the War Department at San Francisco on 10 April to become a peacetime transport. The contract for necessary alterations was awarded to Kaiser Co., Inc., Richmond, Calif., the work to be completed in late June 1946.



GENERAL A. W. GREELY

Length, overall.....	522' 10"	Gross tons	13,000	Propulsion	Turbine
Beam	71' 6"	Speed (knots)	17	Passengers	3,121
Draft	24' 0"	Radius (miles).....	15,000	Cargo (cu. ft.).....	31,000

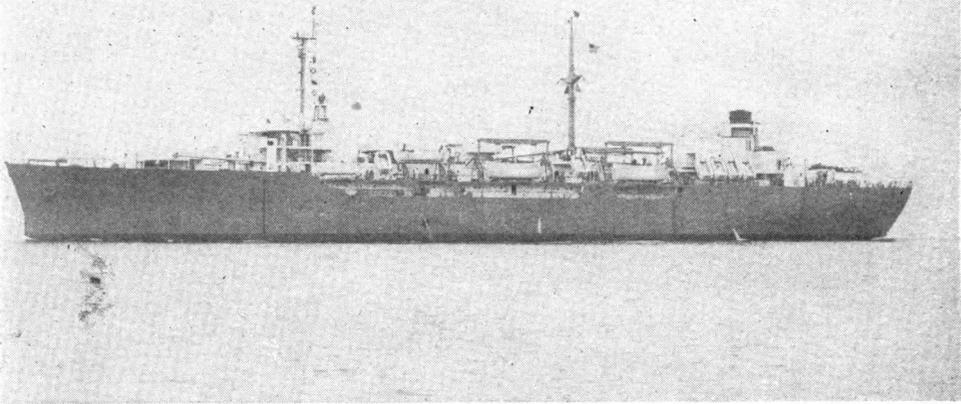
Built in 1945 by Kaiser Co., Inc., Richmond, Calif.

THE GENERAL A. W. GREELY, another of the C4 type troopships, was named in honor of Major General Adolphus Washington Greely, who was wounded three times in the Civil War and who in 1887 became the Chief Signal Officer of the Army. General Greely is best known for having commanded an arctic expedition in 1881, which set the then farthest north record (84° 24'). Most of his party died before the final few were rescued. Many miles of telegraph and cable were installed in Puerto Rico, China, the Philippines and Alaska under General Greely's direction. He was the author of many books on climate.

The ship began her wartime service by making a trip from the West Coast to the East Coast of the United States the long way—sailing west from Los Angeles on 16 April 1945. She visited Melbourne and Fremantle *en route* to Calcutta, then went through the Suez Canal, stopped briefly at Gibraltar, and arrived at Hampton Roads on 22 June.

Sailing from Newport News on 28 June, the GREELY made a trip to Le Havre, France, from where she returned to New York on 18 July. Next, on the 28th, the ship sailed, via Gibraltar and Port Said, to Calcutta and Trincomalee (Ceylon). She returned, via the Suez Canal to New York in late September, and again sailed in early October (via Suez) to Calcutta and return on 6 December 1945.

Again leaving New York (on 13 December) the GENERAL GREELY sailed eastward, (via Suez) to Karachi and Colombo. She continued eastward to Singapore and Leyte, and reached Seattle on 2 February 1946. The ship then went to San Francisco where on 29 March 1946 she was delivered to the War Department. Alterations to fit the GENERAL A. W. GREELY for use as a peacetime transport were undertaken on 8 May by Kaiser Co., Inc., Richmond, Calif., the work to be completed by 7 July 1946.



GENERAL C. C. BALLOU

<i>Length, overall</i>522' 10"	<i>Gross tons</i> 13,000	<i>Propulsion</i>Turbine
<i>Beam</i> 71' 6"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,142
<i>Draft</i> 24' 0"	<i>Radius (miles)</i> 15,000	<i>Cargo (cu. ft.)</i> 31,000

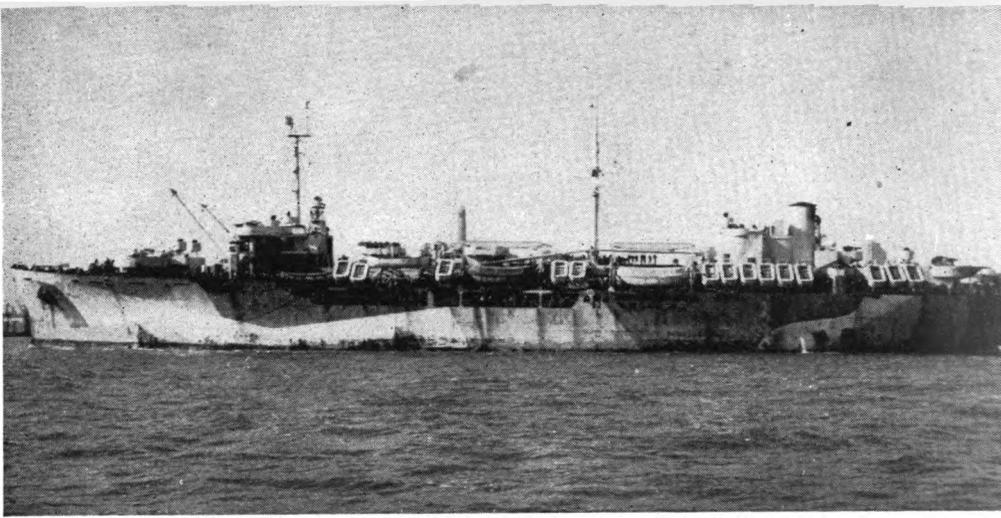
Built in 1945 by Kaiser Co., Inc., Richmond, Calif.

THE GENERAL C. C. BALLOU was named in honor of Major General Charles Clendon Ballou, Class of 1886, U. S. Military Academy, who served in the Philippines in the Spanish-American War and who also served with the AEF in World War I. The ship is a C4 type vessel that was completed shortly before V-J Day.

Following construction the BALLOU, without troops, left San Pedro, Calif., on 29 July 1945 (via the Panama Canal) for Marseilles, France, arriving there in August. She returned to Hampton Roads from where she sailed in mid-September, via Port Said (Egypt), for Calcutta, India. Returning via the Suez Canal to New York in early November, the vessel again departed (on 18 November), via Port Said for India—this time to Karachi. She also returned via Port Said, reaching New York on New Year's Day 1946.

The GENERAL BALLOU again sailed from New York on 13 January, through the Suez Canal to Calcutta, but this time she continued on to Manila, thence still eastward to San Francisco, where she arrived on 8 March, thus circumnavigating the globe. From California in early April, the vessel again steamed, via the Panama Canal (and Puerto Rico), to New York, arriving at the East Coast port on 1 May.

The GENERAL C. C. BALLOU was transferred to the Army on 17 May 1946 and underwent conversion to a peacetime troopship by Bethlehem's Hoboken yard, the contract period to be 20 May to late August.



GENERAL C. G. MORTON

<i>Length, overall</i> ... 522' 10"	<i>Gross tons</i> 13,000	<i>Propulsion</i> Turbine
<i>Beam</i> 71' 6"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,143
<i>Draft</i> 24' 0"	<i>Radius (miles)</i> 15,000	<i>Cargo (cu. ft.)</i> 31,000

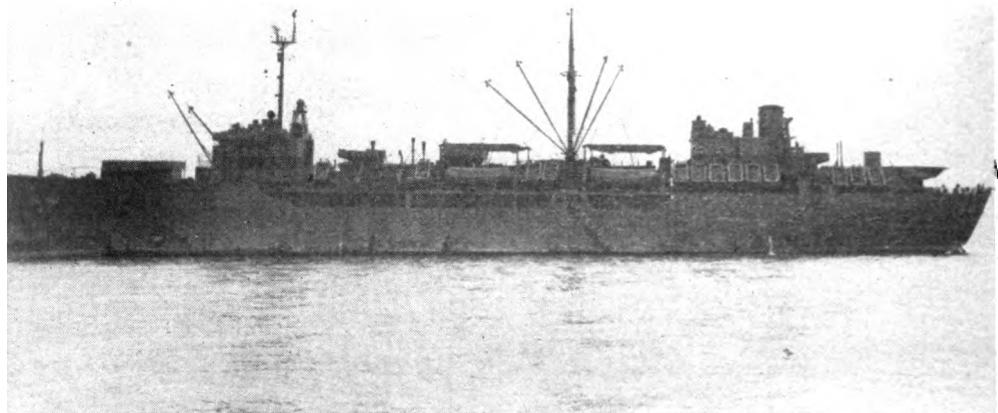
Built in 1944 by Kaiser Co., Inc., Richmond, Calif.

THIS vessel, another C4 type transport, was named for Major General Charles Gould Morton, Class of 1883, U. S. Military Academy, who served in the Philippines in the Spanish-American War and later on the Texas border. The Troopship GENERAL MORTON was completed in May 1944 and, following alterations to crew quarters to fit her for Navy operation, departed in early August on her initial voyage with troops (to Pacific Ocean areas). In September the ship began a trip to the Southwest Pacific. On Armistice Day 1944 she left Los Angeles and voyaged, via Honolulu, to Guadalcanal, Espiritu Santo, Russell Islands, Manus Island and Noumea. She returned to San Francisco on 31 December 1944 and departed on 6 January 1945, via Los Angeles and Honolulu, for Melbourne and Calcutta. Returning via the Australian city, the MORTON next visited Manus, Ulithi, Tinian and Saipan before returning via Pearl Harbor) to San Francisco in late April.

On 5 May the vessel sailed for Finschhafen, Hollandia, Leyte, and Manila. She returned to San Francisco on 5 July and left three days later, via the Panama Canal, for Boston where she arrived on 23 July. In August she went to Marseilles and returned from there to Hampton Roads in early September.

The MORTON next voyaged eastward through the Suez Canal to Karachi and returned by the same route to New York in October. The vessel then duplicated the voyage to India, returning in December. On 4 January 1946 she sailed from New York again, via the Suez for Karachi, but this time continued to Colombo, Singapore and Manila, and from the Philippine capital, to San Francisco, where she arrived in early March.

In mid March 1946 the GENERAL C. G. MORTON proceeded to Seattle but returned to San Francisco where she was delivered to the War Department (on 15 May) for alteration to a peacetime troopship by Kaiser Co., Inc., Richmond, Calif., the work to be done between 17 May and early August 1946.



GENERAL C. H. MUIR

<i>Length, overall</i>	522' 10"	<i>Gross tons</i>	13,000	<i>Propulsion</i>	Turbine
<i>Beam</i>	71' 6"	<i>Speed (knots)</i>	17	<i>Passengers</i>	3,145
<i>Draft</i>	24' 0"	<i>Radius (miles)</i>	15,000	<i>Cargo (cu. ft.)</i>	31,000

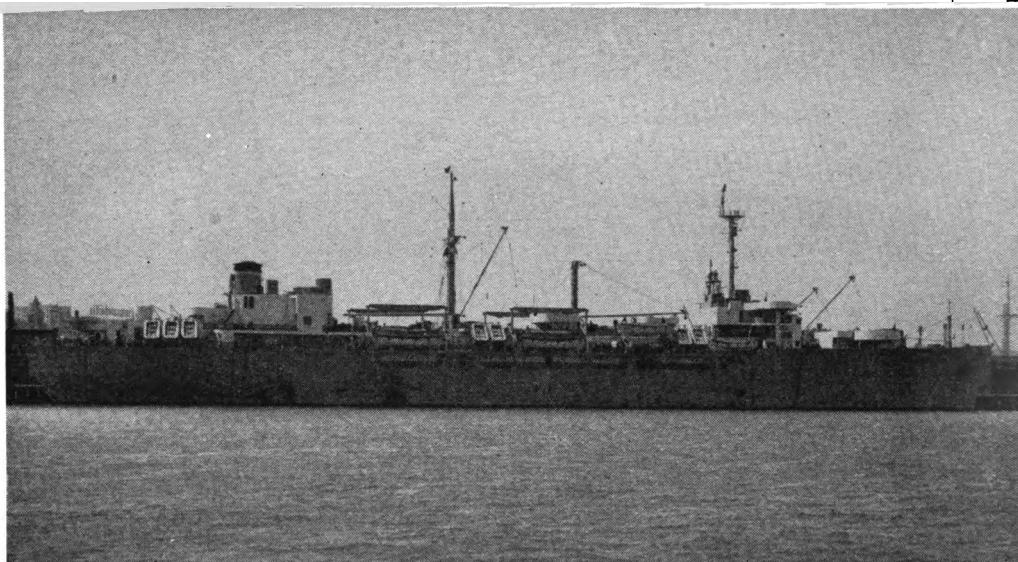
Built in 1945 by Kaiser Co., Inc., Richmond, Calif.

THE GENERAL C. H. MUIR, a C4 type vessel, was named after Major General Charles Henry Muir, Class of 1885, U. S. Military Academy, who participated in Indian wars of the United States, served in the Philippines and Cuba in the war with Spain, and in France in World War I.

On 22 May 1945 the GENERAL MUIR sailed from San Francisco, via Pearl Harbor, for Eniwetok, Ulithi and Leyte. She returned via Ulithi and Eniwetok to Pearl Harbor on 24 July, and from the Hawaiian port departed three days later for the Canal Zone. After transiting the Canal in early August, the vessel reached New York on the 14th, and sailed in early September (via the Suez Canal) to Calcutta and Colombo.

The MUIR returned, via Port Said, to New York on 1 November and soon left on an identical voyage to India and Ceylon, returning therefrom, to New York, on 10 January 1946. In February the ship went to New Orleans, then to San Juan—returning on the 19th of the month to New York. Next, two voyages were made to Le Havre, return from the latter to New York being on 24 April. On 5 May, the GENERAL MUIR sailed from New York for Liverpool and Leghorn, scheduled to return to New York on 1 June 1946.

The GENERAL C. H. MUIR is to be a part of the Army's peacetime transport fleet. Conversion is scheduled to be undertaken by Bethlehem's Key Highway Plant, Baltimore, Md., between early June and late July 1946.



GENERAL D. E. AULTMAN

<i>Length, overall</i> 522' 10"	<i>Gross tons</i> 13,000	<i>Propulsion</i> Turbine
<i>Beam</i> 71' 6"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,177
<i>Draft</i> 24' 0"	<i>Radius (miles)</i> 15,000	<i>Cargo (cu. ft.)</i> 31,000

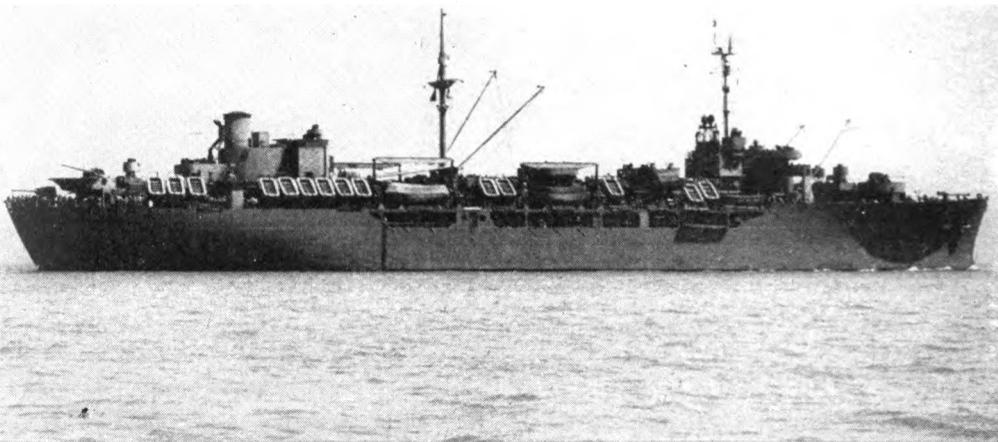
Built in 1945 by Kaiser Co., Inc., Richmond, Calif.

ALTHOUGH the GENERAL D. E. AULTMAN was completed prior to V-J Day she did not have the opportunity to serve in an active combat theatre in World War II.

Following construction she left San Pedro on 1 July 1945, via the Panama Canal and Gibraltar, for Marseilles, France. She transited the Canal (westbound) in August and reached Hollandia in early September. From there the ship visited Batangas, Manila and Okinawa before returning in October to Portland, Oregon.

On 7 November the GENERAL AULTMAN departed for Tacloban (Leyte) and Agusan (Mindanao), returning from that voyage, to San Francisco in mid-December. The ship next left (on 28 December) for Nagoya and Yokohama, and returned from the Japanese cities to Los Angeles on 3 February 1946. The AULTMAN then went to San Francisco, where, on 15 March 1946 she was delivered to the Army for use in the post-war transport fleet. Conversion work was accomplished by Kaiser Co., Inc., Richmond, Calif., between 29 April and 26 June 1946.

This C4 type Maritime Commission design vessel was named in honor of Brigadier General Dwight Edward Aultman, Class of 1894, U. S. Military Academy who served in Cuba in the Spanish-American War and also with the AEF in World War I.



GENERAL E. T. COLLINS

<i>Length, overall</i>	522' 10"	<i>Gross tons</i>	13,000	<i>Propulsion</i>	Turbine
<i>Beam</i>	71' 6"	<i>Speed (knots)</i>	17	<i>Passengers</i>	3,155
<i>Draft</i>	24' 0"	<i>Radius (miles)</i>	15,000	<i>Cargo (cu. ft.)</i>	36,480

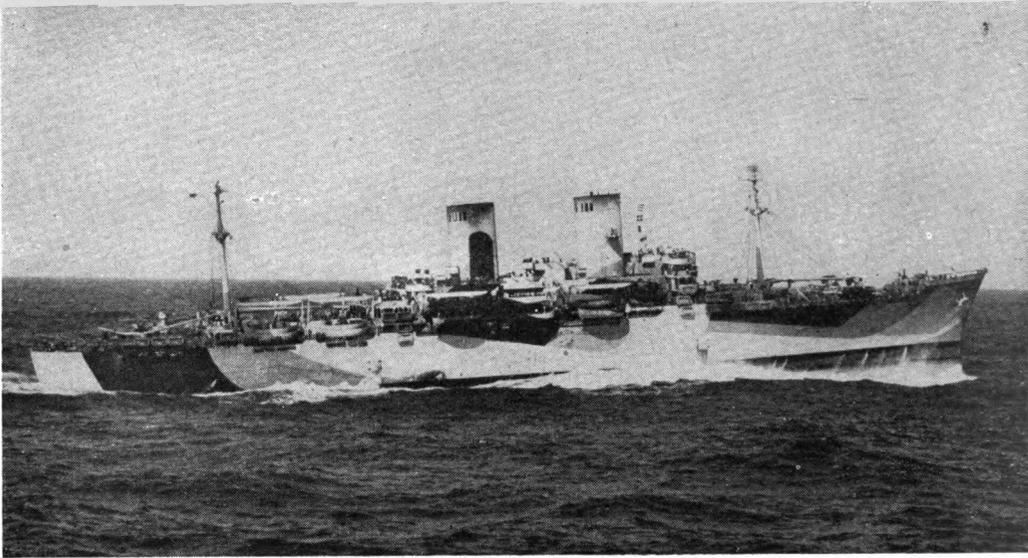
Built in 1944 by Kaiser Co., Inc., Richmond, Calif.

THIS C4 type troopship was named in honor of Major General Edgar T. Collins, Class of 1897, USMA, who served in the Spanish-American War and with the AEF in World War I.

Following construction, the GENERAL E. T. COLLINS was arranged for more satisfactory operation by the Navy, and on 17 August 1944 left on a voyage to Pacific Ocean Areas (Honolulu). In late October she began another trip to Hawaii and returned to San Francisco in early November. The ship was used by the Navy (to Honolulu and Manus Island) until 3 December. A few days before Christmas 1944 the vessel sailed, via Honolulu, to Eniwetok, Guam and Saipan. The GENERAL COLLINS returned on 8 February 1945 to Seattle and from that port made a voyage (via Port Angeles, Washington) to Honolulu and return to San Francisco (on 19 March).

From San Francisco in April, the COLLINS proceeded to Finschhafen, Kossol Roads, Leyte, Manila and Eniwetok—to return to Los Angeles in early June. The vessel's next journey (from L. A. in late June) took her to Fremantle, Calcutta (two visits), Trincomalee (Ceylon), Hollandia and Okinawa. Returning to Los Angeles in early October, the ship left on the 16th for Yokohama and Manila. Following arrival at San Francisco in November, she left on 1 December 1945 for Manila and returned on 6 January 1946.

On 22 January the GENERAL COLLINS sailed for Manila, Singapore and Calcutta. From Seattle on 6 April she journeyed, via Hawaii, to Yokohama, returning to the Puget Sound city in May. The ship then went to San Francisco where she was to be delivered to the Army in June for peacetime operation. Alterations are expected to be accomplished by Kaiser Co., Inc., from June to August.



GENERAL G. M. RANDALL

<i>Length, overall</i> ... 622' 7"	<i>Gross tons</i> 17,833	<i>Propulsion</i> ... Turbines (2)
<i>Beam</i> 75' 6"	<i>Speed (knots)</i> 19	<i>Passengers</i> 5,170
<i>Draft</i> 25' 0"	<i>Radius (miles)</i> ... 12,400	<i>Cargo (cu. ft.)</i> ... 73,504

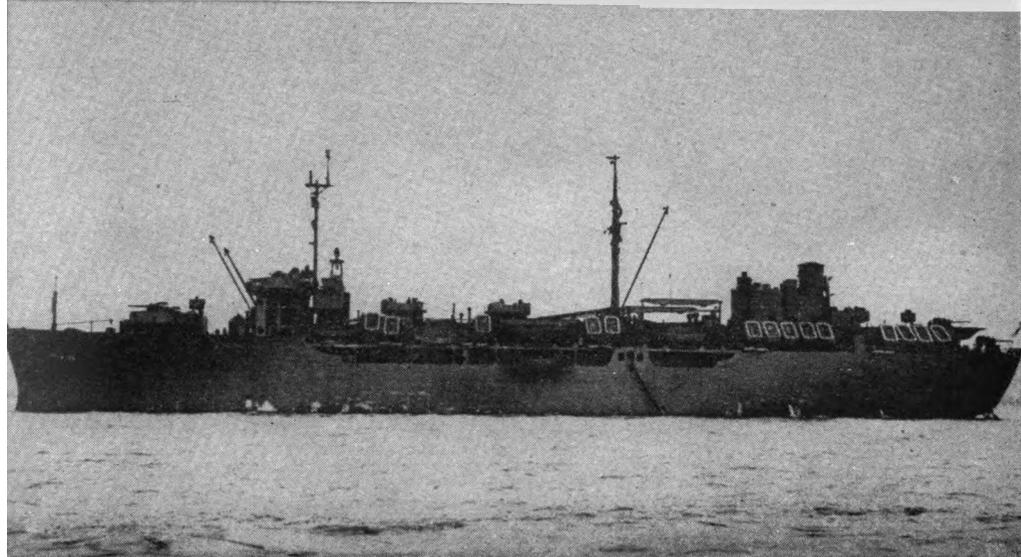
Built in 1944 by Federal Shipbuilding & Drydock Co., Kearny, N. J.

THE GENERAL G. M. RANDALL was a P2 type Maritime Commission design vessel completed at the building yard as a troopship. She was named in honor of Major General George Morton Randall, who served through the Civil War, various Indian campaigns and the Spanish-American War.

Following construction the GENERAL RANDALL sailed, in late May 1944 via Norfolk and the Panama Canal, to Fremantle and Calcutta. She returned, via Melbourne, to Los Angeles in mid-August and left in late August, via Suva (Fijis) and Melbourne, for Calcutta again. Return from that voyage was by way of Melbourne, Wellington, Noumea and Guadalcanal. Again (from Los Angeles on 19 December 1944) the ship sailed via Hobart, Tasmania, for Bombay, and stopped at Melbourne en route home to Los Angeles on 1 March 1945. She went to San Diego, then to San Francisco from where in late March she departed for Pearl Harbor and Ulithi.

Having returned to San Francisco in early June, the RANDALL sailed three days later, via the Panama Canal, for Hampton Roads, arriving on 20 June. The vessel sailed on 8 July for Marseilles for duty in connection with redeployment of troops to the Pacific. She transited the Canal (westbound) and voyaged to Ulithi (two stops) Batangas, Manila, and Leyte before returning to Los Angeles in September. In October she sailed for Yokohama; in late November she left Seattle for Yokohama again; and on 10 January 1946 left Seattle for California ports.

On 2 March 1946 the ship left San Francisco, via Pearl Harbor, for Manila, Shanghai, Tsingtao and Taku (China). She returned to San Francisco in late April 1946.



GENERAL G. O. SQUIER

<i>Length, overall</i>522' 10"	<i>Gross tons</i> 13,000	<i>Propulsion</i>Turbine
<i>Beam</i> 71' 6"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,286
<i>Draft</i> 24' 0"	<i>Radius (miles)</i> ... 15,000	<i>Cargo (cu. ft.)</i> ... 27,520

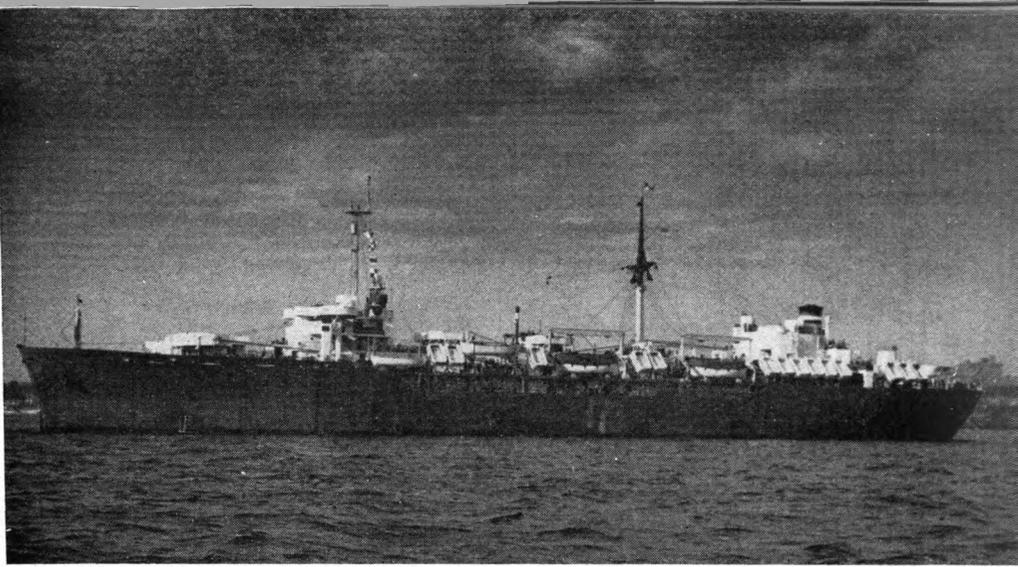
Built in 1943 by Kaiser Co., Inc., Richmond, Calif.

THE GENERAL G. O. SQUIER, first of the C4 type transports, was named in honor of Major General George Owen Squier, who was Chief Signal Officer in 1917 and who was an international authority on communications. He invented various telegraph, telephone and radio devices and represented the United States at many world conferences on electro-chemistry, communications, etc.

The GENERAL SQUIER sailed from San Francisco, on 29 October 1943 on her initial overseas voyage with troops—to Noumea. She made the following trips from San Francisco before going to the Atlantic: (1) on 27 December 1943 to Honolulu, Funafuti and Noumea; (2) on 15 March 1944 to Honolulu; (3) on 8 April to Noumea, Milne Bay and Panama.

Having arrived at Norfolk in late June, the SQUIER sailed for Naples, Oran and Gibraltar. She returned to New York in late September and departed in mid-October on the first of two trips to England. The vessel next left New York the day after Christmas 1944, going to Avonmouth, and returning to New York on 21 January 1945. During the ensuing seven months the GENERAL SQUIER made five voyages to Le Havre, France—with one side visit to Plymouth and one to Southampton—having sailed from either New York or Boston for these journeys.

Having returned to Norfolk on 8 July 1945 from the fifth voyage to Le Havre, the ship departed on the 28th to Marseilles to redeploy troops to the Pacific. She left Marseilles on 9 August and headed westward for Manila but was diverted to Hampton Roads when defeat of Japan became imminent. The SQUIER sailed from Newport News on 23 August for Marseilles, then made a voyage via the Suez Canal to Karachi, then a trip to Calcutta and Karachi, from which she returned to New York on 10 January 1946. The GENERAL G. O. SQUIER next made two successive voyages from New York to Le Havre and one to Leghorn before leaving from the same U. S. city on 25 May for Bremerhaven, Germany.



Official Photo, U. S. Navy

GENERAL H. B. FREEMAN

Length, overall.....	522' 10"	Gross tons	13,000	Propulsion	Turbine
Beam	71' 6"	Speed (knots)	17	Passengers	3,040
Draft	24' 0"	Radius (miles).....	15,000	Cargo (cu. ft.).....	27,520

Built in 1945 by Kaiser Co., Inc., Richmond, Calif.

THE GENERAL H. B. FREEMAN, another C4 type vessel, was completed in time for her to make one trans-Pacific voyage while the war with Japan was still in progress.

Soon after completion the ship sailed from Los Angeles on 1 June 1945 going by way of Fremantle, Australia, to Calcutta, India, and Trincomalee, Ceylon. Having returned, via Fremantle, to Hollandia in early August, the GENERAL FREEMAN was enroute to Leyte when the dropping of the first atom bomb presaged the end of the War. She went to Leyte, visited Okinawa, and touched at Saipan and Honolulu on the way home to Los Angeles, arriving at the Southern California port on 12 September.

On 7 October the FREEMAN began her first voyage to Yokohama—with return to Seattle on 5 November. On 16 November she departed again for Yokohama, arriving on 29 November and leaving on 3 December for Seattle where she returned on 17 December 1945.

On 4 March 1946 the GENERAL H. B. FREEMAN was delivered to the War Department to become a unit of the Army's peacetime transport fleet. Conversion work was undertaken by Todd Shipyards Corp. at Seattle on 2 May and was to be completed by 1 July 1946.

The GENERAL FREEMAN was named in honor of Major General Henry Blanchard Freeman, U. S. Army, who distinguished himself in the Civil War and who also served through various Indian campaigns and in the Spanish-American War.

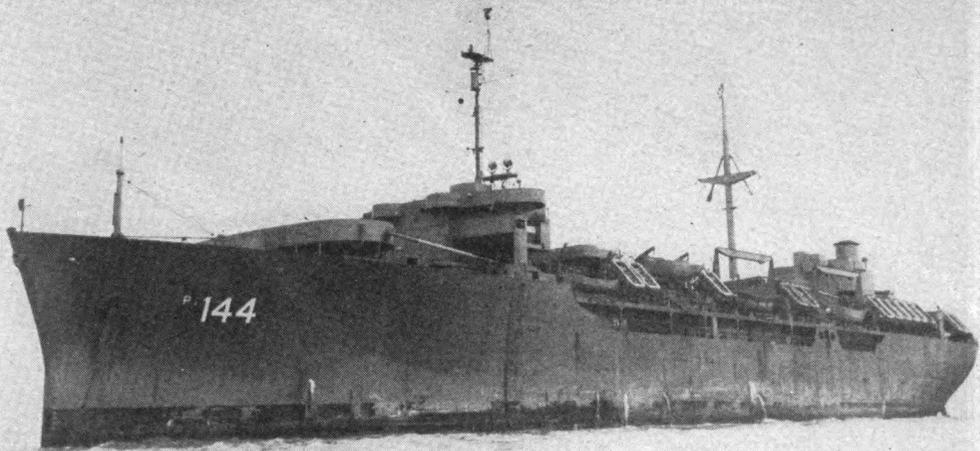


Photo courtesy Liberty Picture Co.

GENERAL H. F. HODGES

Length, overall.....	522' 10"	Gross tons	13,000	Propulsion	Turbine
Beam	71' 6"	Speed (knots)	17	Passengers	3,129
Draft	24' 0"	Radius (miles).....	15,000	Cargo (cu. ft.).....	33,800

Built in 1945 by Kaiser Co., Inc., Richmond, Calif.

THIS C4 type troopship was named in honor of Major General Harry Foote Hodges, Class of 1881, U. S. Military Academy, who served in the Spanish-American War and with the AEF in World War I. General Hodges engaged in extensive River and Harbor work during most of his Army career.

The GENERAL H. F. HODGES left San Francisco on 10 May 1945 and in the ensuing two months voyaged to Hollandia, Manila, Leyte, Biak and Woendi. She returned to the Golden Gate City on Independence Day and departed on 8 July, via the Panama Canal, for New York where she arrived on the 23rd of the month. The ship sailed from New York in early August for Naples, Italy, and returned on 31 August to Boston.

In September the HODGES sailed, via the Suez Canal, to Calcutta, returning to New York on 1 November. A week later the vessel once more headed eastward, via Port Said—to Karachi, India, with return to New York the day before Christmas.

On 31 January 1946 the GENERAL HODGES turned her prow eastward for a third voyage to India, but this time, after first visiting Colombo (Ceylon), then Calcutta, she continued via Manila (P. I.) to Seattle, thus geographically completing a trip around the world on 29 March 1946. Following arrival, the ship was transferred to War Department jurisdiction and during the period 30 May to 18 July 1946 was to undergo alterations by Kaiser Co., Inc., to fit her for peacetime operation.



Official Photo, U. S. Navy

GENERAL H. L. SCOTT*

Length, overall... 522' 10"	Gross tons 13,000	Propulsion Turbine
Beam 71' 6"	Speed (knots) 17	Passengers 3,147
Draft 24' 0"	Radius (miles).... 15,000	Cargo (cu. ft.).... 32,800

Built in 1944 by Kaiser Co., Inc., Richmond, Calif.

THE GENERAL H. L. SCOTT was named after Major General Hugh Lenox Scott, who served in various Indian campaigns, the Spanish-American War and World War I. General Scott acted as Secretary of War *ad interim* in February and March 1916, while he was Chief of Staff.

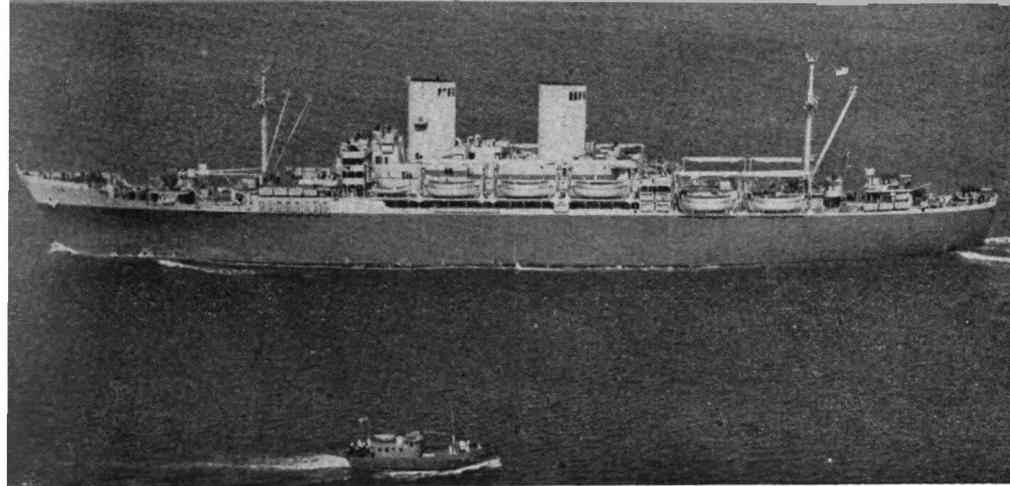
Following construction, the GENERAL H. L. SCOTT was immediately placed under Navy supervision. After minor alteration to make the ship more suitable for Navy purposes, she left San Francisco in early May 1944 for Noumea, returning in early June. Her next trip from the Golden Gate was to Honolulu and Eniwetok. In August she departed for Espiritu Santo, and Noumea, returning via Hawaii to San Francisco in mid-September. This voyage was followed by one to Milne Bay and Finschhafen; and another to Finschhafen and Hollandia; from the latter the SCOTT returned to San Francisco in January 1945.

After a trip to Pearl Harbor, Eniwetok, Ulithi and Kwajalein (with return in April), the vessel made a voyage to Oahu, Manus Island, Hollandia, Zamboanga, Leyte and Finschhafen.

The GENERAL SCOTT next left San Francisco in early July, transited the Panama Canal, and stopped at New York a few days before proceeding to Naples and Leghorn, Italy. The ship returned, via Gibraltar, to Boston in late August. From the latter port, she sailed, via the Suez Canal to Calcutta and Colombo, returning by the same route to New York in late October.

After passing through the Panama Canal (westbound), the SCOTT headed (via Honolulu) for Shanghai, arriving there in early December. She returned to Seattle on 31 December 1945. From Seattle in early 1946 the vessel made a voyage to Jinsen (Korea) and Shanghai, and one to Okinawa, returning from the latter to San Francisco.

*See page 35 for description of another vessel having a similar name.



Official Photo, U. S. Navy

GENERAL H. W. BUTNER

Length, overall .. 622' 7"	Gross tons	17,833	Propulsion Turbines (2)		
Beam	75' 6"	Speed (knots)	19	Passengers	5,261
Draft	25' 0"	Radius (miles)....	12,400	Cargo (cu. ft.)....	138,800

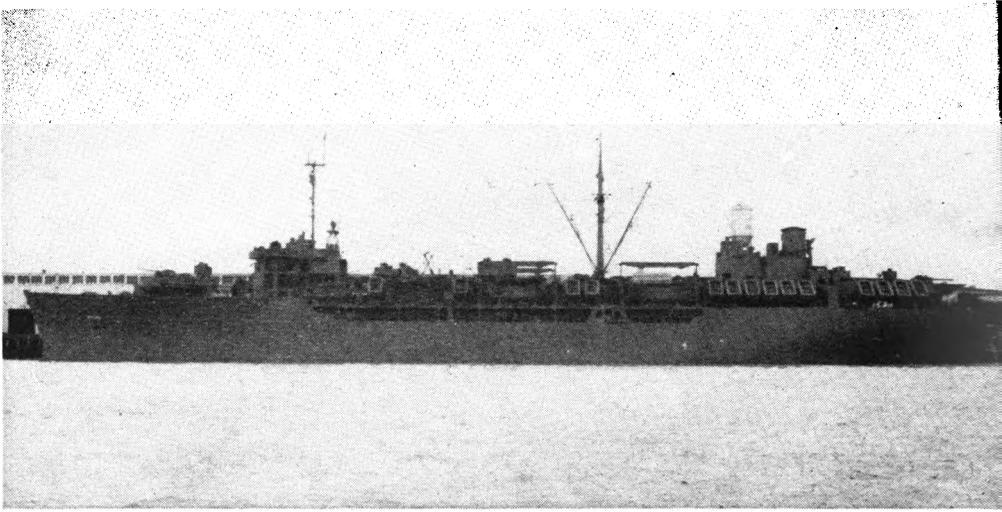
Built in 1943 by Federal Shipbuilding & Drydock Co., Kearny, N. J.

AMONG the first P2 type troopships completed, the GENERAL H. W. BUTNER made many long voyages in the War effort, including a trip around the world. She was named for Major General Henry W. Butner, Class of 1898, U. S. Military Academy, who served in the Spanish-American War and with the AEF in World War I. Following completion, the ship went first to New York then to Norfolk, departing from the latter on 23 February 1944 for Casablanca. That voyage was completed at Norfolk on 14 March, whereupon five days later she left on a similar voyage which also ended at Norfolk—on 20 April.

After but three days in port the GENERAL BUTNER next headed eastward, via Durban, South Africa, and Kilindini (Kenya), to Bombay, arriving there on 25 May. Via Melbourne, Australia, the ship reached Los Angeles on 1 July and on the 25th she turned back, via Melbourne, to Bombay. Return to Los Angeles (on 7 October) was via Melbourne, Efate and Espiritu Santo. A similar voyage to Bombay was begun on 22 October and return therefrom to Los Angeles (via Sydney and Noumea) was on 6 January 1945.

The BUTNER next went to San Francisco from where, on 17 February, she began a three months cruise to the Southwest Pacific. Points visited were: Finschhafen, Hollandia, Leyte, Manus Island, Townsville, Biak, Morotai, Guadalcanal and Espiritu Santo. Returning to San Francisco, the ship left on 20 May, transited the Panama Canal, and reached Le Havre. It was on this trip that the vessel actually completed a circuit of the globe, although she did not return to Hampton Roads (the starting point) until 20 June.

For redeploying troops, the vessel then went to Marseilles, sailing from there on 7 July, via the Panama Canal, for Ulithi and Okinawa. The GENERAL BUTNER returned to San Francisco in late September, then went to Seattle from where on 10 October she sailed, via Honolulu, for Okinawa, Wakayama and Nagoya. The ship left Seattle on 5 January 1946 on a round trip to Nagoya, then made two voyages from San Francisco; the first (begun on 28 February) to Yokohama, Shanghai, Tsingtao and Taku (China); the second (begun 9 May) to Shanghai and Tsingtao.



GENERAL HARRY TAYLOR

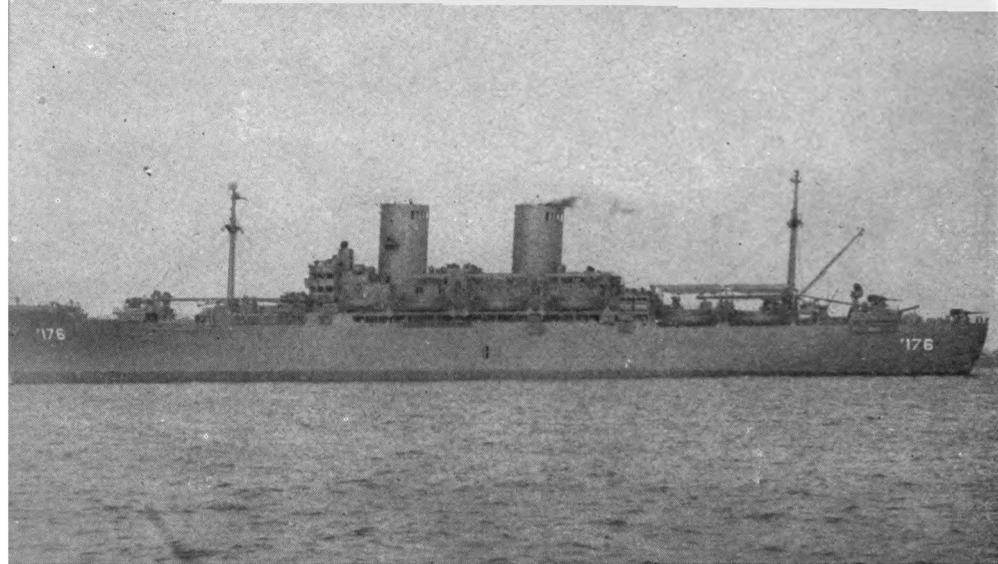
<i>Length, overall</i> ... 522' 10"	<i>Gross tons</i> 13,000	<i>Propulsion</i> Turbine
<i>Beam</i> 71' 6"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,199
<i>Draft</i> 24' 0"	<i>Radius (miles)</i> ... 15,000	<i>Cargo (cu. ft.)</i> ... 26,960

Built in 1944 by Kaiser Co., Inc., Richmond, Calif.

THE GENERAL HARRY TAYLOR, a C4 troopship, was named in honor of Brigadier General Harry Taylor, Class of 1884, U. S. Military Academy, who engaged in extensive river and harbor work for the Army and who served with the AEF in World War I, and was later Chief of Engineers.

The ship left San Francisco on 24 June 1944 for Milne Bay, Russell Islands and Guadalcanal. On 11 August she sailed for Honolulu, and on 12 September she left San Diego for the Russell Islands and Guadalcanal. On 7 November the vessel began (from San Francisco) a two months cruise to the Southwest Pacific—Noumea, Guadalcanal, Finschhafen, Oro Bay, Hollandia, Biak and Morotai. Returning to San Francisco in January 1945, the TAYLOR sailed on 10 February, via Hueneme and San Diego, to Pearl Harbor, Eniwetok, Leyte, Guam, Saipan, Guadalcanal, Espiritu Santo and Noumea. She returned in April and left in early May for Finschhafen, Kossol Roads, Manila, Leyte and Honolulu.

In late June the ship left San Francisco, and arrived via the Panama Canal, at New York in mid-July. She next made two trips in succession to Marseilles, then, on 22 September departed on the first of two voyages via Port Said to Karachi, India. She returned to New York from the second of these voyages, on 3 January 1946, and subsequently made three round trips to Le Havre before leaving on 26 April for Bremerhaven. Return from Germany was to New York on 21 May 1946, but the ship left three days later for Norfolk.



Official Photo, U. S. Navy

GENERAL J. C. BRECKINRIDGE

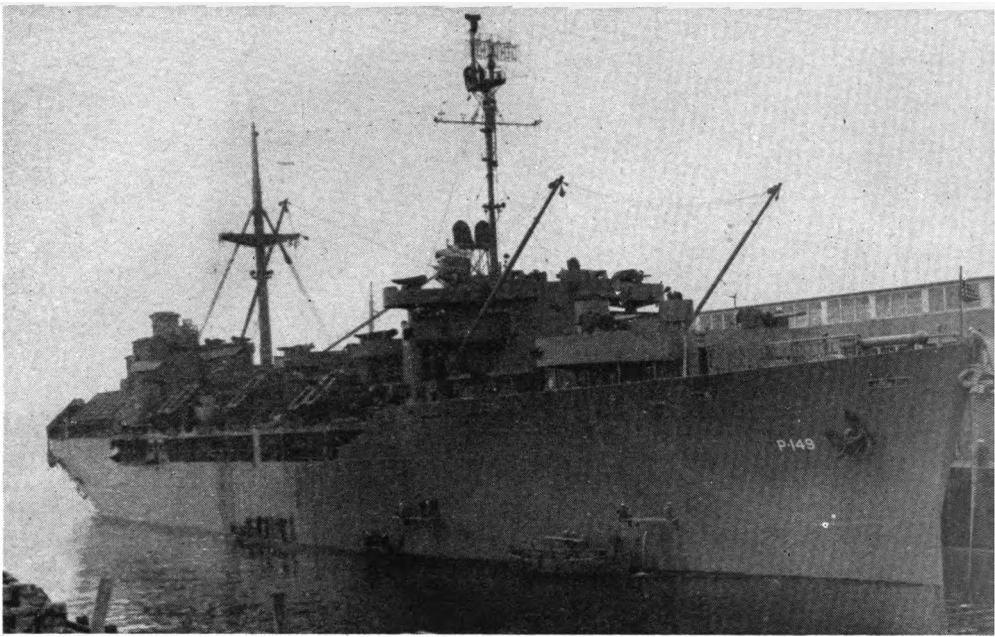
Length, overall... 622' 7"	Gross tons 17,811	Propulsion Turbines (2)
Beam 75' 6"	Speed (knots) --- 19	Passengers 5,250
Draft 25' 0"	Radius (miles).... 12,000	Cargo (cu. ft.) ... 78,524

Built in 1945 by Federal Shipbuilding & Drydock Co., Kearny, N. J.

THE P2 type vessel was similar to the JOHN POPE and class, but unlike others of the type, which were named for Army generals, she was named for a Marine Corps Major General—James Carson Breckinridge.

The ship sailed for Marseilles on 4 August 1945 and sailed from Marseilles on 15 August destined (via the Canal Zone) for Lingayen, but was diverted to New York, arriving on 24 August. During the ensuing three months the vessel made the four following voyages to Europe: (1) on 28 August to Marseilles, returning to Hampton Roads; (2) on 24 September the same; (3) on 16 October to Le Havre, returning to Boston; (4) on 8 November to Marseilles, returning to Boston.

On 4 December 1945 the GENERAL BRECKINRIDGE sailed from Boston, transited the Panama Canal, and arrived at Manila on the last day of the year. She left the Philippines on 5 January 1946 and reached San Francisco 15 days later. The ship sailed in late February for Guam and Saipan and returned in late March. The vessel next left San Francisco in mid-April for Shanghai and sailed from the Chinese port on 21 May to reach San Francisco on 4 June 1946.



GENERAL J. H. McRAE

<i>Length, overall</i>	522' 10"	<i>Gross tons</i>	13,000	<i>Propulsion</i>	Turbine
<i>Beam</i>	71' 6"	<i>Speed (knots)</i>	17	<i>Passengers</i>	3,054
<i>Draft</i>	24' 0"	<i>Radius (miles)</i>	15,000	<i>Cargo (cu. ft.)</i>	32,480

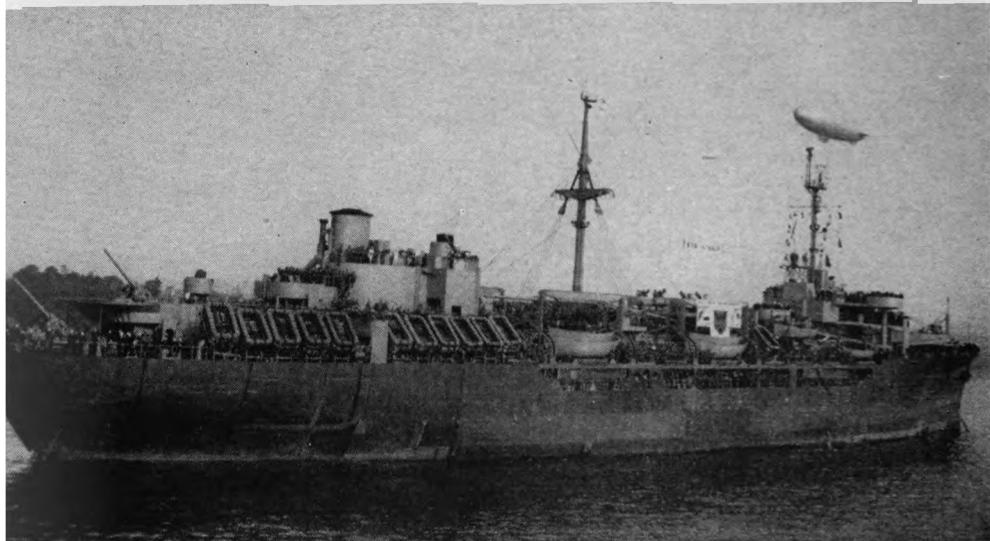
Built in 1944 by Kaiser Co., Inc., Richmond, Calif.

THIS C4 type vessel was named in honor of Major General James Henry McRae, Class of 1886, U. S. Military Academy, who served in various campaigns of the Spanish-American War (in Cuba and the Philippines) and in the St. Mihiel and Argonne operations of World War I. General McRae was later Assistant Chief of Staff.

Following construction, the GENERAL J. H. McRAE went to Seattle from where she sailed on 21 September 1944 for Honolulu. She returned to San Francisco in early October and made another trip to Honolulu via Puget Sound. On 20 November the ship departed from San Francisco for Finschhafen and Oro Bay. On 11 January 1945 the vessel left Los Angeles for a four months cruise to the Southwest Pacific and beyond. Ports visited include in the order named: Melbourne, Bombay, Melbourne, Townsville, Manus, Ulithi, Tinian, Saipan, Manus, Townsville, Biak, Morotai and Leyte. This voyage, terminated at San Francisco on 30 May, ended her Pacific Ocean service for the time being.

The GENERAL McRAE transited the Panama Canal in late June and proceeded to Le Havre, Cherbourg and Marseilles. Returning in late August to Hampton Roads, the ship sailed, via Port Said, for Karachi, India, and came back to New York in mid-October. The McRAE left New York on 26 October for a voyage, via the Suez Canal to Khorramshahr (Iran) and Karachi (India). Return to New York was on Christmas Eve 1945.

On 27 February 1946, the vessel was transferred to the Army and alterations were accomplished by Atlantic Basin Iron Works at New York between 19 March and 27 May to fit the ship for peacetime operation by the War Department.



GENERAL J. R. BROOKE

<i>Length, overall</i> ... 522' 10"	<i>Gross tons</i> 13,000	<i>Propulsion</i> Turbine
<i>Beam</i> 71' 6"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,456
<i>Draft</i> 24' 0"	<i>Radius (miles)</i> 15,000	<i>Cargo (cu. ft.)</i> 27,000

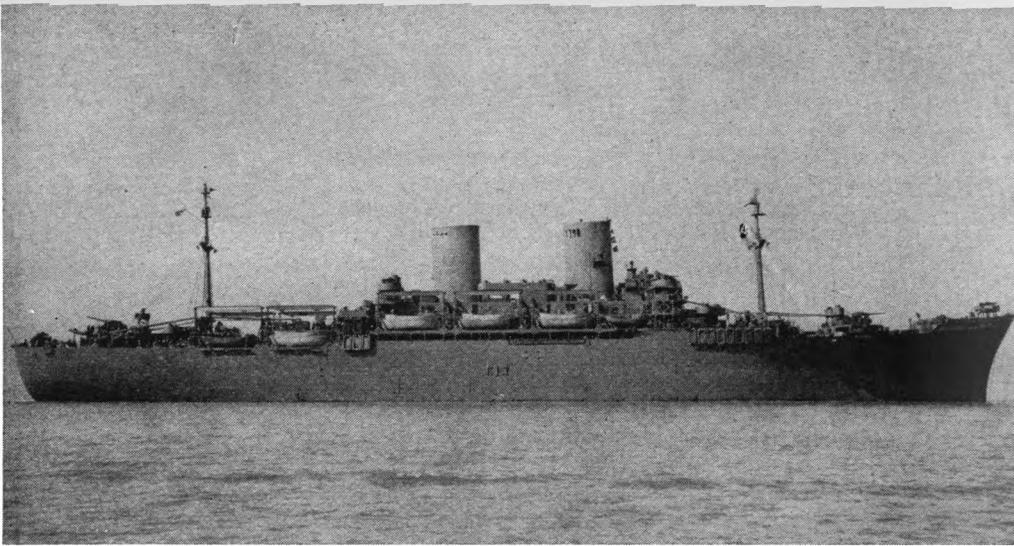
Built in 1943 by Kaiser Co., Inc., Richmond, Calif.

THIS C4 type vessel was probably the most active of her class, having made 21 overseas voyages from United States ports during World War II up to May 1946. She was named after Major General John Rutter Brooke, who served in the Civil War in various campaigns (including Gettysburg), and who later was governor-general of Puerto Rico and Cuba.

The GENERAL J. R. BROOKE first made a trip from Hueneme, California (on 24 February 1944), to Honolulu; then on 19 March she departed from San Francisco for Noumea and Espiritu Santo. She terminated her tour in the Pacific Ocean when she left San Francisco on 12 May for New Guinea, from where she sailed for the Canal Zone. In late June she transited the Panama Canal and reached New York on 3 July. The following four voyages were made before the end of 1944: (1) in late July to the Clyde and Liverpool; (2) in early September from Boston to Plymouth; (3) in early October to Marseilles and Oran; (4) in November to the Mersey River in England.

During 1945 the GENERAL BROOKE made the following voyages in succession (all from New York except as noted): (1) to Le Havre and Southampton; (2) same; (3) from Norfolk to Naples and Oran; (4) to Le Havre; (5) to the United Kingdom; (6) to Le Havre; (7) from Hampton Roads to Le Havre; (8) from Boston to Marseilles; (9) to Port Said (Egypt), Calcutta and Colombo; (10) same.

Between January and May 1946 the vessel has made one voyage per month from New York to Le Havre.



Official Photo, U. S. Navy

GENERAL JOHN POPE

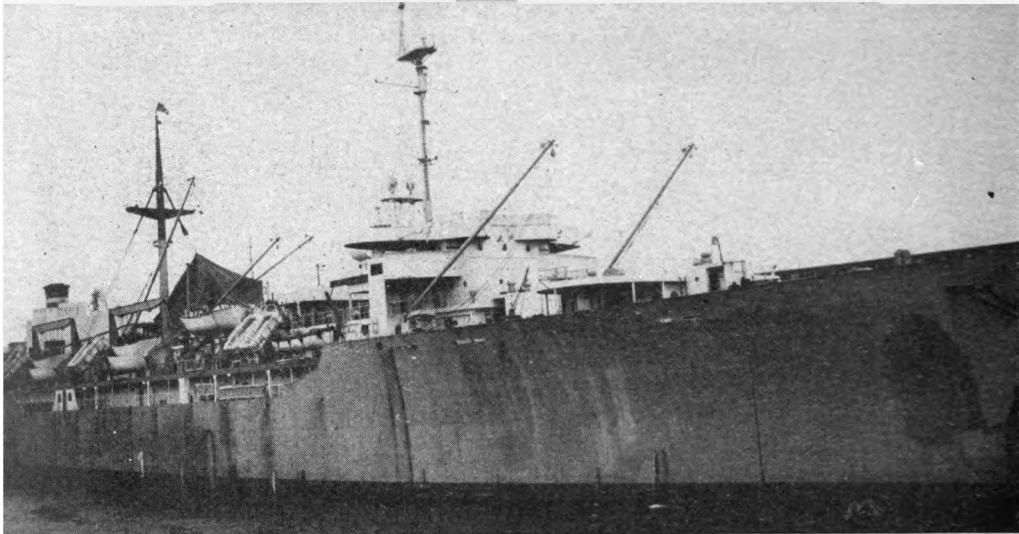
<i>Length, overall</i>622' 7"	<i>Gross tons</i> 17,833	<i>Propulsion Turbines</i> (2)
<i>Beam</i> 75' 6"	<i>Speed (knots)</i> --- 19	<i>Passengers</i> 5,220
<i>Draft</i> 25' 0"	<i>Radius (miles)</i> 12,400	<i>Cargo (cu. ft.)</i>108,537

Built in 1943 by Federal Shipbuilding & Drydock Co., Kearny, N. J.

THE GENERAL JOHN POPE, first of the P2 "generals," was named in honor of Major General John Pope, Class of 1842, U. S. Military Academy, who served in the Mexican and Civil Wars, assisted with surveying the Pacific Railroad across the country, and later surveyed part of the northwest boundary between the United States and Canada.

The GENERAL POPE voyaged from Norfolk, Va., to the River Clyde and return during September 1943. On 6 October she left Norfolk, transited the Panama Canal, and proceeded to Brisbane and Milne Bay. She returned to San Francisco in late November and left in December for Noumea and Samoa. On New Year's Day 1944 the ship sailed from Samoa for San Francisco, and from there on 23 January departed for Espiritu Santo, Russell Islands, Guadalcanal and Noumea. Her next voyage, to Noumea and New Guinea ports, was followed by one to Milne Bay and Langemak. The vessel next left San Francisco on 26 July for a round trip to Honolulu. Sailing from San Francisco on 14 August the POPE again visited various New Guinea ports. On 10 November she left San Pedro, via Melbourne, for Bombay, returning, via Melbourne and Wellington, to Los Angeles on 16 January 1945. The vessel went to San Francisco and in March began a two months cruise to Finschhafen, Hollandia, Leyte, Manila and Biak. Return to San Francisco was in May.

On 2 June 1945 the GENERAL POPE sailed, via the Panama Canal and Gibraltar, for Marseilles to redeploy troops to the Pacific. She made a westward transit of the Canal in July, going to Eniwetok and Manila. She returned to Seattle on 17 August and left on the 28th for Cebu, Leyte and Yokohama. In October she sailed from San Francisco for Manila; and in December to Manila with return to Los Angeles on 19 January 1946. The POPE next went to Seattle, from where she made round trips to Yokohama and to Manila before returning to San Francisco on 7 May. On the 15th she sailed, via the Canal Zone, for New York, arriving on 28 May 1946. Alteration for Army peacetime use was by Bethlehem's Hoboken yard between June and September.



GENERAL LeROY ELTINGE

<i>Length, overall</i> ... 522' 10"	<i>Gross tons</i> 13,000	<i>Propulsion</i> Turbine
<i>Beam</i> 71' 6"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,071
<i>Draft</i> 24' 0"	<i>Radius (miles)</i> 15,000	<i>Cargo (cu. ft.)</i> ... 31,000

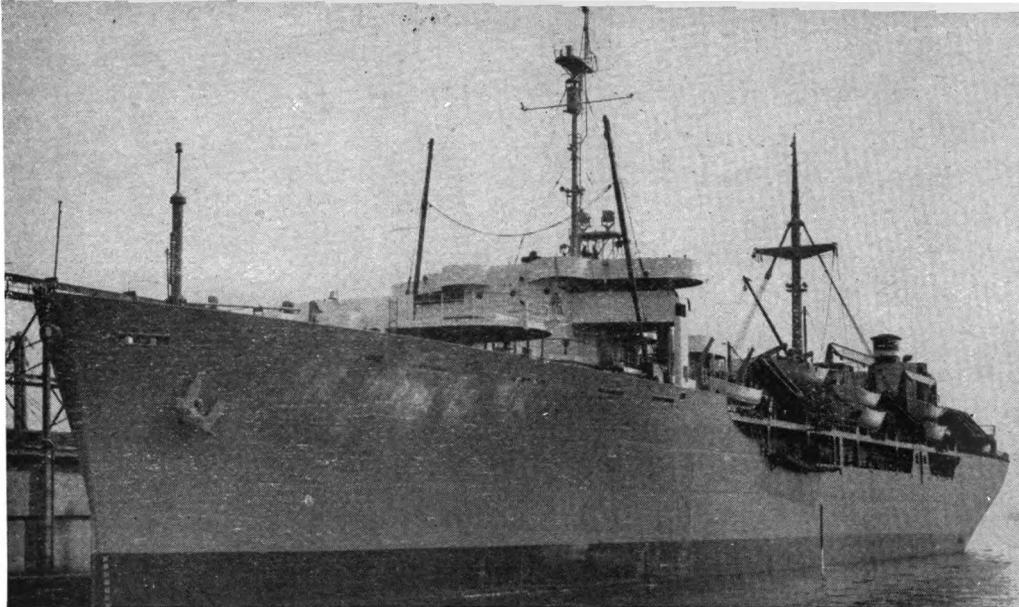
Built in 1945 by Kaiser Co., Inc., Richmond, Calif.

THIS C4 type vessel was named in honor of Brigadier General LeRoy Eltinge, Class of 1896, U. S. Military Academy, who served in the Philippines and Cuba in the Spanish-American War, later in Mexico, and in France in World War I. As indicated below, her travels took the ship around the world, but not from port-to-port.

The GENERAL LeROY ELTINGE went from San Francisco to Los Angeles in March 1945 and from the latter departed on a four months journey to the Southwest Pacific and Indian Oceans, visiting, in the order named, Melbourne, Calcutta, Trincomalee (Ceylon), Fremantle, Melbourne, Saipan, Manus, Tinian, Guam and Pearl Harbor. The ship returned to San Francisco on 27 June and left on the 30th, via the Panama Canal, for Hampton Roads. On 30 July the ELTINGE sailed from Newport News for Marseilles to redeploy troops to Cebu, Philippines. Having left Marseilles on 11 August, she was, however, diverted to Hampton Roads, arriving there on the 21st.

The GENERAL ELTINGE next went to New York from where she departed on 24 August for a trip to Marseilles and back to Hampton Roads again. On 29 September the vessel sailed past Cape Henry, through the Suez Canal, and to Karachi, India. She returned to New York on Armistice Day and on 29 November headed, via the Panama Canal, for Shanghai, China, where she arrived on 29 December 1945.

The GENERAL LeROY ELTINGE sailed from Shanghai, via Manila, for Seattle, arriving on 29 January 1946. She next made a round trip to Jinsen (Korea) and Shanghai, before leaving Seattle on 27 April, via the Panama Canal, for New York. The ship reached New York on 13 May and on 26 May was transferred to the War Department. Alterations to adapt the vessel for peacetime service were undertaken on 27 May by Arthur Tickle Engineering Works, the work to be completed by 25 July 1946.



GENERAL M. B. STEWART

<i>Length, overall</i>522' 10"	<i>Gross tons</i> 13,000	<i>Propulsion</i> Turbine
<i>Beam</i> 71' 6"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,130
<i>Draft</i> 24' 0"	<i>Radius (miles)</i> 15,000	<i>Cargo (cu. ft.)</i> 32,800

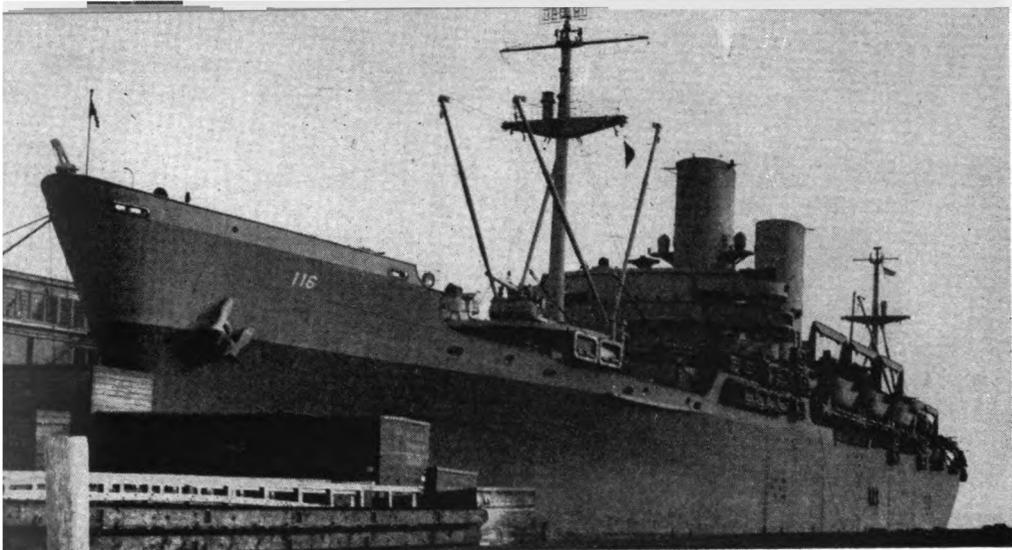
Built in 1945 by Kaiser Co., Inc., Richmond, Calif.

ANOTHER vessel of the C4 type, the GENERAL M. B. STEWART, was named in honor of Major General Merch Bradt Stewart, Class of 1896, U. S. Military Academy, who served through the Spanish-American War and World War I and was later the author of numerous military books. Like many another of her type, this vessel circumnavigated the globe while in troop service.

The ship sailed from San Diego on 2 April 1945 for Pearl Harbor and returned to San Francisco on the 18th. On the 26th she sailed again for Pearl Harbor, but this time continued on to Manus Island and Leyte. She returned, via Honolulu, to San Francisco on 19 June and one week later headed south to the Canal Zone. In early July she passed through the Canal and reached Norfolk on the 11th of the month. She sailed on the 24th, via Gibraltar, to Naples and Leghorn to redeploy troops—to Manila. Being diverted to New York, however, where she arrived on 19 August, the ship was utilized to bring troops home instead of to take them to another combat zone.

Leaving New York on 23 September, the GENERAL STEWART made a round trip to Marseilles, then on 27 September sailed, via Port Said to Calcutta and Ceylon. She returned, via the Suez Canal, and on 7 December 1945 began another eastward trip from New York, via the Suez, to Karachi, India. The vessel continued eastward from the Orient and reached Seattle on 26 January 1946.

The GENERAL M. B. STEWART made a 30-day round trip to Yokohama, then on 23 April sailed from Seattle, via San Pedro and the Canal Zone, for New York where she arrived 11 May 1946 for conversion to a peacetime transport under Army operation, the alterations being accomplished by the Staten Island yard of the Bethlehem Steel Co.



GENERAL M. C. MEIGS

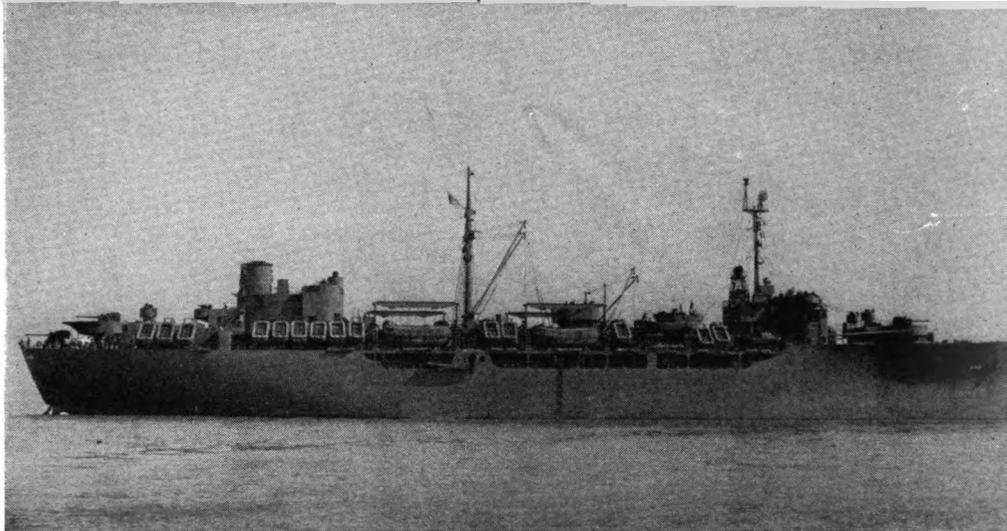
Length, overall .. 622' 7"	Gross tons	17,833	Propulsion Turbines (2)		
Beam	75' 6"	Speed (knots)	19	Passengers	5,342
Draft	25' 0"	Radius (miles)....	12,400	Cargo (cu. ft.)....	84,000

*Built in 1943 by Federal Shipbuilding & Drydock Co., Kearny, N. J.
Operated during World War II by American President Lines, Ltd.*

THE GENERAL M. C. MEIGS, a P2 type ship, was named after Major General Montgomery Cunningham Meigs, Class of 1836, U. S. Military Academy, who was an engineering officer for a quarter century before serving as Quartermaster General from 1861 until his retirement in 1882. General Meigs built the Washington Aqueduct and Cabin John Bridge (which for many decades was the largest stone arch bridge in the world) and also supervised construction of the dome and wings of the U. S. Capitol. The Freightship MEIGS, also named in honor of General Meigs, which had been in Army service many years, was bombed and sunk by the Japanese at Darwin, Australia, in 1942.

The Troopship GENERAL M. C. MEIGS left Norfolk on 10 July 1944 for Naples and Oran. On 3 August she left Norfolk on a similar voyage, including Gibraltar and returned to Norfolk on 1 September. The ship left on 5 September for Rio de Janeiro, and from there sailed for Naples, Oran and Bizerte to reach New York on 22 October. In November she again departed for Rio de Janeiro, thence to Gibraltar, Naples and Oran. From New York on 2 January 1945 she went to Norfolk, thence on the 6th to Gibraltar, Naples and Oran, departing from the latter on 23 January for Gibraltar, and Rio de Janeiro. The ship returned to Gibraltar on 19 February and after visiting Naples, reached New York on 8 March.

On 24 March the GENERAL MEIGS left New York for Cristobal and San Juan. On 16 April she sailed for the United Kingdom and Le Havre. After return to Hampton Roads on 14 May the vessel made a round trip to Naples; then, on 24 June departed for Oran and Naples. Again stopping at Gibraltar, the vessel visited Rio de Janeiro, Bahia and Recife en route to Norfolk. On 23 August the ship sailed for Naples, Rio de Janeiro, Recife and Marseilles. Following return to Hampton Roads on 12 October, she left on the 21st for Naples, Port Said and Karachi. Return to New York was on 3 December via the Mediterranean. Six days later the MEIGS headed for the Panama Canal, arrived at Leyte on 5 January 1946; visited Nagoya, then completed her service as a troopship at San Francisco on 24 January.



Official Photo, U. S. Navy

GENERAL M. L. HERSEY

<i>Length, overall</i> ... 522' 10"	<i>Gross tons</i> 13,000	<i>Propulsion</i> Turbine
<i>Beam</i> 71' 6"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,125
<i>Draft</i> 24' 0"	<i>Radius (miles)</i> ... 15,000	<i>Cargo (cu. ft.)</i> ... 32,480

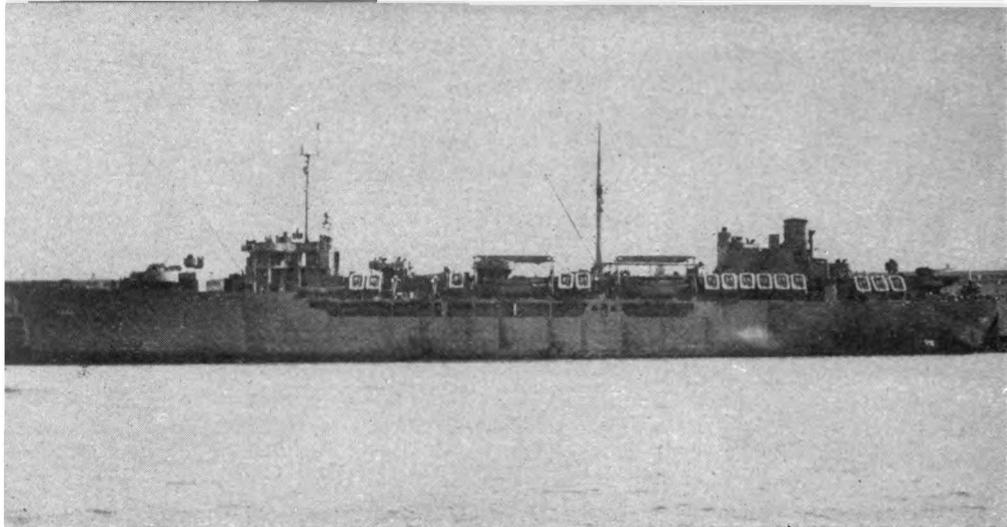
Built in 1944 by Kaiser Co., Inc., Richmond, Calif.

MAJOR General Mark Leslie Hersey, for whom this C4 type troopship was named, served in Cuba and the Philippines in the Spanish-American War and on various fronts in France during World War I. As indicated below, the ship fell just short of circumnavigating the globe during her wartime service.

Following construction the vessel sailed in early September for the Southwest Pacific and returned from Guadalcanal to San Francisco on 19 October 1944. On 7 November the GENERAL HERSEY departed (from S. F.) for Finschhafen (two visits), Hollandia (two visits), Leyte and Noumea. Return to San Francisco was on 28 December and departure therefrom was on 10 January 1945 (via San Diego and Pearl Harbor) for Eniwetok and Guam. From San Francisco again—on 8 April—the ship sailed, via Pearl Harbor, to Eniwetok, Kossol Roads and Leyte. On 30 June the GENERAL HERSEY again left San Francisco, via Pearl Harbor, this time visiting Eniwetok, Ulithi, Leyte and Manila.

The HERSEY returned from Manila, to Seattle, on 14 August and sailed on the 31st, via Eniwetok and Leyte, for Yokohama—with return to San Francisco in October. Following another voyage to Yokohama, from which she returned on 4 January 1946 to Los Angeles, the ship next voyaged to Guam and Manila. Returning on 3 March, she sailed on the 23rd for Singapore, Calcutta, Alexandria (Egypt) and New York, arriving at the East Coast port on 21 May 1946.

The GENERAL M. L. HERSEY is to become a unit of the Army's peacetime fleet in June 1946—alterations to be accomplished by the Staten Island yard of the Bethlehem Steel Co.



GENERAL M. M. PATRICK

<i>Length, overall</i> .. 522' 10"	<i>Gross tons</i> 13,000	<i>Propulsion</i> Turbine
<i>Beam</i> 71' 6"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,173
<i>Draft</i> 24' 0"	<i>Radius (miles)</i> 15,000	<i>Cargo (cu. ft.)</i> 37,800

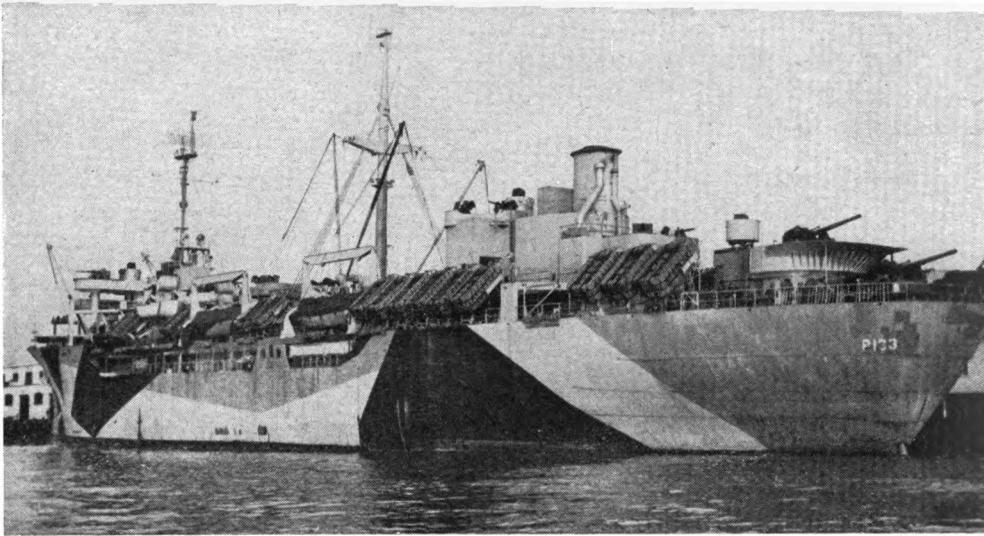
Built in 1944 by Kaiser Co., Inc., Richmond, Calif.

THE GENERAL M. M. PATRICK was a C4 type vessel named in honor of Major General Mason Mathews Patrick, Class of 1883, U. S. Military Academy, who helped raise the USS MAINE, and who was Chief of Air Service, AEF, in World War I. Except for the breadth of the United States, this ship extended her activities around the world.

The GENERAL PATRICK made two voyages to Honolulu in late 1944 and the day before Christmas left San Diego, reaching the Russell Islands on New Year's Day 1945. She visited Guadalcanal and Espiritu Santo, then returned to San Francisco on 18 January. She next went to Seattle before departing on 16 March for a three months journey to the Southwest Pacific, going to Finschhafen (two visits), Hollandia (three visits), Manus, Tacloban, Milne Bay, Oro Bay and Manila. Following return to San Pedro on 12 June, the ship sailed on the 27th of the month to Fremantle, Australia; thence to Calcutta, Trincomalee, Aden, Port Said and New York, arriving at the East Coast port on 3 September 1945.

The GENERAL PATRICK left New York on 22 September and sailed, via Port Said, to Calcutta and Colombo. She returned 16 November to New York via the Suez Canal, and on 25 November again sailed eastward—through the Suez, to Karachi, Calcutta and Tuticorin (India), arriving at the latter on 2 January 1946. Stopping at Trincomalee (Ceylon), the vessel continued eastward, to reach Los Angeles on 28 January.

After going to San Francisco the GENERAL M. M. PATRICK was delivered to the Army on 8 March 1946, for subsequent alteration for peacetime use. Conversion work was undertaken on 7 May by Kaiser Co., Inc., at Richmond, California, to be completed on 10 July.



GENERAL O. H. ERNST

<i>Length, overall</i> ... 522' 10"	<i>Gross tons</i> 13,000	<i>Propulsion</i> Turbine
<i>Beam</i> 71' 6"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,191
<i>Draft</i> 24' 0"	<i>Radius (miles)</i> 15,000	<i>Cargo (cu. ft.)</i> 32,800

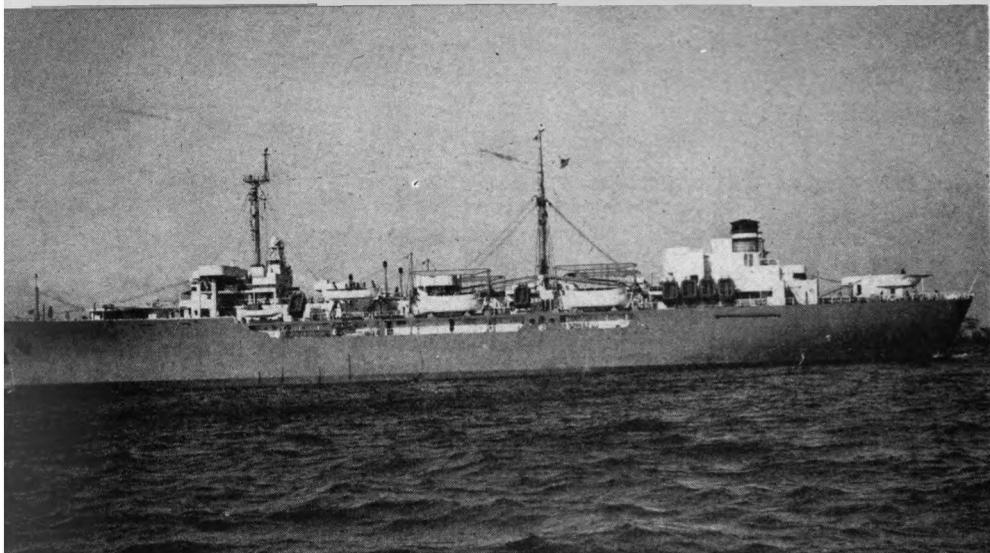
Built in 1944 by Kaiser Co., Inc., Richmond, Calif.

THE GENERAL O. H. ERNST is a C4 type troopship. She was named in honor of Major General Oswald Herbert Ernst, Class of 1864, U. S. Military Academy, eminent military engineer, who served in the Civil War and in the Spanish-American War.

The GENERAL ERNST left Seattle on 27 August 1944 and sailed, via Honolulu, to Guadalcanal and Ulithi. She returned to San Francisco and soon departed for the Russell Islands and Guadalcanal, leaving the latter on New Year's Day 1945 for San Francisco again, and arriving at the California port in mid-January. The ship went to Seattle from where a trip was made to Honolulu with return to San Francisco on 1 March.

In March the ERNST sailed for a two months tour in the Southwest Pacific—Espiritu Santo, Hollandia (3 visits), Noumea, Leyte, Manus and Humboldt Bay. Following return to San Francisco on 22 May, the ship sailed on Memorial Day, via the Panama Canal, for Le Havre. She returned from that voyage on 2 July to Hampton Roads, and after a week in port proceeded to Leghorn, Naples and Marseilles preparatory to redeploying troops to the Pacific. She transited the Panama Canal in early August and reached Hollandia on the 27th. The next day she headed for Manila and Leyte, and reached Los Angeles on 1 October. After a trip to Yokohama, from where she returned to Seattle in late November, the GENERAL ERNST sailed in December, via Honolulu, to Yokohama again (two visits), Inchon (Korea) and Nagoya.

The ship reached Los Angeles on 28 January 1946 and made a voyage to Yokohama and Okinawa, followed by another to Okinawa, Jinsen (Korea) and Yokohama. She left the Japanese port on 20 May and arrived at Seattle on 30 May 1946.



GENERAL OMAR BUNDY

<i>Length, overall</i>522' 10"	<i>Gross tons</i> 13,000	<i>Propulsion</i>Turbine
<i>Beam</i> 71' 6"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,005
<i>Draft</i> 24' 0"	<i>Radius (miles)</i> 15,000	<i>Cargo (cu. ft.)</i> 32,800

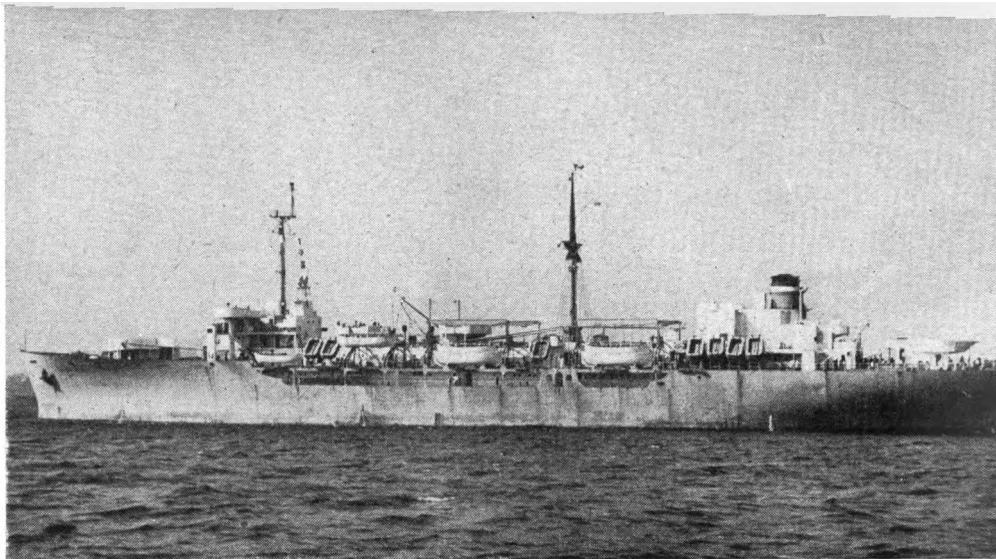
Built in 1944 by Kaiser Co., Inc., Richmond, Calif.

THIS was another C4 type troopship. She was named after Major General Omar Bundy, Class of 1883, U. S. Military Academy, who served in the Sioux Indian War, the Spanish-American War, and World War I. He commanded the Second Division in the AEF.

The GENERAL OMAR BUNDY sailed from San Francisco on 10 March 1945 and proceeded, via Honolulu, to Eniwetok, Ulithi and Guam. She returned to San Diego on 12 May and departed five days later, via the Canal Zone for Hampton Roads, arriving at the East Coast port on 31 May. On 6 June the ship sailed for Marseilles to redeploy troops to the Pacific. She left the French city on 21 June, transited the Panama Canal, and headed westward to Hollandia, Manila, Leyte and Ulithi. The vessel returned to Seattle in early September.

From Seattle in September the GENERAL BUNDY sailed for Okinawa, returning in early November to Portland. She next made a trip to Leyte and Agusan (Philippines), from where she returned to San Francisco two days before Christmas. A round trip was then made (via Manila both ways) to Yokohama, the ship reaching San Francisco again on 7 March 1946.

After a voyage to Tacloban and Manila, from which she returned to San Francisco on 6 May, the GENERAL OMAR BUNDY sailed, via the Panama Canal, for New York. Delivery to the Army was on 7 June. Conversion to fit the ship for peacetime operation was to be effected at the Hoboken yard of Bethlehem Steel Co., between 10 June and 30 July 1946.



GENERAL R. E. CALLAN

<i>Length, overall</i>522' 10"	<i>Gross tons</i> 13,000	<i>Propulsion</i>Turbine
<i>Beam</i> 71' 6"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,152
<i>Draft</i> 24' 0"	<i>Radius (miles)</i> 15,000	<i>Cargo (cu. ft.)</i> 32,480

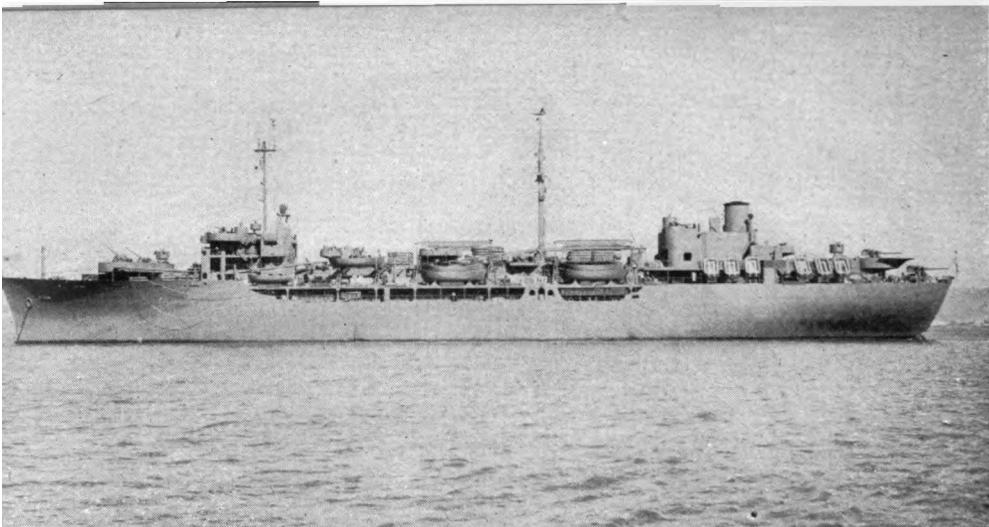
Built in 1944 by Kaiser Co., Inc., Richmond, Calif.

THE GENERAL R. E. CALLAN was named in honor of Major General Robert Emmet Callan, Class of 1896, U. S. Military Academy, who served in various Puerto Rican engagements in the War with Spain and in France in World War I. She was another vessel of C4 type, Maritime Commission design, that sailed around the world while in troop service.

Leaving San Francisco in late September 1944, the GENERAL CALLAN visited New Guinea ports. Following return to San Francisco, she left that port in November for Honolulu. On 20 December she departed from San Francisco, via Honolulu, for Eniwetok and Guam, returning in February 1945 to Los Angeles. The ship's next voyage (begun in March) took her to the Southwest Pacific and Indian Ocean for three months. On that cruise, the vessel visited in succession, Melbourne, Calcutta, Trincomalee, Fremantle, Melbourne, Saipan, Manus, Saipan, Guam and Pearl Harbor. Return to San Francisco was on 28 June.

On 30 June, the CALLAN sailed for the Canal Zone. She transited the Canal in July and proceeded to Marseilles to redeploy troops to the Pacific. En route back to the Panama Canal, however, the vessel was diverted to Hampton Roads, arriving there on 18 August. Three days later she began a voyage to Marseilles from where she returned to Boston in September. In the latter part of that month the GENERAL CALLAN headed eastward, via the Suez Canal, for Karachi, India.

The vessel returned to New York (via the Suez) on 21 November and left on 7 December for India again via the same route. From Karachi the ship continued eastward, via Singapore and Pearl Harbor, to Seattle, where she arrived 30 January 1946. She made a voyage to Leyte, returning to San Francisco in early April, then headed, via the Panama Canal, for Boston where she was delivered to the Army on 24 May. The Bethlehem Steel Co. altered the vessel for peacetime use between 27 May and 25 July 1946.



Official Photo, U. S. Navy

GENERAL R. L. HOWZE

Length, overall.....	522' 10"	Gross tons	13,000	Propulsion	Turbine
Beam	71' 6"	Speed (knots)	17	Passengers	3,384
Draft	24' 0"	Radius (miles).....	15,000	Cargo (cu. ft.).....	32,600

Built in 1943 by Kaiser Co., Inc., Richmond, Calif.

B EING one of the earlier C4 type vessels to be constructed, the GENERAL R. L. HOWZE made many more voyages in World War II than most of her sister ships. She was named in honor of Major General Robert Lee Howze, Class of 1883, U. S. Military Academy, who participated in the Sioux Indian War, the Spanish-American War, on the Mexican Border and in the Meuse-Argonne offensive of World War I.

During 1944 the GENERAL HOWZE made six Pacific voyages from San Francisco, as follows: (1) in March to Goodenough Island and Milne Bay; (2) in May to Noumea and Guadalcanal; (3) in July to Noumea; (4) in August to Honolulu, Finschhafen and Manus; (5) and (6) to Honolulu.

During 1945 the ship also made six Pacific voyages, as follows: (1) to Finschhafen, Manus, Oro Bay, Hollandia, Leyte, Manus, Majuro and Pearl Harbor; (2) from Seattle to Pearl Harbor; (3) in May to Oahu, Leyte, Eniwetok, Ulithi, Biak and Woendi; (4) in July to Eniwetok, Ulithi and Manila; (5) in August to Eniwetok Leyte, Batangas and Manila; (6) in November to Lingayen and Leyte, back to Los Angeles.

On 11 January 1946 the GENERAL HOWZE sailed from Los Angeles with 3,100 prisoners of war, via the Panama Canal and Liverpool, for Le Havre, where these passengers were debarked. The ship returned to New York on 16 February and left five days later for another trip to Le Havre. She reached New York again on 13 March and on 1 April was transferred to the War Department. Conversion for peacetime use was undertaken by Bethlehem's Hoboken yard, the work to be completed between 22 April and early July 1946.

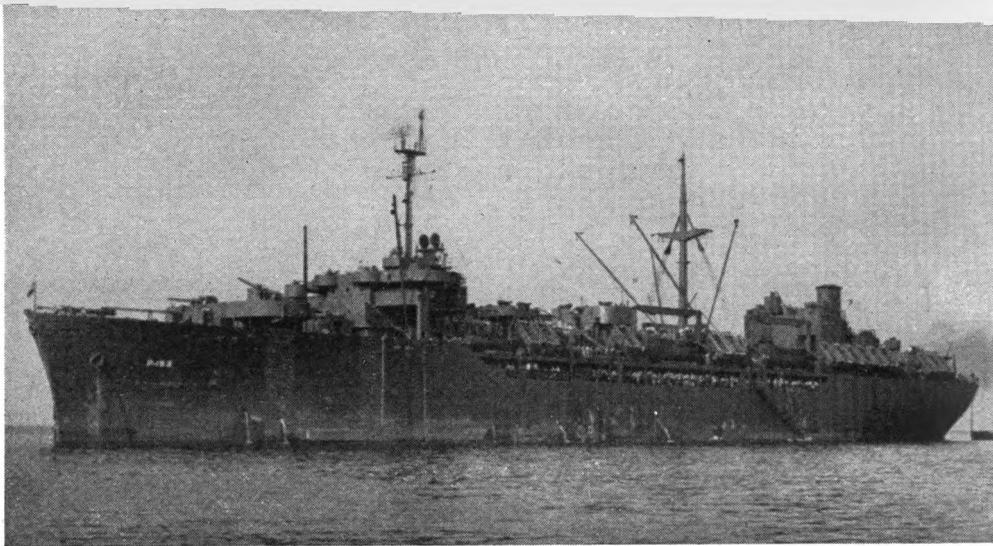


Photo courtesy U. S. Maritime Commission

GENERAL R. M. BLATCHFORD

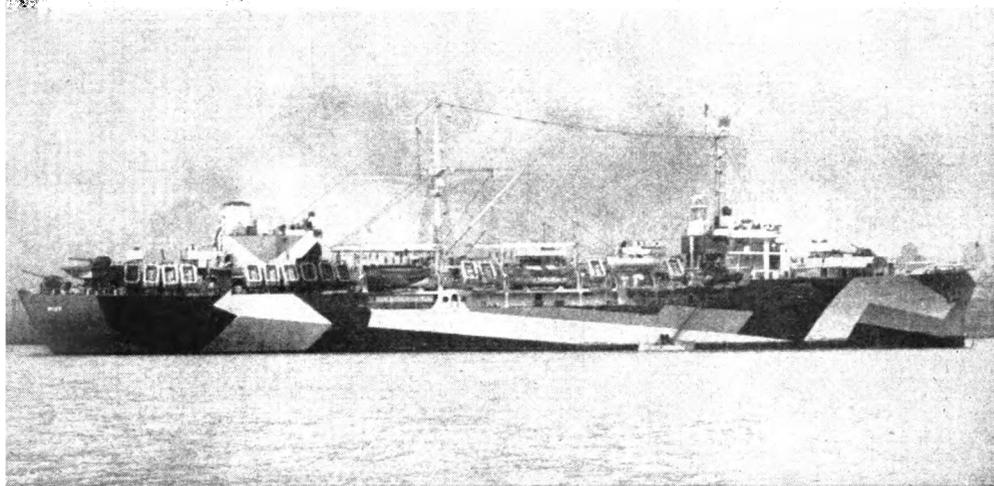
<i>Length, overall</i> .. 522' 10"	<i>Gross tons</i> 13,000	<i>Propulsion</i> Turbine
<i>Beam</i> 71' 6"	<i>Speed (knots)</i> 17	<i>Passengers</i> 2,883
<i>Draft</i> 24' 0"	<i>Radius (miles)</i> 15,000	<i>Cargo (cu. ft.)</i> 32,000

Built in 1945 by Kaiser Co., Inc., Richmond, Calif.

THIS C4 type ship was named after Major General Richard Milford Blatchford, who served in the Spanish-American War and later was the Commanding General at Panama in 1918.

On 12 March 1945 the Troopship GENERAL R. M. BLATCHFORD departed from San Francisco for a ten weeks tour in the Southwestern Pacific. She visited Finschhafen twice, Hollandia twice, Leyte twice, and Manila and Biak once each. On 30 May the ship sailed from San Francisco, via the Panama Canal, to Le Havre, France. Return was to Boston, from where on 6 July, the BLATCHFORD went to Leghorn, Italy, preparatory to redeploying troops to the Pacific Theatre of Operations. She transited the Panama Canal in early August and reached Hollandia on the 25th, to go from there to Lingayen, Manila and Leyte.

The vessel reached Seattle on 30 September and in mid-October sailed for Nagasaki and Nagoya, Japan. She returned to San Francisco in November and left late the same month for Nagoya, returning to Seattle on New Year's Day 1946. The GENERAL BLATCHFORD next made a round trip to Yokohama, then in late March sailed for Shanghai. She returned from China to San Francisco in early May and soon left, via the Panama Canal, for the East Coast. After delivery to the Army in early June, conversion for peacetime use was accomplished by Bethlehem's Key Highway Plant, Baltimore, Md., between 10 June and mid-August 1946.



GENERAL S. D. STURGIS

<i>Length, overall</i>522' 10"	<i>Gross tons</i>	13,000	<i>Propulsion</i>	<i>Turbine</i>
<i>Beam</i>	71' 6"	<i>Speed (knots)</i>	17	<i>Passengers</i>
<i>Draft</i>	24' 0"	<i>Radius (miles)</i>	15,000	<i>Cargo (cu. ft.)</i>
				33,920

Built in 1944 by Kaiser Co., Inc., Richmond, Calif.

MAJOR General Samuel Davis Sturgis, an artillery officer, was graduated from the Military Academy in 1884. He served in the Philippines and Cuba in the Spanish-American War and in France in World War I. He was later Commanding General of the Panama Canal Department. The ship named after him was a C4 type designed by the Maritime Commission.

The vessel went from San Pedro to Seattle in August 1944, and from the Puget Sound city made a trip to Honolulu. Then from San Francisco, and once more from Seattle she visited Honolulu, returning from the last such trip on 6 November, to San Francisco. She next left on a three months voyage to the Central Pacific and beyond, having called at Honolulu, Eniwetok and Ulithi. After returning to Seattle in February 1945, the GENERAL STURGIS went to San Francisco, from where in early April she departed for Finschhafen, Hollandia, Leyte and Manila.

Back at San Francisco again, the ship left on 16 June, via the Canal Zone, for Marseilles, France. She left the French city on 10 July, transited the Panama Canal, and reached Hollandia on 14 August. From the New Guinea port she proceeded, via Manila, to Tokyo (on 14 September) and Yokosuka, Japan. Returning to Seattle in October the STURGIS next voyaged to Nagoya and Yokohama, getting back to Seattle in November. On 4 December the ship again left for Yokohama and returned to Los Angeles. From the Southern California port, she made still another (round) trip to Yokohama, then went to San Francisco from where she sailed to New York via Manila, Singapore, Calcutta and Port Said.

The GENERAL S. D. STURGIS reached New York on 10 May 1946 and on the 24th was delivered to the Army. Alteration of the vessel for peacetime use was undertaken 27 May by Atlantic Basin Iron Works, the work to be completed by mid-August 1946.

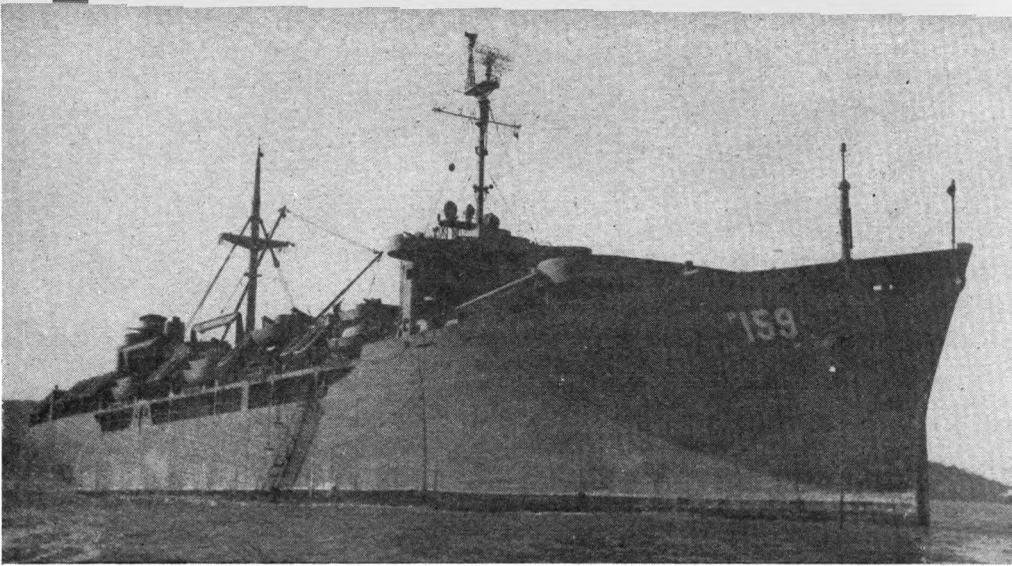


Photo courtesy Liberty Picture Co.

GENERAL STUART HEINTZELMAN

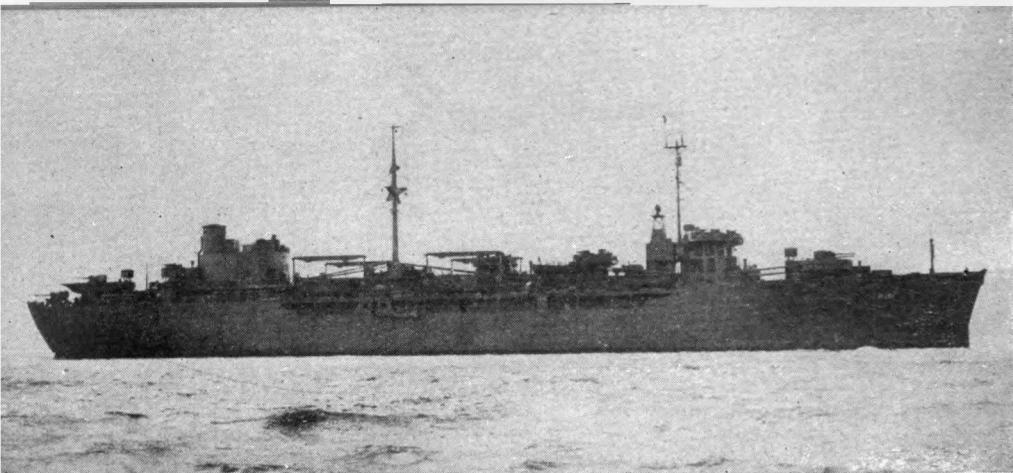
<i>Length, overall</i>	522' 10"	<i>Gross tons</i>	13,000	<i>Propulsion</i>	Turbine
<i>Beam</i>	71' 6"	<i>Speed (knots)</i>	17	<i>Passengers</i>	3,124
<i>Draft</i>	24' 0"	<i>Radius (miles)</i>	15,000	<i>Cargo (cu. ft.)</i>	32,800

Built in 1945 by Kaiser Co., Inc., Richmond, Calif.

A C4 TYPE troopship that was nearing completion on V-J Day was the GENERAL STUART HEINTZELMAN. She was named after Major General Stuart Heintzelman, Class of 1899, U. S. Military Academy, who served in the Philippines and China at the turn of the century, and with the AEF in World War I.

The ship left San Francisco on 9 October 1945 and went to Tokyo, and back to Seattle on 6 November. She next voyaged to Yokohama, returning to Seattle in December. A few days after Christmas 1945 the GENERAL HEINTZELMAN sailed from Seattle for Manila, and arrived at the Philippine capital on 15 January 1946. She went to Tokyo and back to Manila, then headed eastward to San Francisco where she arrived on 3 March.

The vessel made a round trip to Manila, returning on 27 April, then headed south, transited the Panama Canal in May and reached New York on the 27th day of the month. In early June the HEINTZELMAN was transferred to the Army to become a peacetime transport, pending alterations at Bethlehem's Hoboken yard between 10 June and mid-September 1946.



Official Photo, U. S. Navy

GENERAL T. H. BLISS *

<i>Length, overall</i> 522' 10"	<i>Gross tons</i> 13,000	<i>Propulsion</i> Turbine
<i>Beam</i> 71' 6"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,348
<i>Draft</i> 24' 0"	<i>Radius (miles)</i> 15,000	<i>Cargo (cu. ft.)</i> 28,000

Built in 1943 by Kaiser Co., Inc., Richmond, Calif.

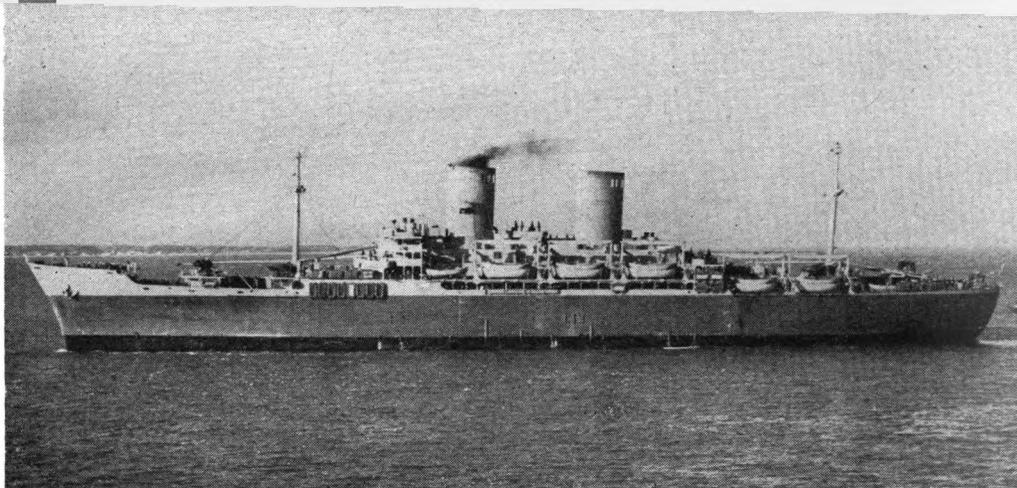
THIS C4 type troopship was named after Major General Tasker Howard Bliss, Class of 1875, U. S. Military Academy, who was military attaché at Madrid when the Spanish-American War broke out. He returned to the United States and served in Puerto Rico during that War. He was later Chief of Staff, U. S. Army, and served in an important position at the Versailles Peace Conference following World War I. He was a signer of the Treaties of Versailles and St. Germain.

The initial voyage made by the Troopship GENERAL T. H. BLISS was from San Francisco in late March 1944 to Noumea and Espiritu Santo, with return on 1 May. She sailed again, on 10 May, for Noumea, Milne Bay and Oro Bay, and from the latter proceeded to the Canal Zone. She transited the Canal in late June and reached Norfolk in early July. The ship made the following trips before the end of the year: (1) in late July to Naples; (2) in September from New York to Barry, Bristol and Avonmouth; (3) in late October from New York to Southampton and Plymouth; (4) from Norfolk in December to Naples and Gibraltar.

The GENERAL BLISS left Gibraltar on New Year's Day 1945 and from New York or Boston made the following nine voyages in succession during 1945: (1) to Le Havre and Southampton; (2) same; (3) Le Havre and English ports; (4) England and France; (5) and (6) to Le Havre; (7) to Marseilles; (8) to Port Said and Karachi; (9) to Port Said and Calcutta.

Having reached New York the day after Christmas 1945 the GENERAL BLISS again voyaged via the Suez Canal to Calcutta, but this time continued eastward until reaching San Francisco on 15 March 1946, thus completing a trip around the world. In early April the vessel began a voyage, via Honolulu, to Yokohama and returned to Seattle in early May.

*See page 60 for description of another vessel having a similar name.



Official Photo, U. S. Navy

GENERAL W. A. MANN

<i>Length, overall</i> .. 622' 7"	<i>Gross tons</i> 17,833	<i>Propulsion Turbines</i> (2)
<i>Beam</i> 75' 6"	<i>Speed (knots)</i> 19	<i>Passengers</i> 5,114
<i>Draft</i> 25' 0"	<i>Radius (miles)</i> 12,400	<i>Cargo (cu. ft.)</i> ...130,440

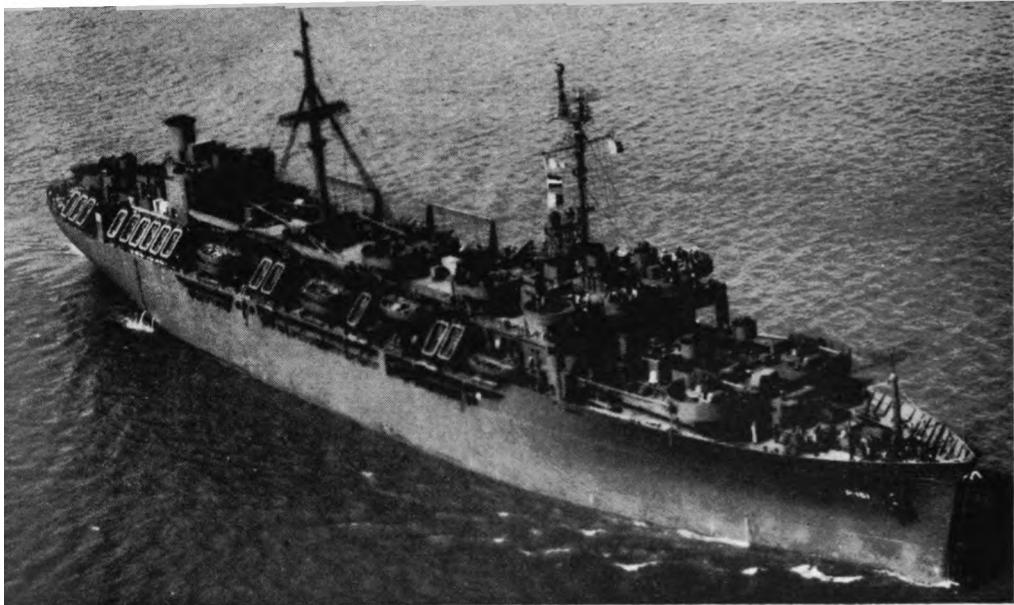
Built in 1943 by Federal Shipbuilding & Drydock Co., Kearny, N. J.

MAJOR General William Abram Mann, Class of 1875, U. S. Military Academy, for whom this P2 type troopship was named, served in the campaign against the Sioux Indians, in Cuba and the Philippines during the Spanish-American War, and in France during World War I. ●

Following construction, the GENERAL W. A. MANN went to Norfolk in late December 1943 and from Virginia ports made four successive round trips to Casablanca and one to Oran before mid-May 1944. In early June she sailed from Newport News for Oran, and from the North African port departed for Rio de Janeiro to transport Brazilian troops to Naples. From Naples the vessel visited Oran and Liverpool then reached New York in mid-August. She left New York on 2 September, went to Rio de Janeiro again, thence to Naples, returning to Norfolk on 20 October.

The MANN next left Newport News on 1 November, touched at Gibraltar and Algiers, then proceeded through the Suez Canal to Bombay. She sailed from India in December, and by way of Brisbane and Milne Bay, reached Los Angeles on 13 January 1945. The ship next made another voyage, around the south of Australia, to India, stopping at Melbourne and Noumea on the return leg. She returned to Los Angeles but went to San Francisco before departing in April for Manila and Leyte. The ship reached Pearl Harbor in early June and from there headed for the Canal Zone. She transited the Canal and went to Norfolk from where she departed on 4 July for Marseilles to redeploy troops to the Pacific.

After passing through the Panama Canal, the GENERAL MANN reached Okinawa in September and from there returned to Seattle in October. She made a round trip to Nagasaki and Wakayama in late 1945 and in early 1946 left San Francisco for a three months trip to the China-Burma-India Theatre. In late May she sailed from Seattle for Yokosuka. The GENERAL W. A. MANN was retained by the Navy for postwar use.



Official Photo, U. S. Navy

GENERAL W. C. LANGFITT

Length, overall.....	522' 10"	Gross tons	13,000	Propulsion	Turbine
Beam	71' 6"	Speed (knots)	17	Passengers	2,907
Draft	24' 0"	Radius (miles).....	15,000	Cargo (cu. ft.).....	32,000

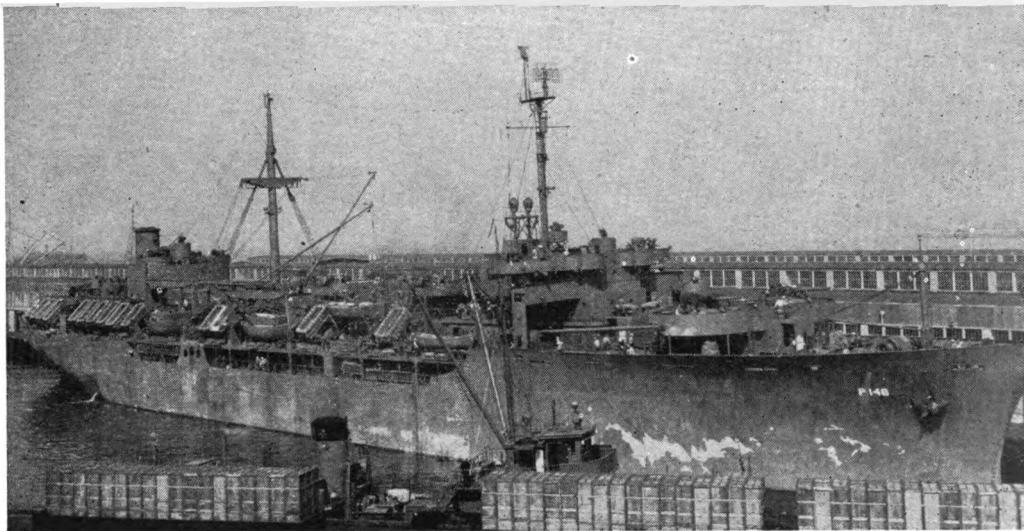
Built in 1944 by Kaiser Co., Inc., Richmond, Calif.

THE GENERAL W. C. LANGFITT was a C4 type troopship named in honor of Major General William Campbell Langfitt, Class of 1883, U. S. Military Academy, distinguished military engineer, who served in Cuba during 1906-07 and with the AEF in World War I.

The ship sailed in November 1944 for the Southwest Pacific, visiting Saipan, Eniwetok and Honolulu. She returned to San Francisco on 5 January 1945 and left two weeks later for Finschhafen, Hollandia, Leyte, Ulithi, Kossol Roads, and back to Leyte and Hollandia again. Return to San Francisco was in April, and departure therefrom, two week later, was to Pearl Harbor, Manus, Leyte and Eniwetok. The GENERAL LANGFITT returned from that voyage, to San Francisco, on 11 June.

On 15 June the vessel sailed for the Canal Zone, passed through the Canal and reached Hampton Roads on 1 July. On the 16th the LANGFITT headed for Marseilles—for redeployment of troops. She sailed westward through the Panama Canal, reached Hollandia, then steamed to Lingayen, Manila and Leyte, thence to Seattle in early October. On 25 October she departed for Nagoya, Palawan and Leyte, returning from the latter to San Francisco on 10 December.

The ship sailed on 22 December 1945 for Manila and Mindoro, and returned to San Pedro on 2 February 1946. After another voyage to Manila, from which she returned to San Francisco on 16 April, the GENERAL W. C. LANGFITT sailed in May, via the Panama Canal, to New York, arriving on 20 May. She was transferred to the Army in June, and was to be altered at Bethlehem's Hoboken yard from 12 June to 2 August 1946, to become a peacetime transport.



GENERAL W. F. HASE

<i>Length, overall</i>	522' 10"	<i>Gross tons</i>	13,000	<i>Propulsion</i>	Turbine
<i>Beam</i>	71' 6"	<i>Speed (knots)</i>	17	<i>Passengers</i>	3,085
<i>Draft</i>	24' 0"	<i>Radius (miles)</i>	15,000	<i>Cargo (cu. ft.)</i>	51,355

Built in 1944 by Kaiser Co., Inc., Richmond, Calif.

THE GENERAL W. F. HASE was a C4 type troopship that was in continual operation by the Navy from the time she was constructed in 1944 until delivery to the Army in 1946. The ship was named in honor of Major General William Frederick Hase, who served in the Spanish-American War and later became Chief of Coast Artillery.

In July 1944 the GENERAL HASE began a round trip from San Francisco to Honolulu and Eniwetok. In late August she went to Seattle, from where she sailed in September, via Honolulu, to Manus Island with return to San Francisco on 1 November. On Christmas Eve 1944 the vessel departed from San Francisco for Honolulu, Manus, Noumea and Espiritu Santo and returned to the Golden Gate City on 11 January 1945.

Following a two months voyage to Finschhafen, Hollandia, Leyte, and Guadalcanal, the GENERAL HASE returned to Los Angeles in April and from there on 9 May proceeded, via Melbourne and Fremantle, to Calcutta, thence via Suez, to Hampton Roads in July. In early August the vessel departed on a trip to Marseilles from which she returned to New York, and from there on 1 September sailed, via Port Said, to Calcutta and Colombo. She returned to New York on 25 October and six days later again departed for India (via the Suez)—calling at Calcutta and Cochin—and returned to New York on 28 December 1945.

On 11 January 1946 the GENERAL HASE once more headed via the Suez Canal to India. She continued eastward, via Manila, to reach San Francisco on 6 March. After a voyage to Yokohama, from which she returned to Seattle in late April, the vessel sailed in early May for San Francisco. There she was transferred to the Army in early June, and subsequently altered for peacetime operation, the work being accomplished by Kaiser Co., Richmond, California.

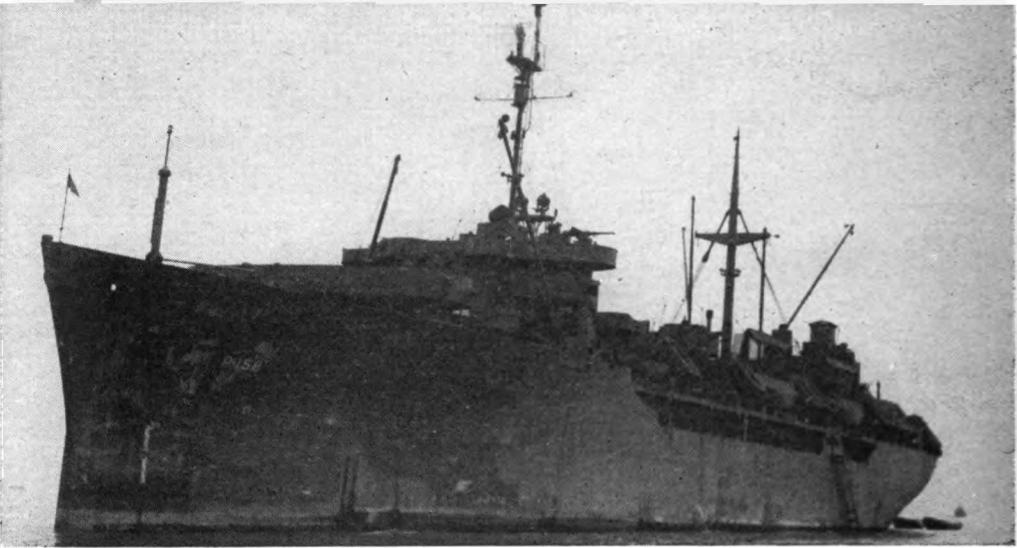


Photo courtesy Liberty Picture Co.

GENERAL W. G. HAAN

<i>Length, overall</i>522' 10"	<i>Gross tons</i> 13,000	<i>Propulsion</i> Turbine
<i>Beam</i> 71' 6"	<i>Speed (knots)</i> 17	<i>Passengers</i> 4,132
<i>Draft</i> 24' 0"	<i>Radius (miles)</i> 15,000	<i>Cargo (cu. ft.)</i> 31,000

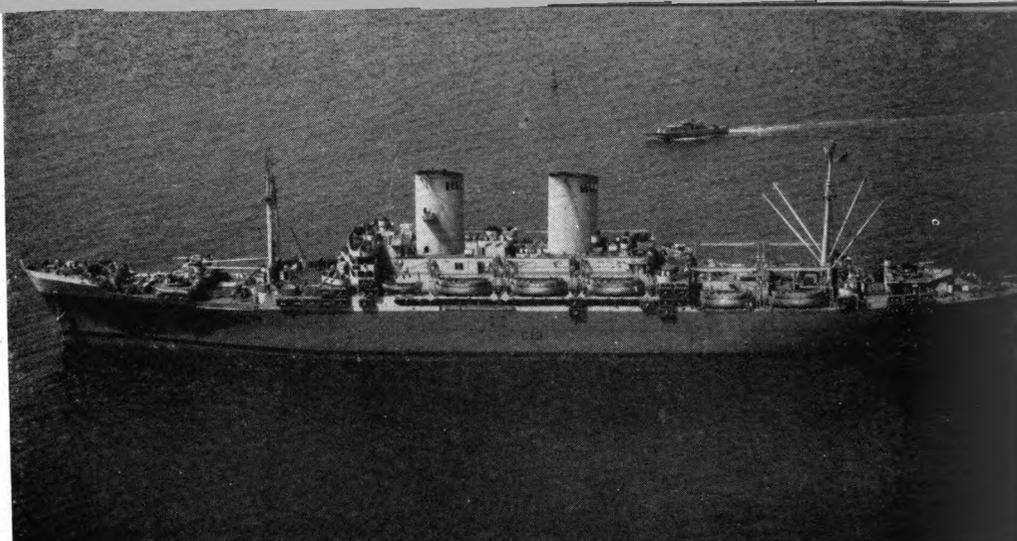
Built in 1945 by Kaiser Co., Inc., Richmond, Calif.

THE C4 type troopship GENERAL W. G. HAAN was named in honor of Major General William George Haan, Class of 1889, U. S. Military Academy, whose wartime service included action in the Philippines during the Spanish-American War, in Cuba during the pacification interlude there and in several of the major offensives in France during World War I.

The ship had left the building yard barely ten days when V-J Day occurred. Following outfitting and changes necessary to fit her for Navy operation, the vessel sailed from Los Angeles on 4 September 1945 for Leyte and Manila. She returned to Seattle in October, and from that port made her next voyage to Nagasaki and Nagoya, getting back to Seattle in December.

On 28 December 1945 the GENERAL HAAN departed on a trip from Seattle to Manila, returning to San Francisco. From the California city she made another round trip to Manila, then on 30 April proceeded, via the Panama Canal, to Norfolk.

The GENERAL W. G. HAAN was transferred to the War Department in late May 1946 and subsequently altered for peacetime operation, by the Bethlehem Steel Co., at Baltimore, Md.



Official Photo, U. S. Navy

GENERAL W. H. GORDON

Length, overall... 622' 7"	Gross tons 17,833	Propulsion Turbines (2)
Beam 75' 6"	Speed (knots) 19	Passengers 5,196
Draft 25' 0"	Radius (miles).... 12,400	Cargo (cu. ft.).... 81,160

*Built in 1944 by Federal Shipbuilding & Drydock Co., Kearny, N. J.
Operated during World War II by American President Lines, Ltd.*

THE Troopship GENERAL W. H. GORDON was another P2 type vessel designed by the Maritime Commission. She was named in honor of Major General Walter Henry Gordon, Class of 1886, U. S. Military Academy, who saw extensive service in the Philippines, China and France.

Following construction, the GENERAL GORDON went to Boston, from where on 5 September 1944 she sailed for Cherbourg and Plymouth. The ship returned to New York, then sailed in early October for Marseilles, Oran and Mers-el-Kabir. She returned to Norfolk in early November and soon departed for Gibraltar, Naples, Oran and Casablanca.

During 1945 the GENERAL GORDON made the following voyages in succession: (1) from New York in January to Gibraltar, Marseilles and Oran; (2) in February to Newport (England), Le Havre and Southampton; (3) in March to Le Havre and Southampton; (4) in May to Le Havre and Trinidad; (5) in June to Le Havre; (6) in July to Marseilles, thence through the Panama Canal to Ulithi, Batangas, Manila and Leyte; (7) in October from San Francisco to Yokohama and Jinsen, returning to Seattle in mid-November.

In early 1946 the GENERAL W. H. GORDON made a voyage to Yokohama, from which she returned to San Francisco on 29 January. The vessel was released from troop service on 4 March 1946, and on 29 March was acquired by Moore Drydock Company. On 18 June the vessel was bareboat chartered to American President Lines.



Official Photo, U. S. Navy

GENERAL W. M. BLACK

Length, overall.....	522' 10"	Gross tons	13,000	Propulsion	Turbine
Beam	71' 6"	Speed (knots)	17	Passengers	3,124
Draft	24' 0"	Radius (miles).....	15,000	Cargo (cu. ft.).....	32,180

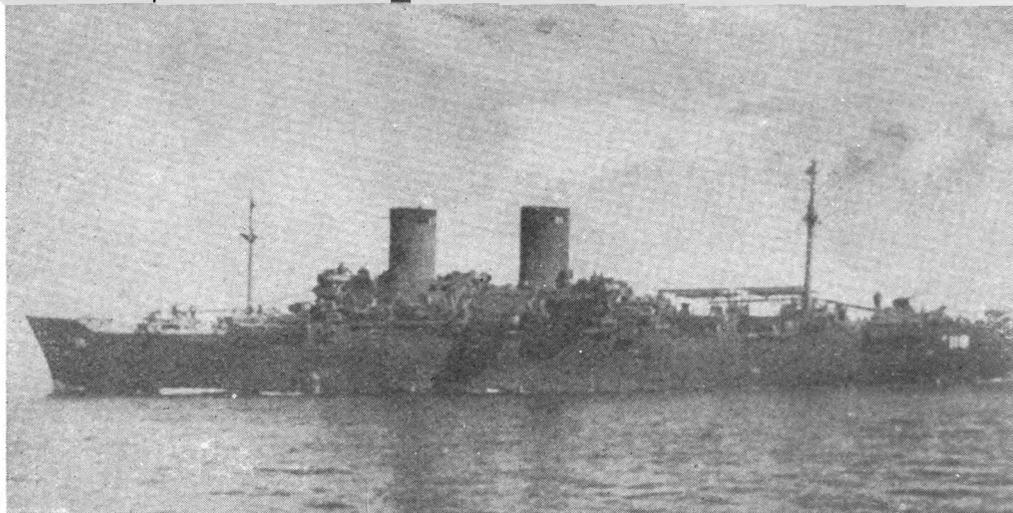
Built in 1944 by Kaiser Co., Inc., Richmond, Calif.

THE C4 type Troopship GENERAL W. M. BLACK was named in honor of Major General William Murray Black, Class of 1877, U. S. Military Academy. General Black spent most of his Army career on river and harbor work and was senior member of the board appointed to raise the USS MAINE. He later became Chief of Engineers.

The GENERAL BLACK was one of the most active of the C4 type troopships, having made 15 overseas voyages in less than two years. Her first trip was from San Francisco in late March 1944 to Honolulu and return. Leaving in April, the vessel's next journey was to Noumea and Guadalcanal, thence via the Panama Canal, to New Orleans in June. After a cruise to Kingston and Guantanamo, the ship left Norfolk in late July for Naples. She returned to New York on 31 August and left in September for Cherbourg and return.

Next leaving New York in October, the BLACK visited Liverpool and Plymouth. On 25 November she sailed from New York to Marseilles and returned to Boston two days before Christmas 1944. Two days following New Year's 1945, the ship departed for Le Havre and Southampton, to return to Norfolk, from where her next voyage (begun on 8 February) was made to Naples, Marseilles and Oran.

The GENERAL BLACK next made a voyage from New York to Le Havre, followed by two from Boston to the French port. She returned from the last of these, to Hampton Roads, from where in late July she sailed for Bremerhaven and Le Havre. From Boston on 31 August the ship proceeded, via Port Said, to Calcutta and Colombo and return. Again leaving in early November, she made a similar journey, returning to New York on 5 January 1946. On 28 February the vessel was transferred to the Army. Alteration to make the ship more suitable for peacetime operation was commenced on 19 March by Atlantic Basin Iron Works, and was completed on 27 May 1946, the vessel then departing on 3 June with troops and cargo from Hampton Roads en route to the Pacific via Panama Canal and San Francisco.



GENERAL W. P. RICHARDSON

<i>Length, overall</i>622' 7"	<i>Gross tons</i> 17,833	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i> 75' 6"	<i>Speed (knots)</i> 19	<i>Passengers</i> 5,197
<i>Draft</i> 25' 0"	<i>Radius (miles)</i> 12,400	<i>Cargo (cu. ft.)</i>144,000

Built in 1944 by Federal Shipbuilding & Drydock Co., Kearny, N. J.

THIS P2 type transport was named in honor of Brigadier General Wilds Preston Richardson, Class of 1884, U. S. Military Academy, who first served in the Apache Indian War, and later extensively in Alaska and in France. He was also Commanding General of American Forces in North Russia during World War I.

The GENERAL W. P. RICHARDSON was exclusively operated from East Coast ports of the United States during World War II. Following construction, she went to Boston from where in December 1944 she sailed for Southampton. On 14 January 1945 the ship sailed from Norfolk for Naples and Gibraltar. On 18 February she sailed from Norfolk for Gibraltar, Naples and Marseilles. From Boston on 31 March she voyaged to Le Havre, and from New York in May sailed for Naples, Gibraltar and Port of Spain, Trinidad. After a trip from New York to Le Havre and Southampton, and one from Boston to Le Havre, the ship returned to the Massachusetts city in July.

The GENERAL RICHARDSON sailed from Boston on 1 August 1945 and 10 days later departed from Marseilles for Batangas, Philippines. Before reaching the Canal Zone, however, she was diverted to Boston, arriving there on the 20th. From Boston the ship next made a return trip to Marseilles and one to Le Havre before sailing in October, via the Suez Canal, for Karachi. She returned to New York in late November and on the last day of the month left for Naples, Port Said and Khorramshahr. She returned, via the Suez Canal, Naples and Casablanca to New York on 23 January 1946.

The GENERAL W. P. RICHARDSON was transferred to the War Department on 14 February 1946 and underwent conversion for peacetime operation by the Army, at Todd's Hoboken shipyard between 11 March and 21 May, then sailed for the Mediterranean from New York with troops and cargo on 5 June 1946.

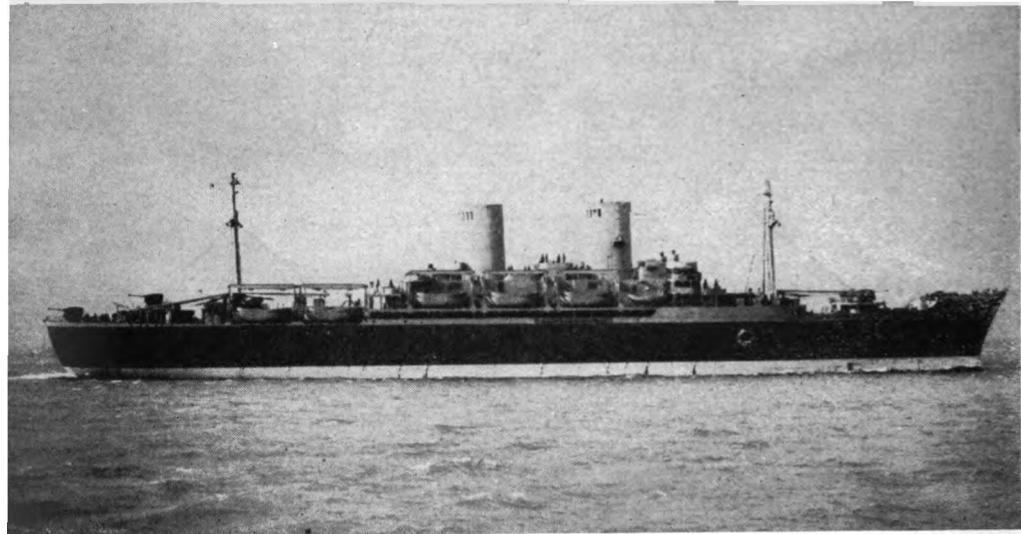


Photo courtesy U. S. Maritime Commission

GENERAL WILLIAM MITCHELL

<i>Length, overall</i> .. 622' 7"	<i>Gross tons</i>	17,833	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i>	75' 6"	<i>Speed (knots)</i>	19
<i>Draft</i>	25' 0"	<i>Radius (miles)</i>	12,400
			<i>Passengers</i>
			5,248
			<i>Cargo (cu. ft.)</i>
			85,200

Built in 1944 by Federal Shipbuilding & Drydock Co., Kearny, N. J.

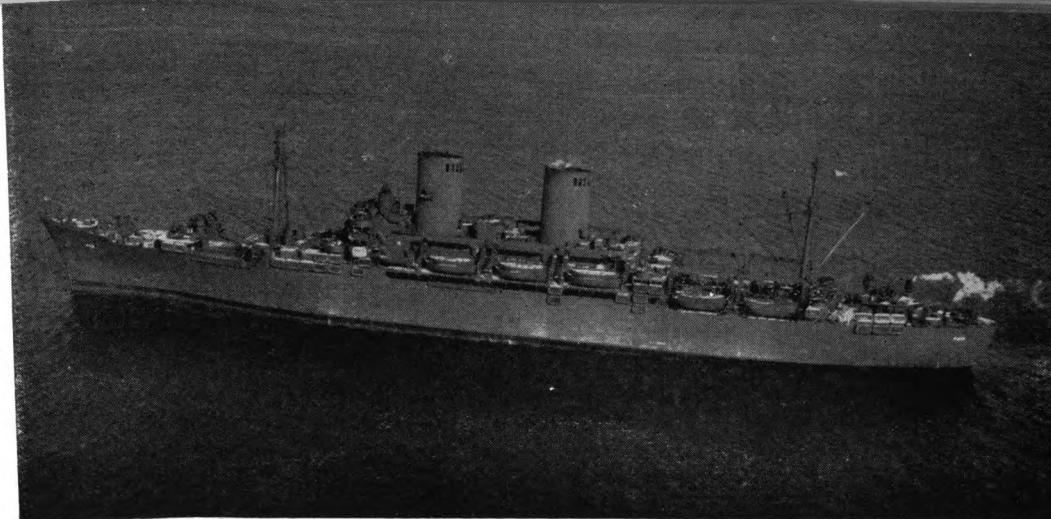
THE P2 type Troopship GENERAL WILLIAM MITCHELL was named after Brigadier General William (Billy) Mitchell who served in Cuba in the Spanish-American War, and with the Air Service in various capacities with the AEF in World War I.

Following delivery to the Navy from the builder's yard the ship went to Norfolk in late February 1944, and made two successive round trips from Newport News to Casablanca. She next went to New York from where she departed in early May for the Clyde. In June she sailed from New York for Liverpool and in late July began a similar voyage including Lishahally, Northern Ireland. From Newport News on 30 August the ship left, via the Panama Canal, for Bombay, India. Return, via Melbourne, Russell Islands and Guadalcanal, was to Los Angeles in November.

The GENERAL MITCHELL next departed from Los Angeles on 20 December 1944 reaching Hobart, Tasmania, on 5 January 1945. She continued to Bombay again, and returned via Melbourne and Auckland to Los Angeles on 3 March. The vessel next sailed from San Francisco in late March for a two months cruise to Espiritu Santo, Guadalcanal, Manus, Kossol Roads, Leyte and Eniwetok.

The MITCHELL returned to San Francisco on 16 May and left five days later, via the Panama Canal, for Newport News. From the latter port she went to Naples, then transited the Panama Canal westward, and proceeded to Eniwetok, Ulithi, Lingayen, Manila and Leyte. She returned to San Francisco in early September and soon left there for Leyte and Hollandia. Return was to Seattle from where the ship voyaged to Lingayen. From San Francisco on 22 December she began a round trip to Manila, and from the same California city on 15 March 1946 one to Guam. Return to San Francisco was in late April.

The GENERAL WILLIAM MITCHELL was retained in the Navy's post-war fleet.



Official Photo, U. S. Navy

GENERAL WILLIAM WEIGEL

Length, overall	622' 7"	Gross tons	17,833	Propulsion Turbines	(2)
Beam	75' 6"	Speed (knots)	19	Passengers	5,209
Draft	25' 0"	Radius (miles)	12,400	Cargo (cu. ft.)	85,000

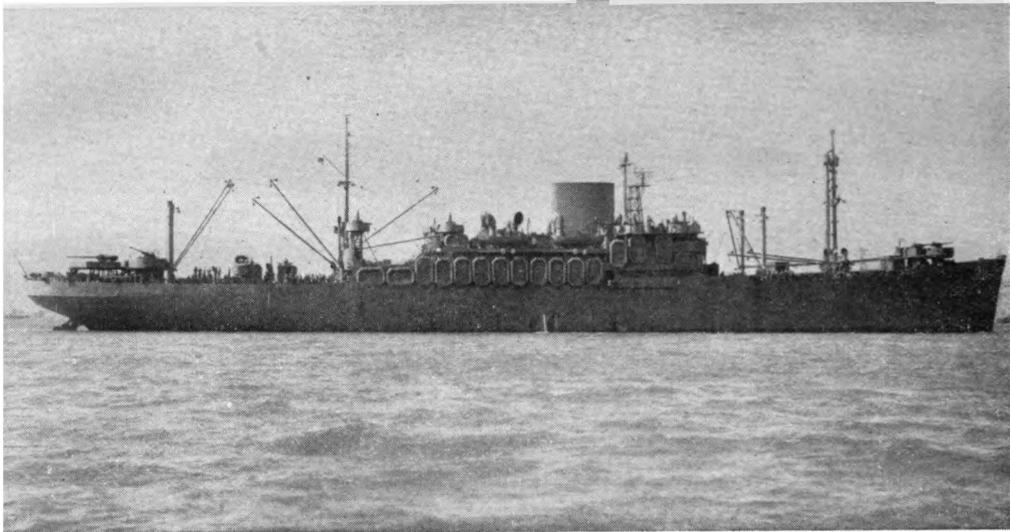
Built in 1945 by Federal Shipbuilding & Drydock Co., Kearny, N. J.

THE GENERAL WILLIAM WEIGEL was the last of the P2 type "general" class transports completed. She was named in honor of Major General William Weigel, Class of 1887, U. S. Military Academy, who served in the Spanish-American War and with the AEF in World War I.

Following delivery in January 1945, the GENERAL WEIGEL went to New York, from where in February she sailed for Newport (England), Le Havre and Southampton. She returned to New York in March and made another round trip to Le Havre and Southampton, returning in late April.

On 1 May the ship sailed from New York and went via San Juan and the Panama Canal to Pearl Harbor arriving on 25 May. Three days later she headed back to the Canal, thence to Marseilles for redeploying troops to the Pacific. Leaving the French city in late June, the GENERAL WEIGEL transited the Canal a third time and proceeded to Eniwetok, Manila, Leyte and Ulithi. The vessel returned to San Francisco in late August, and in September left on a round trip to Pearl Harbor. On 6 October she sailed from San Francisco for Yokohama. Return was to Seattle on 1 November, but departure on her next voyage (to Tokyo) was from San Francisco on 26 November.

Following return to Seattle on 20 December 1945, the GENERAL WEIGEL left on 10 January 1946 for a trip to Yokohama, with return to Los Angeles in February. On 9 March the ship sailed for Manila and returned to San Francisco in April. She next sailed, via the Panama Canal to New York where on 10 May 1946 she was transferred from Naval operation to the War Department. She was to be outfitted for peacetime service by Todd's Hoboken yard between 15 May and mid-July.



Official Photo, U. S. Navy

GEORGE F. ELLIOTT

<i>Length, overall</i>491' 0"	<i>Gross tons</i>	7,996	<i>Propulsion</i>	Turbine
<i>Beam</i>	<i>Speed (knots)</i>	17½	<i>Passengers</i>	1,878
<i>Draft</i>	<i>Radius (miles)</i>	14,200	<i>Cargo (cu. ft.)</i>	133,138

*Built in 1940 by Bethlehem Steel Co., Sparrows Point, Md.
Former name: DELBRASIL*

THIS was a special C3 type vessel that was operated over three years before acquisition by the Navy in late August 1943.

On 6 December 1943 the GEORGE F. ELLIOTT sailed from San Diego for Noumea. She returned to San Francisco on 31 January 1944 and left in mid-February for two months in the Pacific, having visited Espiritu Santo, Russell Islands, Seeadler, Funafuti, Honolulu, Makin and Manus Island. The ship returned to San Francisco in April 1944.

On 4 June 1945 the vessel sailed from Hueneme for Eniwetok, Ulithi (two stops) and Okinawa. Return was to San Francisco on 15 August. The GEORGE F. ELLIOTT next made a round trip to Honolulu, then on 19 September sailed, via Eniwetok, for Yokohama and return. Again departing from San Francisco, on 8 December 1945 the ship sailed to Jinsen (Korea), returning to Seattle on 18 January 1946.

Beginning in mid-February, the GEORGE F. ELLIOTT made a voyage to Guam and Pearl Harbor. She returned to San Francisco on 17 March and soon sailed, via the Panama Canal and Hampton Roads, to New York. Having arrived in early April, the vessel was subsequently released from troop service.



GOLDEN CITY

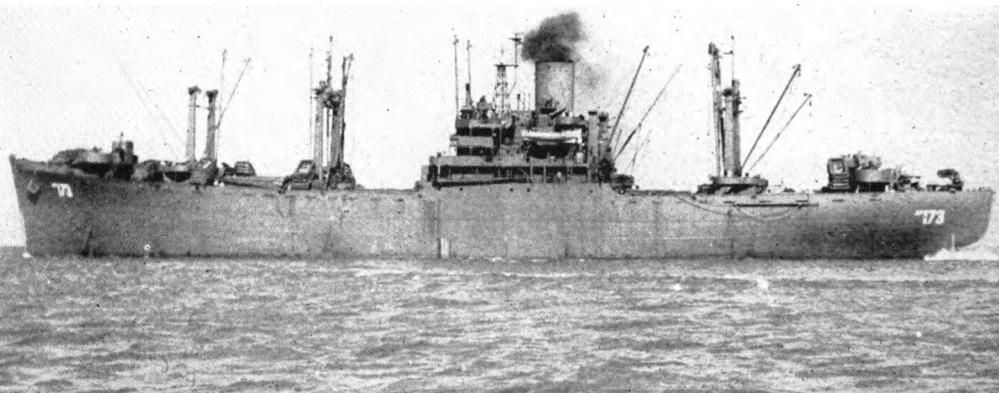
Length, overall.....459' 0"	Gross tons 6,214	PropulsionTurbine
Beam 63' 0"	Speed (knots) 15½	Passengers 1,575
Draft 26' 0"	Radius (miles).... 16,00	Cargo (cu. ft.)....142,186

Built in 1943 by Moore Drydock Co., Oakland, Calif.

THE GOLDEN CITY, a C2 type vessel, was delivered by the shipyard on 31 December 1943. During her first year of Navy operation she carried Army personnel only once—to Hawaii in June 1944.

Having returned from the Philippines to Seattle on 17 May 1945, the vessel left four days later on a two months voyage to Oahu, Eniwetok, Ulithi, Okinawa, Saipan and Guam. She returned in late July to San Francisco and departed therefrom in early August for Eniwetok, Ulithi (two visits) and Leyte. Following return to the California city, the ship next sailed on 17 October for Tsingtao and Inchon, returning on 19 December to Seattle. She then made a round trip to Yokosuka in early 1946, followed by one to Guam and Oahu.

The GOLDEN CITY returned to Seattle on 27 April, then went to San Francisco from where in mid-May she sailed for Guam, being due there on 1 June 1946. During her war service, the ship was on bareboat charter to the Navy.



Official Photo, U. S. Navy

HERALD OF THE MORNING

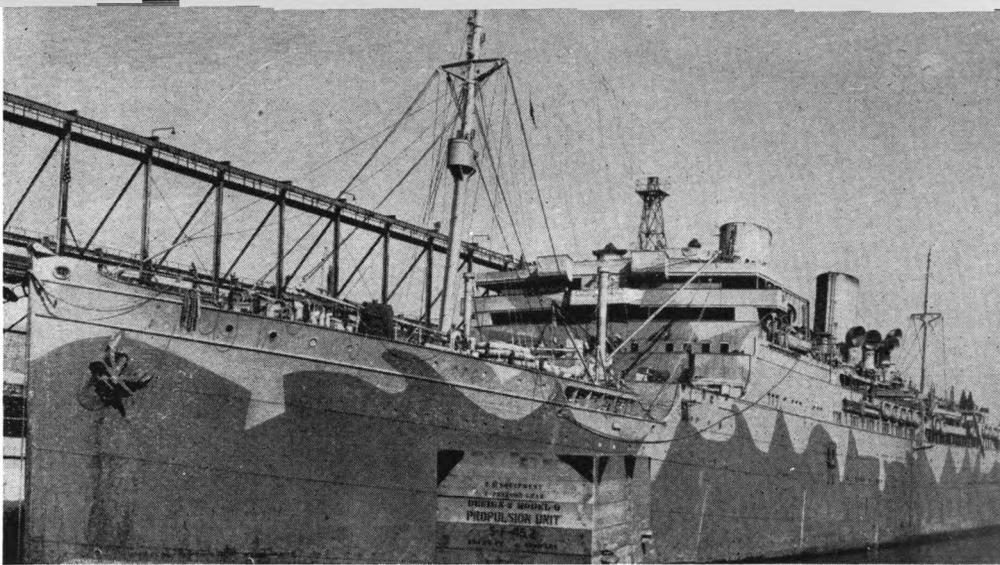
<i>Length, overall</i> ... 459' 0"	<i>Gross tons</i> 6,214	<i>Propulsion</i> Turbine
<i>Beam</i> 63' 0"	<i>Speed (knots)</i> 15½	<i>Passengers</i> 1,575
<i>Draft</i> 26' 0"	<i>Radius (miles)</i> ... 16,000	<i>Cargo (cu. ft.)</i> ... 148,106

Built in 1943 by Moore Drydock Co., Oakland, Calif.

THE HERALD OF THE MORNING was a C2 type vessel that was delivered in November 1943 and soon thereafter acquired by the Navy on bareboat charter. She did not carry Army troops on all voyages made.

The ship sailed from San Francisco on 2 May 1944 for Pacific Ocean Areas. It was over a year before she again sailed from a United States port with troops destined for overseas. On 29 June 1945, the vessel left San Francisco on a three months cruise that took her to Pearl Harbor, Eniwetok, Ulithi and Manila. She next left San Francisco in late September and made a trip to Pearl Harbor, from where she returned to Los Angeles in October.

The HERALD OF THE MORNING sailed on 14 October for Yokohama and returned in November to Seattle. She sailed from the Puget Sound city on 13 December 1945 and reached Yokohama on 5 January 1946. On 9 January she left the Japanese city and returned to Seattle on the 24th. In mid-March the HERALD OF THE MORNING left the Puget Sound City for Yokohama, returning to Seattle in April. In early May the vessel sailed from Seattle for Manila, arriving at the Philippine capital in late May. Following return to the United States in June, she is to be released from troop service.



HERMITAGE

<i>Length, overall</i> ... 652' 9"	<i>Gross tons</i>	23,255	<i>Propulsion</i> Turbines (2)
<i>Beam</i>	76' 0"	<i>Speed (knots)</i>	17½
<i>Draft</i>	27' 0"	<i>Radius (miles)</i>	7,000
			<i>Passengers</i>
			6,107
			<i>Cargo (cu. ft.)</i>
			91,200

Built in 1925 by Wm. Beardmore & Co. Ltd., Dalmuir, Scotland

Former name: CONTE BIANCAMANO

Operated prior to World War II by Lloyd Triestino So Anon. di Nav.

THE HERMITAGE was purchased by the Navy in March 1942 and underwent extensive alterations to be fitted for troop-carrying service. Her Navy designation was AP-54. She served extensively in both the Pacific and the Atlantic.

In late December 1942 the HERMITAGE left Norfolk and sailed via the Panama Canal to Brisbane. From there she went to Suez, Egypt and returned, via Sydney, Samoa and Honolulu to San Francisco on 2 March 1943. She went to Los Angeles to begin her next voyage on 26 March—to Melbourne and Bombay with return to Los Angeles on 25 June via Melbourne and Wellington. From Los Angeles the ship next made a round trip via Wellington and Fremantle, to Bombay, returning in late October, via Melbourne and Bora Bora.

The HERMITAGE next made another similar round trip to Bombay, returning on 8 February 1944, then in March sailed from Los Angeles (via San Francisco) for Noumea, Buna and Milne Bay. She returned to San Francisco in May, then transited the Panama Canal, and reached New York on 28 May. During the ensuing six months the ship made a trip to Liverpool and Belfast, one to the Mersey and one to Southampton.

During 1945 the HERMITAGE made the following voyages (all except one being from New York): (1) on 5 February to Le Havre and Southampton; (2) on 15 March a similar trip; (3) on 24 April to Le Havre; (4) on 30 May from Boston to The Solent and Le Havre; (5) on 21 June to Le Havre; (6) on 14 July to Le Havre; (7) on 16 October to Marseilles; (8) on 11 November to Marseilles.

On 12 December 1945 the vessel sailed from New York, transited the Panama Canal westbound, touched at Pearl Harbor, and proceeded to Nagoya. She returned to Seattle on 5 February 1946, then went to San Francisco from where a round trip was made to Pearl Harbor. On 25 April the HERMITAGE sailed for Guam and returned to San Francisco on 25 May. She sailed on 13 June for the Marianas, being due there on 27 June 1946.

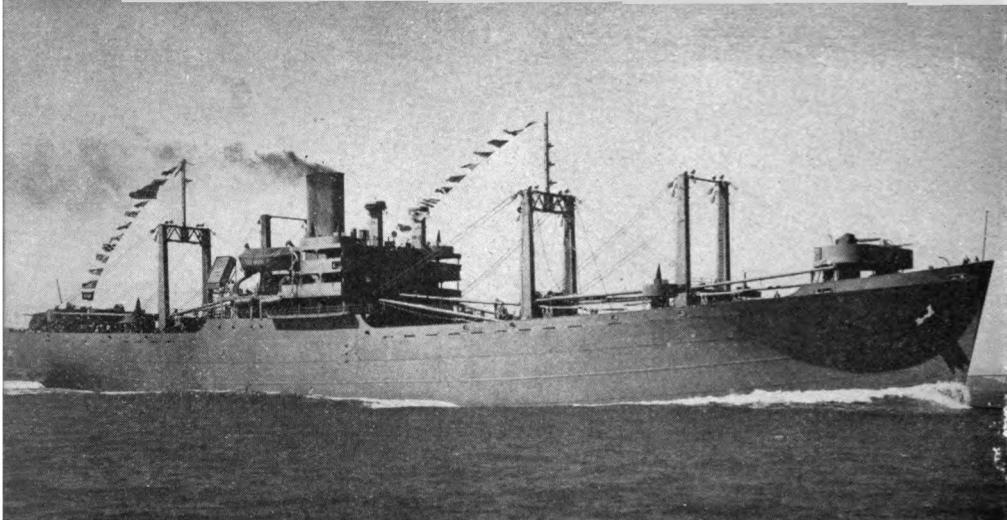


Photo courtesy Moore Dry Dock Co.

JOHN LAND

<i>Length, overall</i>459' 0"	<i>Gross tons</i> 6,214	<i>Propulsion</i>Turbine
<i>Beam</i> 63' 0"	<i>Speed (knots)</i> 15½	<i>Passengers</i> 1,575
<i>Draft</i> 26' 0"	<i>Radius (miles)</i> 16,000	<i>Cargo (cu. ft.)</i>121,356

Built in 1943 by Moore Drydock Co., Oakland, Calif.

THE JOHN LAND was a C2 type troopship that was delivered in August 1943. She was converted by General Engineering Company at San Francisco from late December 1943 to April 1944.

Following conversion, the JOHN LAND left San Francisco on 26 April, going first to Honolulu and subsequently to Guadalcanal, Aitape, Bougainville and Hollandia. She spent nearly a year in the Southwest Pacific, then returned, via Hilo, to San Francisco on 22 April 1945. In June the vessel sailed for Pearl Harbor, Eniwetok, Ulithi, Leyte and Manila. She returned to Los Angeles on 21 October.

The next outbound voyage of the JOHN LAND took her to Tinian and Saipan, with return to Portland on 27 November. From the Oregon city the ship went to Los Angeles before leaving, on 14 December 1945, for Noumea where she arrived on 4 January 1946. From Noumea the vessel went to Manila, then to San Francisco, arriving at the latter on 16 February. She departed a month later on a round trip to Manila.

On 8 May 1946 the JOHN LAND headed for Oahu and Manila, being due back in the United States in late June.



Official Photo, U. S. Navy

LA SALLE

<i>Length, overall</i>459' 2"	<i>Gross tons</i> 6,221	<i>Propulsion</i>Turbine
<i>Beam</i> 63' 0"	<i>Speed (knots)</i> 15½	<i>Passengers</i> 1,310
<i>Draft</i> 26' 0"	<i>Radius (miles)</i> 16,000	<i>Cargo (cu. ft.)</i>178,603

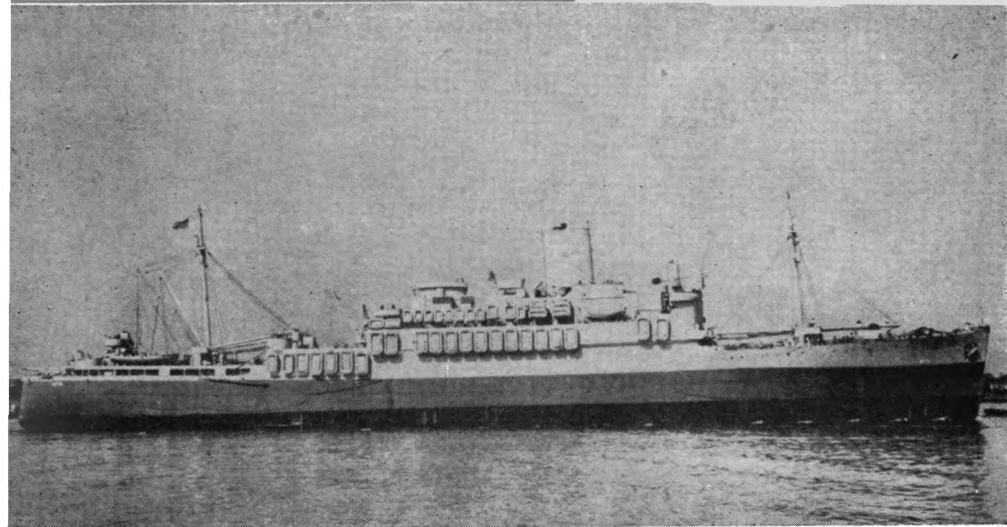
Former name: HOTSPUR

Built in 1943 by Moore Drydock Co., Oakland, Calif.

THE LA SALLE was a C2 troopship that was bareboat chartered to the Navy shortly after delivery early in 1943. She first operated in and near the Hawaiian Islands, but on 13 December 1943 returned to San Diego from where she made a trip to Honolulu with return to San Francisco on 24 February 1944.

On 28 February, the LA SALLE sailed (with troops) to Honolulu, and returned to San Pedro in mid-March. The ship next sailed, on 5 May, via Honolulu, to Lingayen, Leyte, Ulithi and Okinawa. She did not carry troops outbound again until over a year later, after returning to Portland on 15 August 1945. The vessel left the Oregon port on the 20th and proceeded to Saipan, returning to Hueneme (Calif.) on 14 October.

Although not operated for the Army (being assigned to the Commander-in-Chief, Pacific Fleet, for local use), the LA SALLE made the following subsequent voyages: (1) to Leyte, with return to Los Angeles on 12 January 1946; (2) from Los Angeles on 10 February to Yokosuka and Shanghai, with return to San Francisco on 9 June 1946. Further use for troop service is not anticipated.



LEJEUNE

<i>Length, overall</i>577' 0"	<i>Gross tons</i> 16,662	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i> 72' 6"	<i>Speed (knots)</i> 17	<i>Passengers</i> 4,660
<i>Draft</i> 25' 6"	<i>Radius (miles)</i> 10,000	<i>Cargo (cu. ft.)</i>141,600

Built in 1936 by Blohm & Voss, Hamburg, Germany.

Former name: WINDHUK

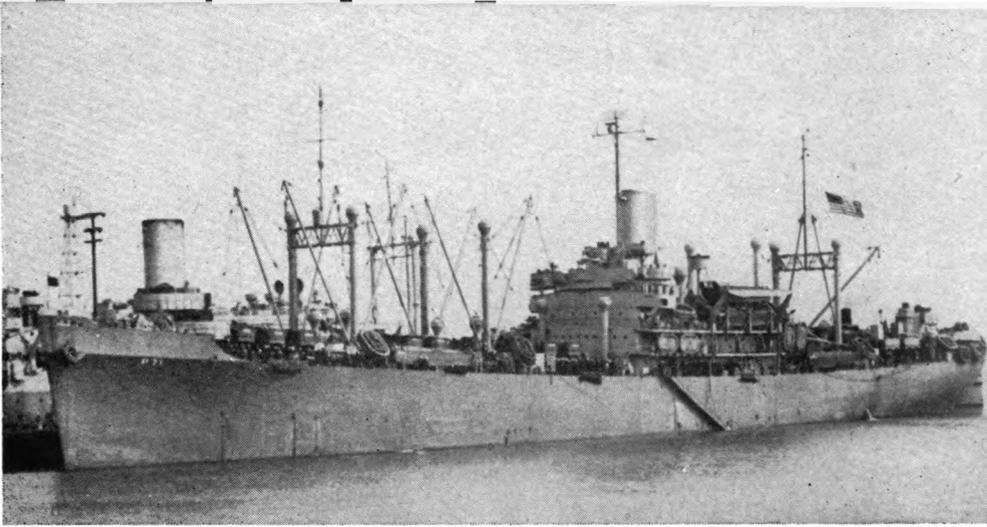
Operated prior to World War II by Woermann Linie A. G.

THIS vessel was purchased by the Navy from Brazil after having been interned in South America early in the war and was then renamed LEJEUNE. She operated for the Navy until mid-1944. From June 1944 to May 1946 she made 19 crossings from the East Coast to the European and/or Mediterranean Theatre of Operations.

Voyages (all from New York) made during 1944 were: on 16 June to the Clyde; on 26 July to the Clyde; on 27 August to Cherbourg and Plymouth; on 14 October to Marseilles, Oran and Gibraltar; on 1 December to Southampton and Plymouth.

During 1945 the LEJEUNE voyaged to Europe as follows (all departures from New York except as noted): on 10 January to Le Havre and Southampton; on 19 February from Boston to Le Havre and Plymouth; on 8 April to Le Havre; on 10 May to Le Havre and The Solent; on 8 June, the same; on 1 July, 31 August and 22 September to Le Havre; on 25 October from Hampton Roads to Le Havre; on 18 November again to Le Havre; and on 11 December to Bremerhaven, from where she departed on Christmas Day, to reach New York on 4 January 1946.

During the ensuing three months the LEJEUNE made three successive voyages from New York to Le Havre, as follows: left 16 February and returned 5 March; left 14 March and returned 3 April; left 15 April and returned 6 May. The vessel then went to Norfolk, being released from further troop service. She will, however, remain in the Navy's peacetime fleet.



LYON

<i>Length, overall</i>491' 7"	<i>Gross tons</i>	7,954	<i>Propulsion</i>	Turbine
<i>Beam</i>	69' 6"	<i>Speed (knots)</i>	16½	<i>Passengers</i>
<i>Draft</i>	28' 6"	<i>Radius (miles)</i>	23,760	<i>Cargo (cu. ft.)</i>
				290,140

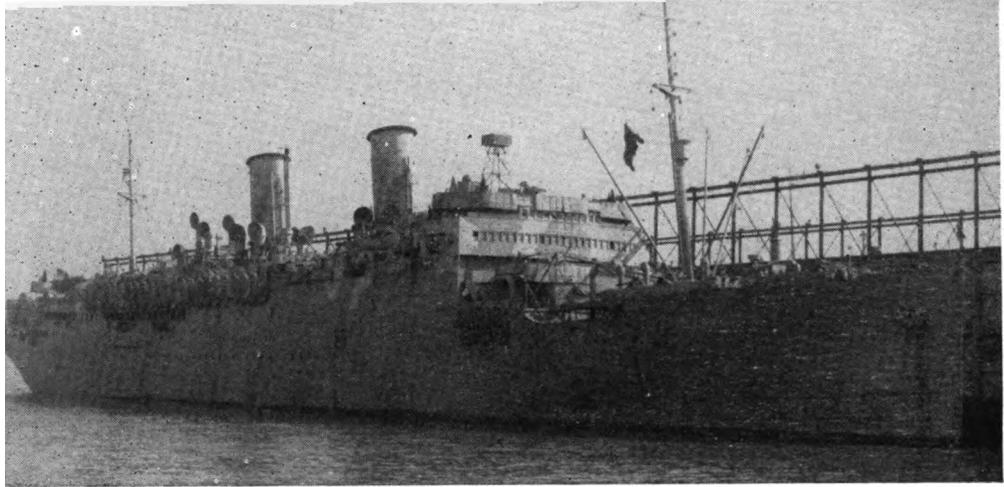
Built in 1941 by Ingalls Shipbuilding Corp., Pascagoula, Miss
Former name: MORMACTIDE

THIS ship, as the C3 type cargo vessel MORMACTIDE, operated more than a year before being converted to a troopship at New York by Atlantic Basin Iron Works between 13 August and 18 September 1942. She participated in the invasion of North Africa, landing at Safi, and returned to New York on 7 December.

Between 12 December 1942 and 31 January 1943 the ship was operated to the Mediterranean. On 8 February she departed for Oran and returned to New York on 12 March. On 9 May the vessel sailed from Norfolk to Oran and was locally operated (to Naples and Casablanca) until returning to New York in late November. From mid-January to mid-February 1944 she was on a round-trip from New York to the Clyde River. In late February she sailed for Avonmouth, thence to Oran, from where again she was locally operated until returning to New York in November.

Her next voyage took the LYON through the Panama Canal to San Francisco on 9 January 1945. She left 8 days later for four months in the southwestern and western Pacific, having called at Finschhafen, Hollandia, Leyte, Ulithi, Manus, Okinawa and Saipan. Following return to San Francisco on 21 May the ship went to Port Townsend from where on 2 June she sailed for Honolulu, Eniwetok, Ulithi, Okinawa and Saipan. She returned to San Francisco in August, made a trip to Ulithi, Leyte and Nagoya, with return to Portland in November; and on 22 December sailed for Okinawa, returning to San Francisco on 4 February 1946.

On 4 March the LYON left, via the Panama Canal, for Liverpool and Le Havre. Following return to New York on 12 April, the ship was released from further troop service.



MONTICELLO

Length, overall	652' 8"	Gross tons	23,000	Propulsion	Turbines (2)
Beam	78' 1"	Speed (knots)	18	Passengers	6,890
Draft	27' 6"	Radius (miles)	8,740	Cargo	None

Built in 1928 by Stabilimento Tecnico, Trieste, Italy.

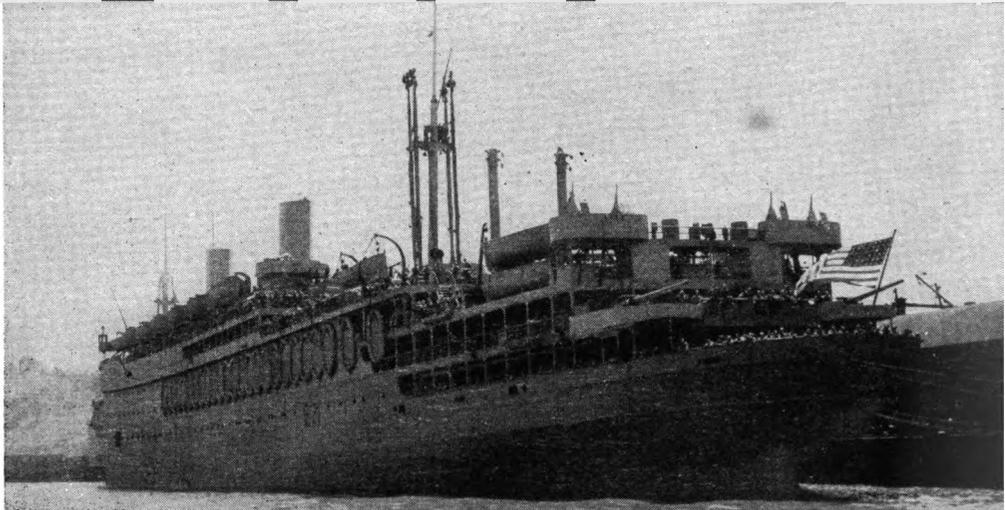
Former name: CONTE GRANDE

Operated prior to World War II by "Italia" Soc. Anon. di Nav.

THIS former Italian liner was purchased by the Navy in April 1942 after having been interned in Brazil. Following arrival in the United States and adaptation for troop use, she was renamed MONTICELLO and left New York on 2 November 1942 for Casablanca to take part in the Allied invasion of North Africa. Following return to New York in December she sailed on Christmas Day, via Norfolk and Panama, for Los Angeles. From the latter port on 20 January 1943 she left for India, calling at Fremantle, Colombo and Bombay en route to Karachi, and at Melbourne and Wellington on return, via the Panama Canal, to New York on 24 April. Following a trip to Oran with return to Boston, the ship underwent repairs at New York and then sailed on 21 August for Oran. From Africa, she headed for the Panama Canal, thence to San Francisco on 2 October, from where she made a round trip to Sydney and another to Honolulu.

Voyages made by the MONTICELLO during 1944 were: from San Francisco 16 January to Sydney, Milne Bay and Noumea; from San Francisco 5 March to Noumea, Espiritu Santo, Suva and Tutuila; from San Francisco 28 April to Noumea, Milne Bay and Suva, thence, via the Panama Canal, to New York; from New York 2 July to Liverpool; from Boston 5 September to Cherbourg and Plymouth; from New York 6 October to Marseilles and Oran; and from Newport News 13 November to Gibraltar and Naples.

In 1945 the MONTICELLO made these voyages: from New York 10 January, 19 February and 31 March to Le Havre and Southampton; from Boston 10 May to Le Havre and UK; from New York 8 June and 1 July to Le Havre; a voyage to Naples, with return to Hampton Roads 27 November; from New York 8 November to Le Havre and return; from New York to Marseilles with return on New Year's Day 1946. The MONTICELLO subsequently underwent repairs and decommissioning in early 1946, being redelivered to WSA on 27 May at Norfolk.



MOUNT VERNON

<i>Length, overall</i>705' 3"	<i>Gross tons</i> 24,289	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i> 86' 0"	<i>Speed (knots)</i> 21½	<i>Passengers</i> 5,120
<i>Draft</i> 30' 9"	<i>Radius (miles)</i> 14,000	<i>Cargo (cu. ft.)</i> ...180,000

Built in 1933 by New York Shipbuilding Co., Camden, N. J.

Former name: WASHINGTON

Operated prior to World War II by United States Lines Co.

AS the WASHINGTON, this ship was chartered from U. S. Lines by the State Department in October 1940. In late March 1941 she was chartered for troop carrying. Leaving New York on 1 April she proceeded through the Panama Canal to San Francisco, thence to Honolulu and Manila on 8 May. She returned via the same route to Philadelphia, where on 14 June she was delivered to the Navy on charter at which time she was renamed MOUNT VERNON. She was purchased by the Navy on 26 September 1942.

After nearly two years in Navy service sailing chiefly from San Francisco to Australia, New Zealand and Southwest Pacific Islands, the MOUNT VERNON began, in March 1943, to carry Army personnel regularly. All voyages made during 1943 were in the Pacific (from San Francisco), as follows: on 9 March, via San Diego, to Noumea, Melbourne, Wellington and Auckland; on 6 May to Sydney and Auckland; on 21 June to Noumea, Sydney, Auckland and Pearl Harbor; then back to Sydney; on 21 September to Noumea; and on 6 November to Sydney.

Leaving San Francisco on 12 January 1944 for Milne Bay and Brisbane, and again on 22 February, via San Pedro and Melbourne, for Bombay, the MOUNT VERNON returned to Melbourne from where she proceeded via the Panama Canal to Boston, arriving on 22 May. Subsequent operation until late April 1945 was from Boston to Liverpool or the Clyde, the vessel having made 10 such voyages, interrupted, however, by one trip from New York on 3 November 1944 to Gibraltar, Marseilles, Naples and Oran and one from New York on 5 January 1945 to Marseilles and Oran.

On 28 April 1945 the MOUNT VERNON left Hampton Roads for Oran, Naples and Gibraltar. After a voyage from New York on 27 June to Gibraltar and Naples, the ship made two round trips from Hampton Roads to Naples, then on 15 September one to Marseilles and Gibraltar. After a trip to Le Havre and return to New York on 3 January 1946 she was released from troop service, and on 19 January was redelivered by the Navy to WSA.



A Palmer Picture

PRESIDENT COOLIDGE

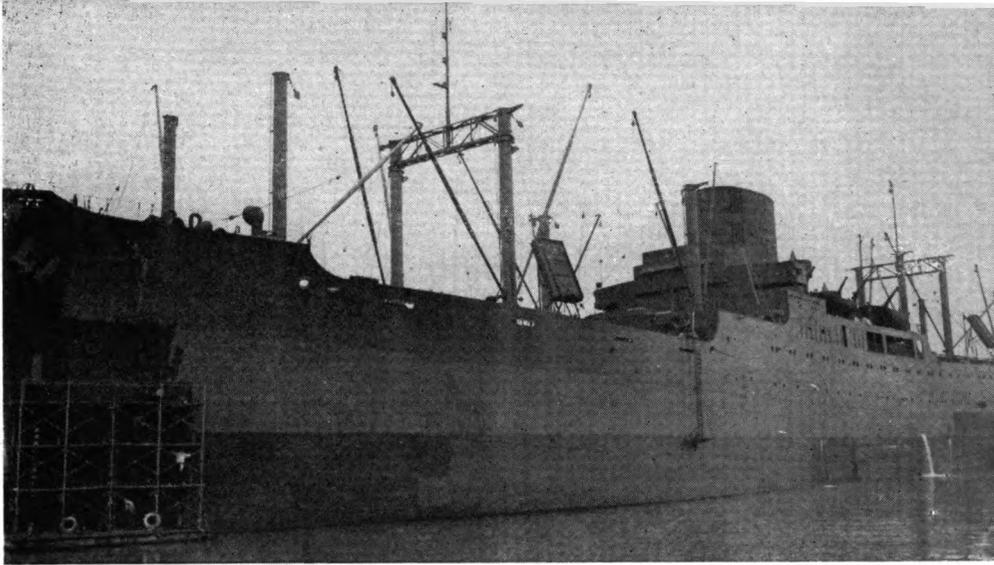
<i>Length, overall</i> ... 654' 3"	<i>Gross tons</i> 21,936	<i>Propulsion</i> ..Turb-elec.(2)
<i>Beam</i> 81' 0"	<i>Speed (knots)</i> 20	<i>Passengers</i> 3,486
<i>Draft</i> 34' 0"	<i>Radius (miles)</i> 14,400	<i>Cargo (cu. ft.)</i>550,000

*Built in 1931 by Newport News Shipbuilding & Drydock Co., Newport News, Va.
Operated prior to World War II by American President Lines*

THIS luxury liner had been in regular commercial trans-Pacific service before World War II, being occasionally used by the War Department on a part-voyage basis. Her first voyage for the Army began at San Francisco on 15 July 1941 and took her to Honolulu and Manila. After return in late August the ship again left San Francisco, in early September, for Honolulu and Manila. On 1 November the PRESIDENT COOLIDGE once more sailed from the Golden Gate for the same destinations, and was en route home, midway between Manila and Honolulu, when the Japanese attack on Pearl Harbor occurred. She reached San Francisco on Christmas Day 1941.

In early 1942 the ship was hastily adapted for carrying large numbers of troops and at once began service to the Southwest Pacific. On 12 January she left for Melbourne and Wellington, returning to San Francisco on 7 March. Next departing on 19 March the vessel again visited Melbourne and Bora Bora. Return to San Francisco was on 8 May and departure on the 26th took her to the Fiji Islands, Auckland and Suva.

The PRESIDENT COOLIDGE returned to San Francisco on 29 August and on 6 October sailed for New Caledonia and Espiritu Santo. On 25 October 1942, she struck an American mine in the east entrance of the second channel at Espiritu Santo and sank in 20 fathoms of water. Nearly all of the 5,000 officers and men on board were saved.



PRESIDENT MONROE

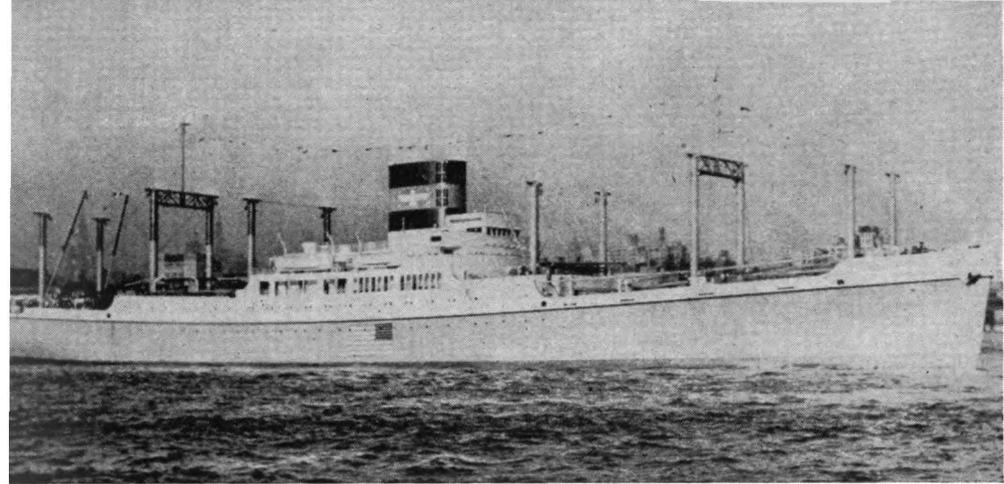
<i>Length, overall</i>491' 10"	<i>Gross tons</i> 9,255	<i>Propulsion</i>Turbine
<i>Beam</i> 69' 6"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 2,043
<i>Draft</i> 21' 10"	<i>Radius (miles)</i> 14,200	<i>Cargo (cu. ft.)</i>147,660

Built in 1940 by Newport News Shipbuilding & Drydock Co., Newport News, Va.

THE PRESIDENT MONROE was in commercial operation at the time the Japanese attacked Pearl Harbor. Soon thereafter she was pressed into troop service. On 12 January 1942 she sailed from San Francisco for Suva returning on 17 February. On the 23rd she departed from San Francisco for a round trip to Hawaii. On 15 March she left for Noumea, Melbourne and Sydney. Following return to San Francisco on 15 May, the vessel left on the 26th for New Zealand and Australia. On 1 September she sailed from San Diego for Noumea and Auckland.

After returning to Los Angeles in October, the PRESIDENT MONROE went to San Francisco for extensive alterations and then sailed from San Diego on 20 January 1943 for Noumea and Tongatabu. In late March she next sailed from Hueneme for Espiritu Santo. Following return to San Francisco in July, the PRESIDENT MONROE went to Portland, then to Seattle from where she made: first a round trip to Kodiak; then a trip to Kodiak, Dutch Harbor, Adak and Kiska. From the latter she went to Honolulu, thence to San Francisco on 11 October.

On 4 November 1943 the ship sailed for Honolulu, and from there was operated locally until the fall of 1944, having called at Roi, Funafuti, Espiritu Santo, Milne Bay, Langemak, Seadler, Eniwetok, etc. Following return to San Diego, the vessel went to San Francisco for repairs then departed from San Diego on 6 November for Guadalcanal, Noumea, Hollandia, Biak, Manus Island, Leyte and Ulithi. She returned, via Kahului and Honolulu, to San Francisco in late April 1945. Next departure, on 13 May, took the PRESIDENT MONROE, via Pearl Harbor, to Eniwetok, Ulithi, Okinawa, Guadalcanal, Noumea and Espiritu Santo. Returning to San Francisco in August, the ship left in September for Okinawa, Sasebo and Manila, next reaching San Francisco on 21 November. Following a round trip to Leyte, from which she returned on 9 January 1946, the ship was discontinued for troop service.



PRESIDENT POLK

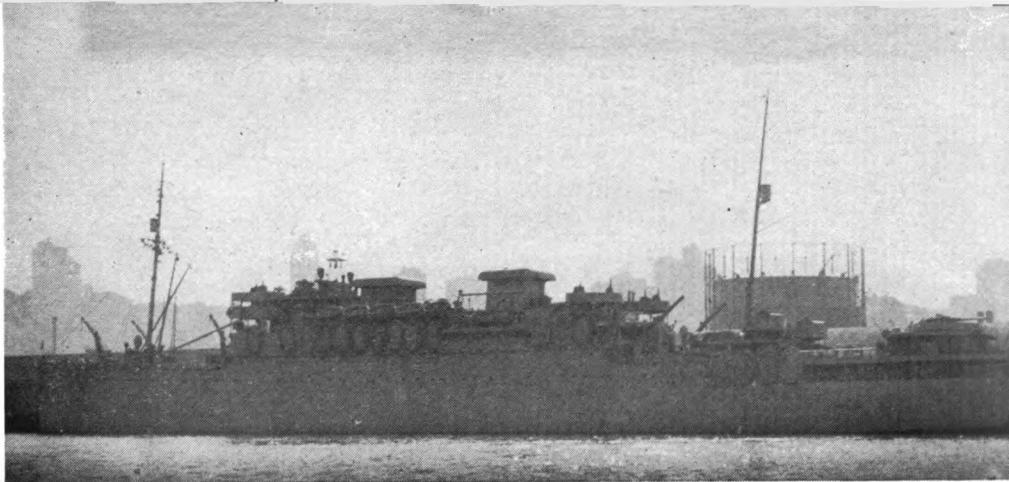
Length, overall...491' 10"	Gross tons 9,260	PropulsionTurbine
Beam 69' 6"	Speed (knots) --- 16½	Passengers 2,090
Draft 21' 10"	Radius (miles)--- 14,200	Cargo (cu. ft.)--- 96,291

Built in 1941 by Newport News Shipbuilding & Drydock Co., Newport News, Va.

THE PRESIDENT POLK was bareboat chartered to the Navy, and did not carry troops on all the trips referred to herein. Sailing from San Francisco on 19 December 1941 for Bombay, via Wellington, Brisbane, Townsville and Soerabaja, she returned via Durban, Capetown, Trinidad and the Panama Canal, to San Diego in April, thus completing a trip around the world. She sailed from San Francisco on 9 May for Hawaii, returning on 1 June. She went to Seattle from where on the 20th she sailed for Alaskan ports. Returning to Seattle, the vessel proceeded on 15 July via San Francisco to Noumea and Espiritu Santo and was locally operated there for a few months.

On 3 December 1942 the PRESIDENT POLK sailed from San Francisco for Noumea and Vila, returning on 27 January 1943. She went from San Francisco to San Diego in February but resumed overseas service as follows from San Francisco: on 4 April to Noumea and Honolulu; in May, via Hueneme, to Noumea; on 13 July, via San Diego, to Noumea, Wellington and Auckland; on 3 September, via San Diego and Hueneme, to Honolulu for local operation until return to San Francisco on 24 February 1944.

The PRESIDENT POLK next made a six months voyage from San Diego to Noumea, Manus Island, Tarawa and Makin, followed by return to San Pedro, with subsequent departure from San Francisco in October for Townsville, Milne Bay, Oro Bay, Hollandia, Finschhafen, Bougainville, Manus Island, Leyte, Guam and Eniwetok. She returned via Hawaii to San Francisco in April 1945; during May made a round trip to Honolulu; and next sailed from Seattle on 7 June for Eniwetok, Ulithi, Okinawa and Guam. After return to San Francisco on 1 September, the ship went to Seattle and departed on the 25th for Guam, Tinian, Saipan and Noumea. Reaching San Francisco on 6 November, a round trip was made to Manila, and on 28 December 1945 the ship was released from troop service.



ROCHAMBEAU

<i>Length, overall</i> ...468' 8"	<i>Gross tons</i> 12,063	<i>Propulsion</i>Diesel (2)
<i>Beam</i> 64' 0"	<i>Speed (knots)</i> --- 15½	<i>Passengers</i> 3,015
<i>Draft</i> 25' 0"	<i>Radius (miles)</i> --- 9,404	<i>Cargo (cu. ft.)</i> --- 53,767

Built in 1933 by Société Provencals de Constructions Navales at La Ciotat, France
Former name: MARECHAL JOFFRE

Operated prior to World War II by Soc. des Services Contractuels des Messageries Maritimes

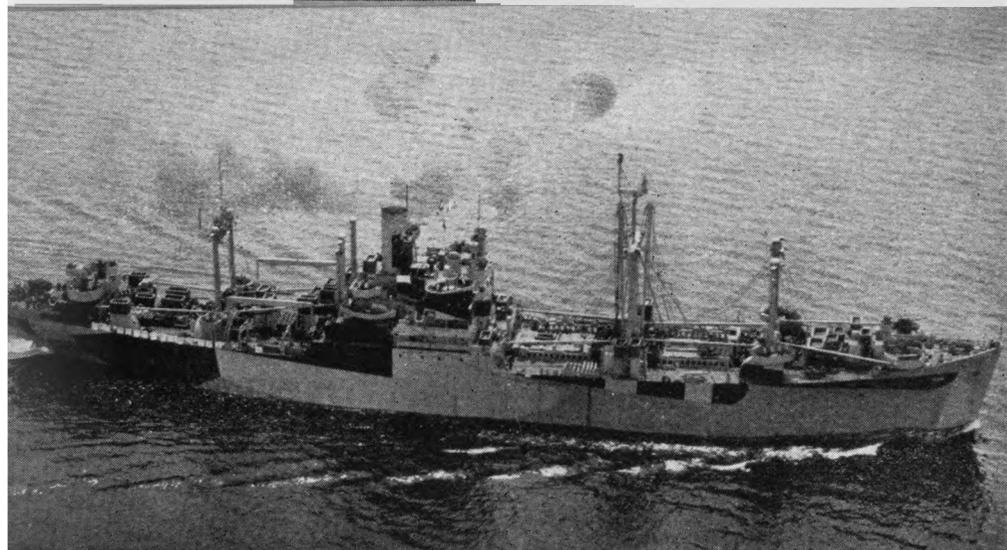
THIS vessel, as the Vichy-French-crewed passenger motorship **MARECHAL JOFFRE**, was in Manila when the Japanese attack occurred on 7 December 1941. She was taken under protective custody by the Navy, by whom she was crewed and escorted to the Dutch East Indies, thence to Darwin, where she was attacked by torpedoes on 23 January 1942 on the eve of departure for Sydney. By special arrangement the ship hoisted the U. S. flag and from Sydney headed for the United States on 24 March under the command of an American Naval officer.

On 27 April at San Francisco she was renamed the **USS ROCHAMBEAU** and went to the Yard of Moore Drydock Company to be altered for troop-carrying service. This work was completed in the fall of 1942.

Between October of that year and January 1945, the ship made ten round trips from California ports to the Southwest Pacific.

Typical voyages made by the **ROCHAMBEAU** were: on 31 December 1942 from San Francisco to Noumea, Brisbane, Melbourne, Wellington and Samoa; on 2 January 1944 from San Diego to Noumea, Espiritu Santo and Pago Pago; on 14 May 1944 from San Diego to Noumea, Auckland, Finschhafen, Noumea, Morobe, Guadalcanal and Espiritu Santo.

On 30 January 1945 the **ROCHAMBEAU** left San Francisco, via the Panama Canal, Guantanamo and San Juan, for New York, arriving in late February. She was there decommissioned (on 17 March) and turned over to the WSA, who in turn placed her in operation between New York and Le Havre.



Official Photo, U. S. Navy

STARLIGHT

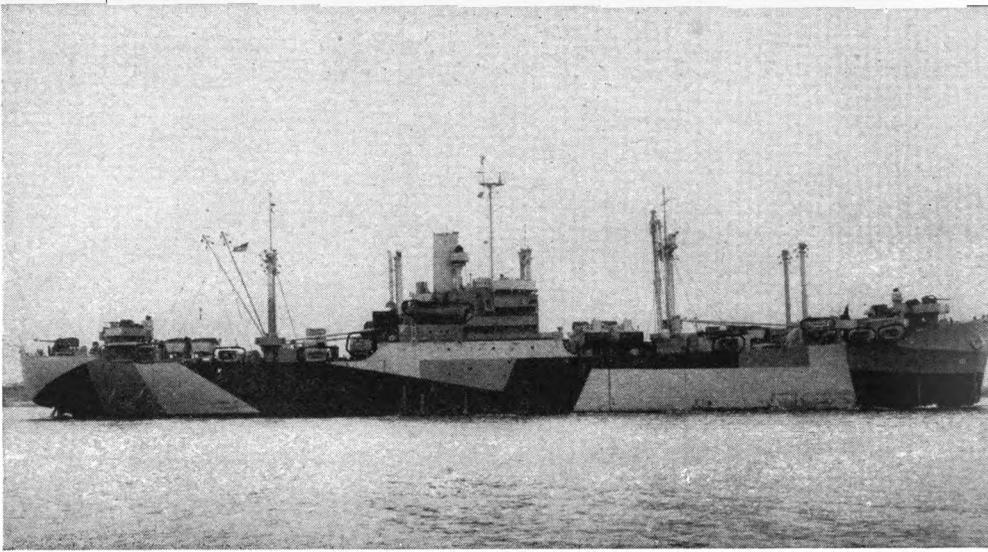
<i>Length, overall</i>459' 1"	<i>Gross tons</i>	8,258	<i>Propulsion</i>	<i>Turbine</i>
<i>Beam</i>	63' 0"	<i>Speed (knots)</i>	15½	<i>Passengers</i>
<i>Draft</i>	28' 0"	<i>Radius (miles)</i>	18,000	<i>Cargo (cu. ft.)</i>
				132,947

Built in 1944 by North Carolina Shipbuilding Co., Wilmington, N. C.

THE STARLIGHT was a C2 type vessel that was converted by Bethlehem's Staten Island yard during February and March 1944, immediately following construction as a freight ship. She did not regularly carry Army troops.

On 5 June 1944 the STARLIGHT left Norfolk, transited the Panama Canal, and reached Honolulu on 26 June. From the Hawaiian Islands, the vessel went to Eniwetok, following which she was assigned for local operation in Pacific Ocean Areas. During the ensuing ten months the ship made calls at Manus Island, Leyte, Hollandia, Ulithi, Guadalcanal, Peleliu, Okinawa, etc. She returned to San Francisco on 12 May 1945.

The ship next sailed from San Francisco on 11 July for Eniwetok, Ulithi, Manila, Saipan and Tinian. Her return was to Los Angeles on 17 November, and from there another voyage was made to Tinian and return—on 2 January 1946. The STARLIGHT next voyaged, via Honolulu, to Tientsin, with return to San Diego on 9 March. Following departure from San Francisco in late May, the vessel visited the Marianas, from where she was expected to proceed, via the Panama Canal for Hampton Roads.



Official Photo, U. S. Navy

STORM KING

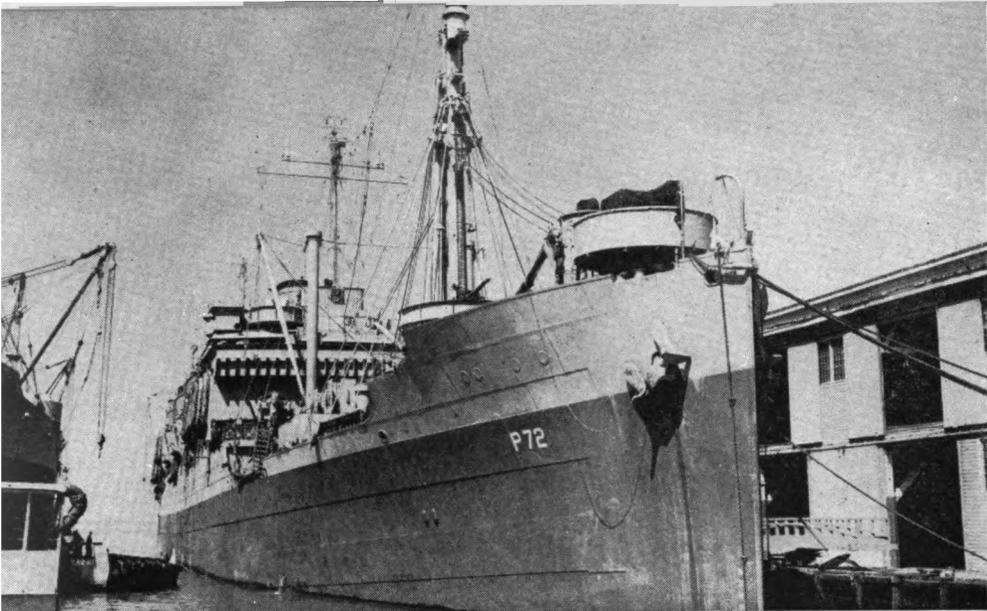
<i>Length, overall</i>459' 1"	<i>Gross tons</i> 8,258	<i>Propulsion</i>Turbine
<i>Beam</i> 63' 0"	<i>Speed (knots)</i> 15½	<i>Passengers</i> 1,575
<i>Draft</i> 28' 0"	<i>Radius (miles)</i> 18,000	<i>Cargo (cu. ft.)</i>109,000

Built in 1943 by North Carolina Shipbuilding Co., Wilmington, N. C.

THE STORM KING was a C2 type vessel that was delivered by the building yard as a freighter on 3 December 1943. She went immediately to New York to be converted to carry troops. Conversion work was accomplished by Bethlehem's Staten Island yard between 14 December 1943 and 1 March 1944. She was bareboat chartered to the Navy.

Following conversion, the ship left for the Pacific where she was operated exclusively in Navy service as far west as Leyte for several months. She returned to San Francisco on 21 April 1945 and on 20 May left, via Pearl Harbor (with troops), going to Eniwetok, Ulithi, Okinawa and Guam. The vessel returned to Los Angeles on 10 August and on the 18th sailed for Manila and Lingayen.

The STORM KING next reached San Francisco on 15 October. On 1 November she departed for Okinawa, Sasebo and Inchon, returning on 16 December to Seattle. On 25 January 1946 the ship began a voyage to Guam, with return on 8 March, to San Francisco. After a voyage to Manila, from where she departed on 15 May, the STORM KING headed for the Panama Canal, and was scheduled to reach Hampton Roads in July.



SUSAN B. ANTHONY

<i>Length, overall</i>504' 0"	<i>Gross tons</i>	8,101	<i>Propulsion</i> ..Turb-elec.(2)
<i>Beam</i>	<i>Speed (knots)</i>	19	<i>Passengers</i>
<i>Draft</i>	<i>Radius (miles)</i>	8,900	<i>Cargo (cu. ft.)</i>122,560

Built in 1930 by New York Shipbuilding Co., Camden, N. J.

Former name: SANTA CLARA

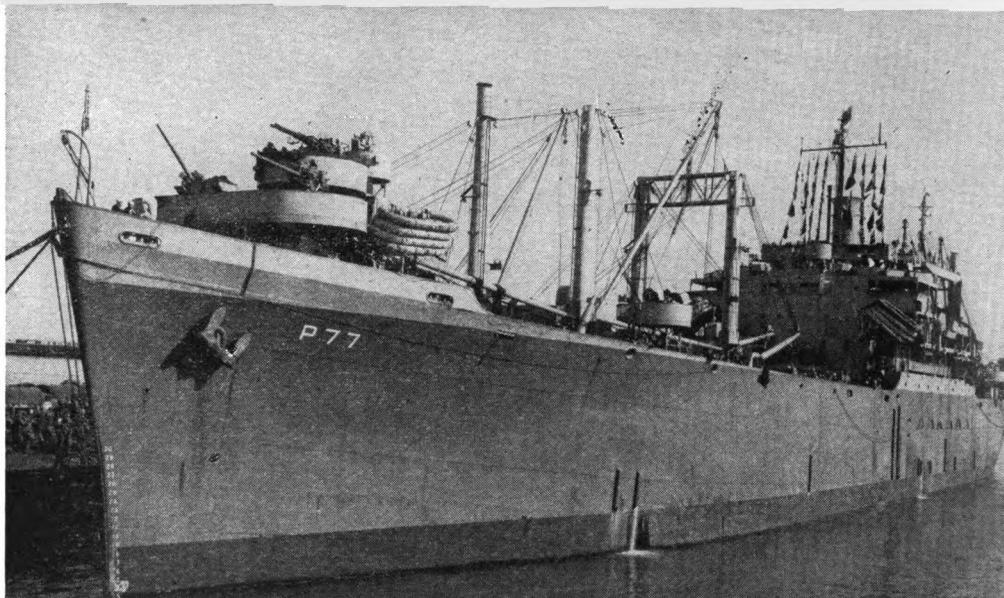
Operated prior to World War II by Grace Line, Inc.

A BRIEF story of the wartime activities of this ship under the name **SANTA CLARA** (before acquisition by the Navy) is given on page 244.

Following adaptation for Navy use, at New York in the fall of 1942, the ship was renamed **SUSAN B. ANTHONY**, and soon thereafter departed for North Africa to participate in the historic Allied invasion of that continent. She returned to New York in early December and from there departed on the following trips: on 12 December to Casablanca; on 8 February 1943 to Oran; via Hampton Roads on 8 June to Oran; on 21 August to Algiers and Oran; on 8 October to Belfast, the Clyde, Reykjavik, Greenock and the United Kingdom.

From the preceding voyage, the **SUSAN B. ANTHONY** returned to Boston on 17 November. From the Massachusetts city she sailed on 6 December for the Clyde and returned to New York New Year's Eve 1943. Leaving on 18 January 1944 the ship made a round trip to Newport (England), and again departed (on 27 February) for Belfast and the Clyde. Return was to Boston on 25 March and from there the vessel sailed on 7 April for Swansea and United Kingdom.

The **SUSAN B. ANTHONY** again reached Boston on 1 May and on the 13th sailed for the Clyde River, reaching the English harbor on the 23rd. During operations in the English Channel the vessel struck a mine and sank on 7 June 1944 at a point located near latitude 49° 33' N. and longitude 0° 47' W.



THURSTON

Length, overall.....459' 2"	Gross tons 6,509	PropulsionTurbine
Beam 63' 0"	Speed (knots) ... 15½	Passengers 1,306
Draft 25' 10"	Radius (miles).... 19,196	Cargo (cu. ft.)...200,000

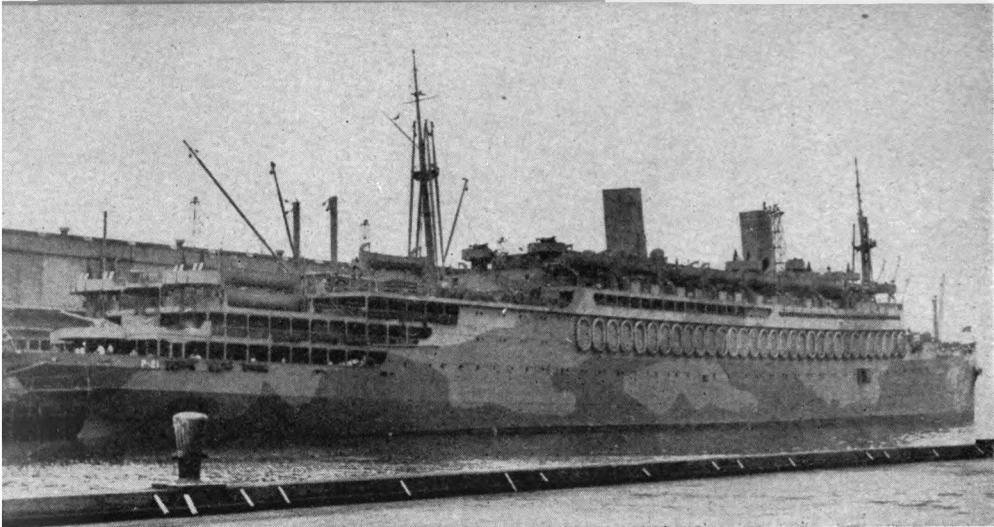
Built in 1942 by Federal Shipbuilding & Drydock Co., Kearny, N. J.
Former name: DELSANTOS

THIS vessel was completed at the building yard as the C2 type freighter DELSANTOS. Following construction she went to the yard of Atlantic Basin Iron Works at New York to be converted for troop use. Alteration work was accomplished between 10 August and 28 September 1942 and the vessel was renamed THURSTON, whereupon the ship joined the great armada that participated in the North African invasion in November.

Following return to New York on 7 December, the THURSTON left 5 days later for Casablanca. She next made three round trips to Oran, departing from New York on 8 February, from Norfolk on 9 May, and New York on 21 August 1943, respectively. On 8 October the ship sailed from New York for the Clyde and Palermo, returning to New York on 11 December.

Next leaving on 29 December, the THURSTON voyaged to Liverpool and the Mersey, with return in late January 1944. From 11 February to 10 March, the vessel made a round trip from New York to the Clyde. In late March she went to Cardiff from where she was locally operated, arriving at Naples on 22 September.

Following return to New York in November, the THURSTON left in December, via Norfolk and the Panama Canal, for San Francisco, arriving on 5 January 1945. On 17 January she departed for four months in the Pacific, having visited Ulithi, Manus Island, Noumea and Havannah Pass. Her next departure from San Francisco (on 9 June) took her to Eniwetok, Ulithi, Manila and Leyte, with return to San Francisco in mid-August. Her next voyage, begun in late August, took the vessel to Manila, Guadalcanal and Noumea—with return on 2 November. Next a trip was made to Leyte, with return to Los Angeles on 3 January 1946. The ship then made a voyage from San Diego (on 7 February) to Pearl Harbor, Manila and Okinawa. She returned to San Francisco in early June.



WAKEFIELD

Length, overall.....	705' 0"	Gross tons	24,289	Propulsion..	Turbines (2)
Beam	86' 3"	Speed (knots)	18	Passengers	7,000
Draft	30' 9"	Radius (miles)....	10,000	Cargo (cu. ft.)....	235,960

Built in 1932 by New York Shipbuilding Co., Camden, N. J.

Former name: MANHATTAN

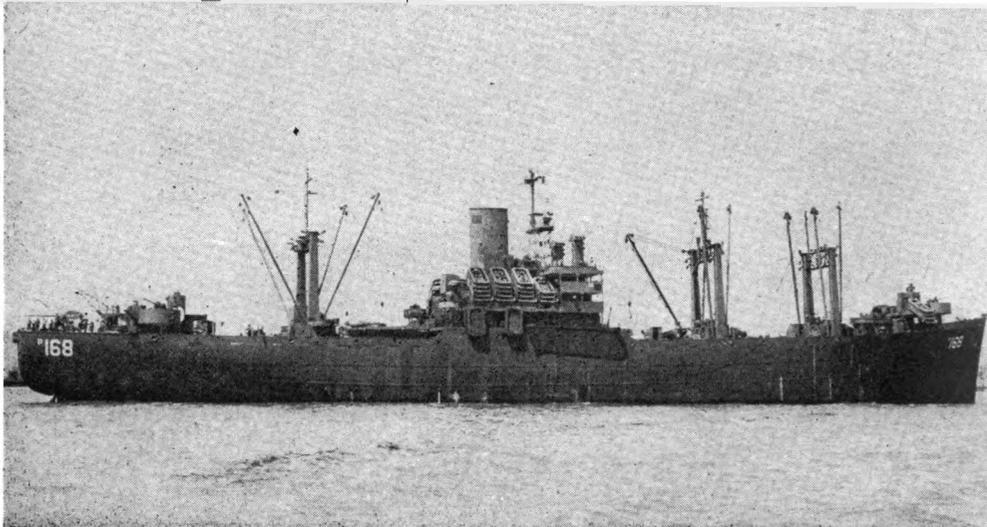
Operated prior to World War II by United States Lines Co.

THIS vessel had been in commercial operation to Europe (as the cabin ship MANHATTAN) before the outbreak of World War II, but was soon taken by the Navy for troop-carrying, and renamed WAKEFIELD. She was purchased by the Navy 18 September 1942 and remained in the Atlantic until the end of 1945.

The ship was used almost exclusively for Navy service until the Spring of 1944, having voyaged to Colombo and Bombay with return via Capetown to New York on 23 March 1942. Following repairs at Philadelphia the ship left New York 6 August via Halifax, for the Clyde. She next left New York on 5 September 1942 and burned while at sea off Halifax. She was subsequently towed to the Boston Navy Yard for reconditioning.

After recommissioning in April 1944, the WAKEFIELD made thirteen successive round trips from Boston or New York to Liverpool or the Mersey, leaving on these voyages on 13 April, 12 May, 6 June, 26 July, 20 August, 15 September, 11 October, 6 November, and 12 December 1944, and 6 January, 31 January and 1 March 1945. This series was then interrupted by departure from Newport News on 28 March for Gibraltar and Naples. From the preceding voyage the ship returned to Boston on 20 April and from there sailed as follows: on 2 May to Marseilles and Taranto; on 30 May to Le Havre, United Kingdom and Antwerp; on 20 June to Le Havre; on 10 July to The Solent, Le Havre and Cherbourg; on 2 August to Naples; on 27 August to Marseilles; on 11 October to Naples; and on 6 November to Le Havre.

On 4 December 1945, the ship left Boston, and proceeded via Hampton Roads, the Panama Canal and Pearl Harbor, to Taku and Tsingtao, China, arriving at the latter port on 18 January 1946. Upon return to San Diego she went to San Pedro and sailed on 26 February for Guam and Kwajalein. Following return to Los Angeles on 25 March, the WAKEFIELD made an eastward transit of the Panama Canal and arrived at New York on 22 May, whereupon she was released from troop service, to be retained by the Navy in an inactive status.



Official Photo, U. S. Navy

WAR HAWK

<i>Length, overall</i> ...459' 0"	<i>Gross tons</i> 6,214	<i>Propulsion</i> Turbine
<i>Beam</i> 63' 0"	<i>Speed (knots)</i> 15½	<i>Passengers</i> 1,575
<i>Draft</i> 26' 0"	<i>Radius (miles)</i> 16,000	<i>Cargo (cu. ft.)</i> ...121,520

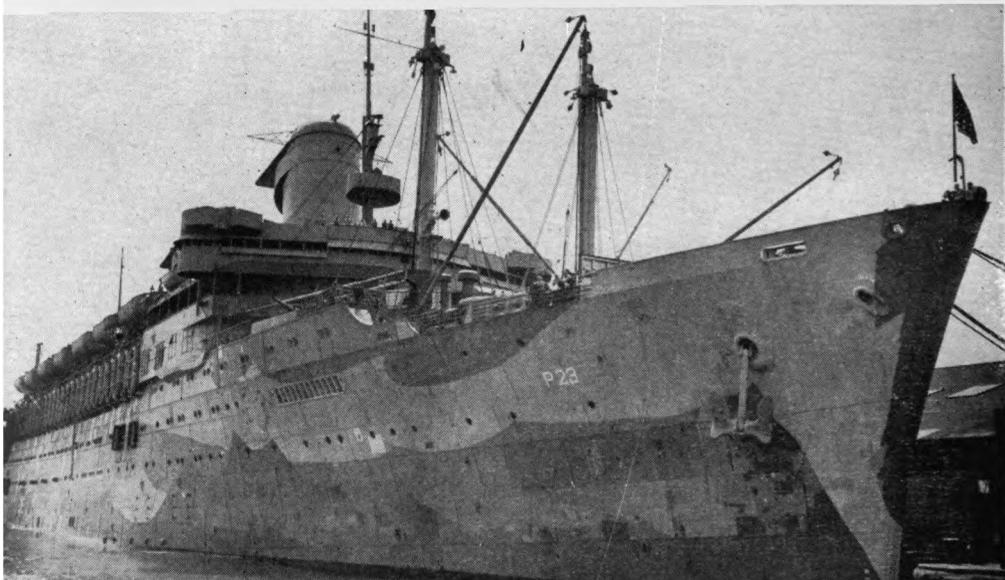
Built in 1943 by Moore Drydock Co., Oakland, Calif.

THE WAR HAWK was a C2 type ship that was converted for troop service by Matson Navigation Company at San Francisco between 26 December 1943 and 12 February 1944.

The vessel's first voyage with troops was from San Francisco on 21 April 1944, when she headed, via Honolulu, for Eniwetok and Guam. After returning to Honolulu in August, the WAR HAWK turned westward again, reaching Manus Island in early October. While in Lingayen Gulf, she was damaged by torpedoes, with some loss of life. The ship reached Leyte in January 1945 and from there visited Hollandia before returning to San Diego.

On 1 June the WAR HAWK sailed from the Southern California port, going once more, via Hawaii, to Eniwetok and Guam. Return was to San Francisco on 14 July and next departure from there was on 1 August, the vessel going to Eniwetok, Ulithi and Leyte. Following next return to San Francisco in September, the WAR HAWK sailed on 4 October for Pearl Harbor. From the latter she proceeded to Okinawa and Shanghai, returning via Manila to Los Angeles on 16 December.

On 29 December 1945 the ship left Los Angeles, via Leyte, for Nagoya, arriving at the Japanese port on 15 January 1946. She departed for home on the 30th and reached San Francisco in mid-February. After another voyage to the Orient (sailing 8 March) on which she visited Pearl Harbor, Yokohama and Sasebo, the WAR HAWK again sailed from San Francisco in mid-May for Chinese ports.



WEST POINT

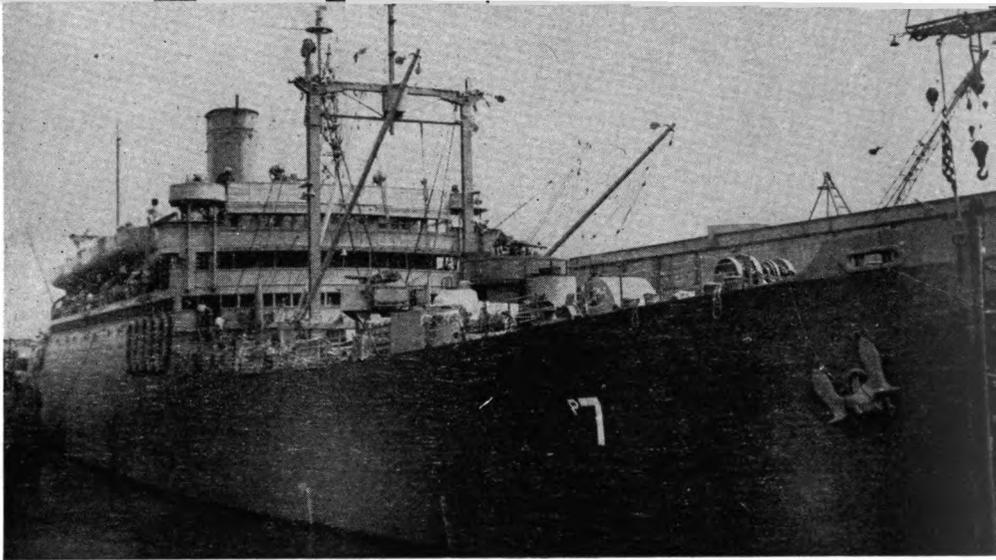
Length, overall... 723' 0"	Gross tons 26,455	Propulsion.. Turbines (2)
Beam 93' 3"	Speed (knots) 24	Passengers 8,175
Draft 32' 8"	Radius (miles).... 10,000	Cargo None

Built in 1940 by Newport News Shipbuilding & Drydock Co.
Former name: AMERICA

AS the AMERICA, this ship operated briefly in West Indian waters following construction in 1940. The vessel was taken by the Navy and renamed WEST POINT, purchase date being 28 September 1942. She made thirty-five overseas voyages during her five years as a troopship carrying approximately 200,000 troops outbound and half that number inbound.

Early in 1942 the WEST POINT sailed from the East Coast for India and the Red Sea, thence, via Australia and New Zealand, to San Francisco on 23 April. In May, she visited Melbourne, then transited the Panama Canal, and reached New York 2 July. After two voyages to the United Kingdom, she sailed 1 November, via Brazil, for Bombay. From India, return on 31 January 1943 to San Francisco was via Australia, New Zealand and Noumea. On 16 February she left San Francisco (via Australia, India, Suez, Massaua, Aden and Rio de Janeiro) reaching New York on 4 May. In May and June the ship made two voyages to Casablanca, then sailed, via Brazil and Capetown, for Bombay. She visited Melbourne en route to San Francisco and from the latter port completed three round trips: to Sydney, Honolulu, and Milne Bay.

Voyages of 1944 were: from San Francisco 12 January to Noumea and Gaudalcanal; from San Pedro 22 February to Noumea and Milne Bay; from San Francisco 27 April to Sydney and Milne Bay, thence, via the Panama Canal to Boston on 12 June; five successive voyages to UK; and from Boston 6 December to Gibraltar, Marseilles and Oran, thence to Norfolk on 26 December. During 1945 the WEST POINT made numerous voyages from Boston, New York or Hampton Roads to Italy and France with stops at Oran or Gibraltar. Leaving Boston 10 December, she transited the Panama Canal, proceeded via Pearl Harbor to Manila, and returned to New York (via the same route) 7 February 1946. The ship next went to Hampton Roads, was released from troop service on the 22nd, on the 28th was transferred from the Navy to WSA, and was subsequently reconditioned at the building yard.



WHARTON

<i>Length, overall</i> 535' 0"	<i>Gross tons</i> 13,788	<i>Propulsion Turbines (2)</i>
<i>Beam</i> 72' 0"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 2,280
<i>Draft</i> 30' 7"	<i>Radius (miles)</i> 9,000	<i>Cargo (cu. ft.)</i> 62,800

Built in 1921 by New York Shipbuilding Corp., Camden, N. J.

Former name: SOUTHERN CROSS

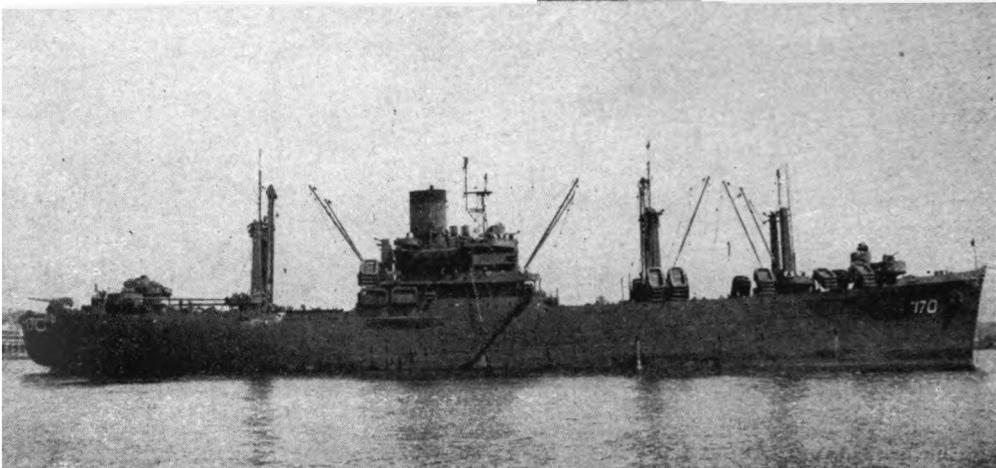
In laid-up status prior to World War II

THIS vessel was taken from the laid-up fleet in the Patuxent River in late 1939 and converted for Navy use. She was renamed the USS WHARTON and remained in exclusive Navy service to Hawaii, Alaska and the Southwest Pacific until early 1943. She did not carry Army personnel on all of the trips listed below.

Voyages of 1943, from San Francisco, were: on 30 April to Noumea and Efate; on 24 June (via San Diego) to Noumea and Auckland; on 23 August (via Honolulu) the same; on 26 October to Espiritu Santo and Guadalcanal. The ship returned to San Francisco from the last of these voyages on 13 December.

During 1944 the WHARTON made only two departures, remaining overseas most of the year. She sailed on 3 January for Honolulu, Roi, Milne Bay, and Seeadler, and returned to San Francisco on 24 August. She sailed on 6 November (via San Diego) for Russell Islands, Guadalcanal, Espiritu Santo and Noumea, and returned to San Francisco on 21 December.

The WHARTON made the following voyages during 1945 (all from San Francisco except as noted): on 7 January to Hawaii, Eniwetok and Ulithi, with return to San Pedro; in February to Leyte, Ulithi and Eniwetok; in April (via Seattle) to Pearl Harbor, Eniwetok, Ulithi, Okinawa, Guadalcanal; on 7 August to Honolulu, Eniwetok, Guam and Saipan; on 25 September from San Diego to Guam and Manila; on 15 November to Leyte and Palawan, with return to San Francisco on 30 December. The WHARTON was released on that date from further troop service.



WINGED ARROW

Length, overall.....459' 0"	Gross tons 6,214	PropulsionTurbine
Beam 63' 0"	Speed (knots) 15½	Passengers 1,575
Draft 26' 0"	Radius (miles).... 16,000	Cargo (cu. ft.)...135,000

Built in 1943 by Moore Drydock Co., Oakland, Calif.

FOLLOWING delivery as a C2 type freightship in December 1943, the **WINGED ARROW** was converted to a troopship by Hurley Machine Works at Oakland, being completed on 21 April 1944. She was bareboat chartered by the Navy and immediately entered troop service.

The vessel left San Francisco on 30 April, and went to Honolulu and Saipan, being operated locally much of the time during the ensuing four months. She returned to San Diego and from the southern California port departed on 21 September for Honolulu and subsequent operation to Majuro Atoll, Roi, Manus Island and Hollandia. She returned, via Hilo, to Seattle on 18 May 1945.

The **WINGED ARROW** sailed from Seattle on 21 May, via Pearl Harbor, for Eniwetok, Ulithi, Okinawa and Saipan, returning on 30 July to San Francisco. In August she departed for Eniwetok, Ulithi and Leyte, and returned on 24 September. The ship next left San Francisco on 7 October, going to Guam and Tinian, and returning to San Francisco on 10 November. On the 24th she departed for Jinsen and returned to Seattle on 4 January 1946. This was her last voyage for the Army.

Subsequently, the **WINGED ARROW** left Seattle for Shanghai, Hong Kong, Guam, Truk and Kwajalein, with return to Seattle in April. She was temporarily assigned to the Navy's post-war fleet.

WAR SHIPPING ADMINISTRATION TROOPSHIPS OF UNITED STATES REGISTRY

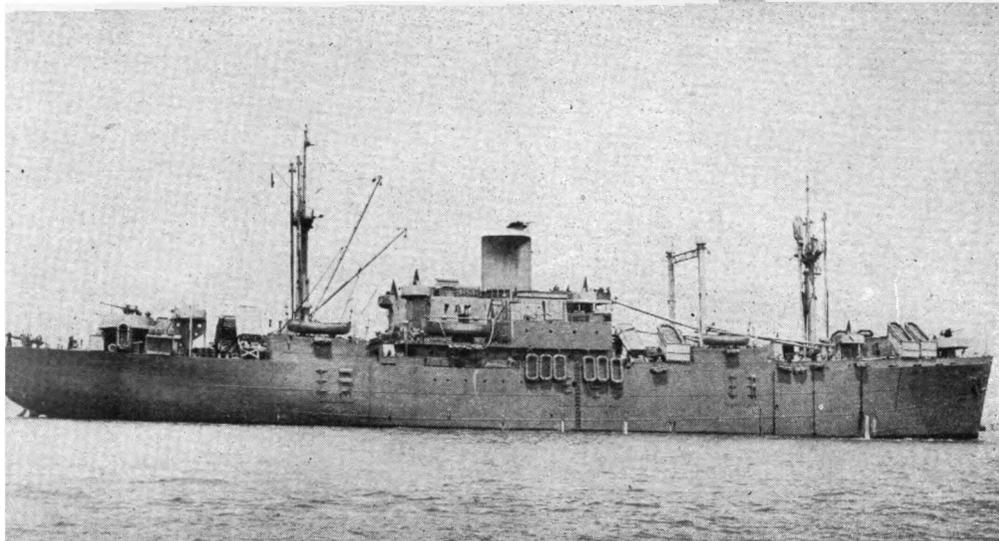
UPON creation of the War Shipping Administration and appointment by President Roosevelt of Admiral Emory S. Land as its Administrator in February 1942, a new concept was placed on shipping facilities for World War II.

Previously, the procurement of available vessels for troop-carrying was a problem that constantly interfered with plans of the Army and Navy. Virtual cessation of commercial shipping in the early part of World War II had resulted in more ships being available, but details of their acquisition by any of several methods (see Appendix "B," page 354) was found to be an undesirable procedure. The conversion of the older vessels was time-consuming; there was unintentional competition between the Army and Navy for certain ships; and revised planning was frequently necessary. As indicated under the individual histories of many vessels, it was necessary to arrange transfer of several vessels from the Army to the Navy even before Pearl Harbor Day to best meet the shipping needs.

In the appointment of Admiral Land as "shipping czar," it was evident that purposeful planning would come. Under the new arrangement, "allocation" of vessels eliminated many of the intermediate steps incident to assignment of older ships, but, being concurrently chairman of the Maritime Commission, Admiral Land could apportion new ships to the Army or Navy before they were constructed.

Besides arranging for those vessels chartered or transferred to the Armed Services, the War Shipping Administration was responsible for the crewing and operating of many troopships, the War Department, however, scheduled the sailing of these vessels.

The flow of new ships to the three operating agencies under the aggressive leadership of Admiral Howard L. Vickery soon became a potent stream—the saga of new construction being a book unto itself.



ADABELLE LYKES

Length, overall...412' 3"	Gross tons 5,093	PropulsionTurbine
Beam 60' 2"	Speed (knots) ... 14	Passengers 1,329
Draft 23' 6"	Radius (miles).... 18,984	Cargo (cu. ft.)...150,900

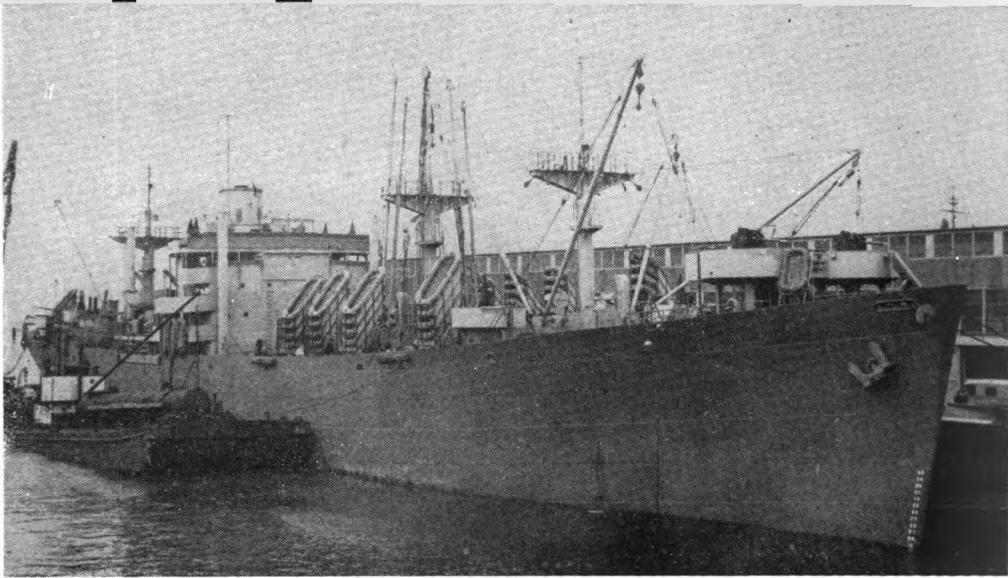
*Built in 1942 by Pusey & Jones Corporation, Wilmington, Delaware
 Operated during World War II by Lykes Bros. Steamship Co. and War Shipping Administration.*

THE ADABELLE LYKES was in operation as a freighter over a year before being selected for conversion as a troopship. From April to September 1942 she made a voyage from New York around South Africa, up to Khorramshahr (Iran), Arabistan (Iraq) and Basra (Iraq) then home again.

Still a freighter, the ADABELLE LYKES went from New York to Guantanamo, through the Panama Canal, thence to Wellington, Fremantle, Abadan (Iran, Durban (South Africa), Buenos Aires and Trinidad—around the world to New York in May 1943. Her next trip from which she returned in October was counter-clockwise around Africa, with stops at Aden, Suez, Port Said, Alexandria and Gibraltar.

At New York between November 1943 and February 1944 the vessel was converted to a troopship by the Eureka Shipbuilding Corp. She then sailed (via Norfolk), through the Canal, to New Guinea, and returned to San Francisco in April. She next left Seattle on a trip to Honolulu, Eniwetok and Saipan, returning in early September to San Francisco. This was followed by a trip from San Diego to Honolulu and one from San Francisco, via Honolulu, to Eniwetok, before leaving in January 1945 on another trip to the Southwest Pacific. The ship returned to Seattle in April, then made another trip to SWP; then one, via Honolulu, to Eniwetok, Ulithi, Leyte, Morotai, Darwin, Calcutta, and Shanghai.

The ADABELLE LYKES returned to San Francisco in December 1945 and departed in January 1946 for the Canal Zone and San Juan, P. R. She sailed from the latter to Naples and Casablanca. From that voyage the vessel returned, via Hampton Roads, to New York on 5 May 1946, and was released from further troop service by the Army.



AFONDRIA

Length, overall...468' 8"	Gross tons 6,165	PropulsionTurbine
Beam 63' 0"	Speed (knots) 15	Passengers 1,732
Draft 27' 7"	Radius (miles).... 15,480	Cargo (cu. ft.)....119,278

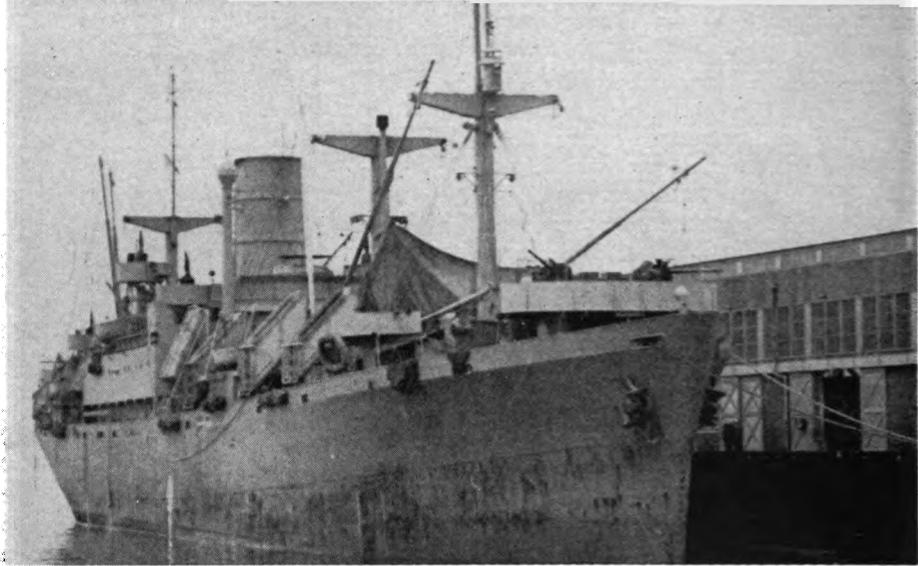
*Built in 1943 by Gulf Shipbuilding Corp., Mobile, Ala.
Operated in World War II by Waterman Steamship Corp.*

FOLLOWING construction, as a C-2 type freighter, the AFONDRIA went immediately to the yard of Waterman Steamship Company at Mobile, Alabama, to become a troopship. This work was accomplished from 11 November 1943 to 15 March 1944. The vessel was Navy allocated for joint pool operation.

After a brief trial run to New Orleans, the AFONDRIA left there in late March 1944, transited the Panama Canal, and went to Espiritu Santo and Guadalcanal. She returned in May to San Francisco from where a trip was made to Honolulu, Eniwetok and Guam. Returning in September the ship left in October, via Honolulu, for a four months tour in the Southwest Pacific, visiting Eniwetok, Saipan, Tinian and Kwajalein.

After a few days at San Francisco in February 1945 the ship went to Seattle and sailed from there in March, via Hawaii, to Roi, Eniwetok, Ulithi, Okinawa and Saipan. From this voyage the AFONDRIA returned to San Francisco in May and from that port next made a trip to Leyte, Manila, Ulithi and Eniwetok, followed by another to Honolulu and return to the West Coast in October. The vessel made still another voyage to the Philippines from where she returned to Los Angeles in late November 1945.

The next trip made by the AFONDRIA was to Leyte and Oahu. Following return to San Francisco in February 1946, she proceeded through the Panama Canal to Mobile, Ala., and there was released from Army troopship service on 26 March, on which date the vessel was re-delivered to the owners.



AGWIPRINCE

Length, overall.....417' 9"	Gross tons 6,679	PropulsionTurbine
Beam 60' 0"	Speed (knots) 14	Passengers 1,223
Draft 27' 7"	Radius (miles).... 18,096	Cargo (cu. ft.)...149,232

*Built in 1941 by Consolidated Steel Corp., Long Beach, Calif.
Operated in World War II by New York & Cuba Mail Steamship Co.*

THE AGWIPRINCE was a C1B type vessel that had been in operation as a freighter two years before being converted to a troopship. As a freighter, she sailed to India, South America and Australia. Alteration work was accomplished by Bethlehem's 27th St. yard between 2 December 1943 and 10 February 1944. The vessel was allocated to the Navy for operation in the joint pool.

Following conversion, the AGWIPRINCE went to New Orleans, from where she sailed on 26 February 1944, via the Panama Canal, for Milne Bay, New Guinea. The ship returned to San Francisco in May and in early July left for Noumea, Espiritu Santo, Lunga Point, Gaudalcanal and Milne Bay. She next sailed from Hueneme, Calif., in early October, for Honolulu, from where she made two trips to Guam and Eniwetok. Return to San Francisco was on 13 February 1945.

The AGWIPRINCE went to Seattle in March and from that port sailed on the 23rd, via Honolulu, for Eniwetok, Saipan and Iwo Jima. She returned in late May to San Francisco, visited Astoria, then on 7 July 1946 again departed from San Francisco—to visit Pearl Harbor, Eniwetok, Ulithi, Leyte, Manila and Panay. She returned to San Francisco on 4 September and left on the 26th via Honolulu for Okinawa. Following return to Seattle in late November, the ship went to San Francisco from where on 19 January 1946 she departed, via the Panama Canal, for Naples and Le Havre. She reached New York on 6 March.

The AGWIPRINCE was released by the Army in early 1946.

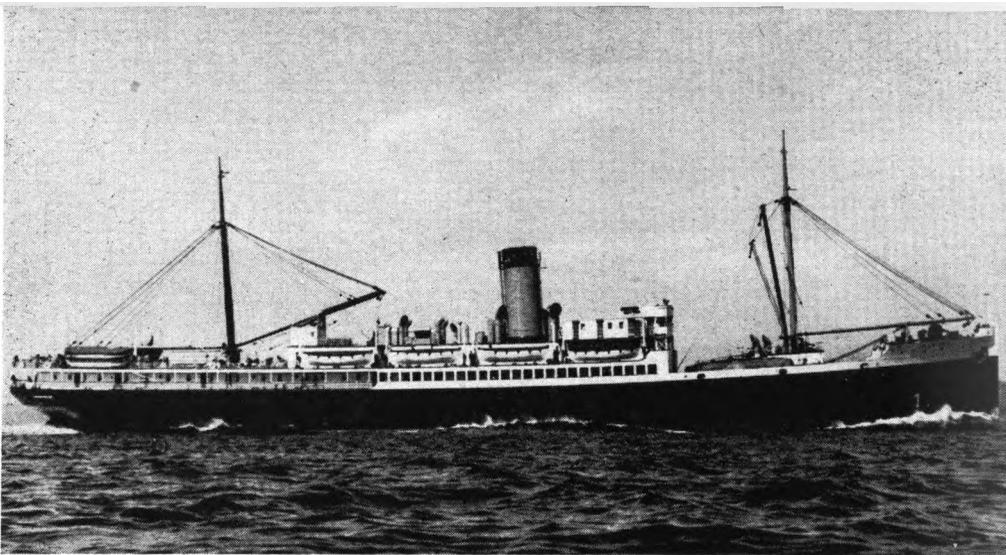


Photo by Marine Salon Photo Shop

ALASKA

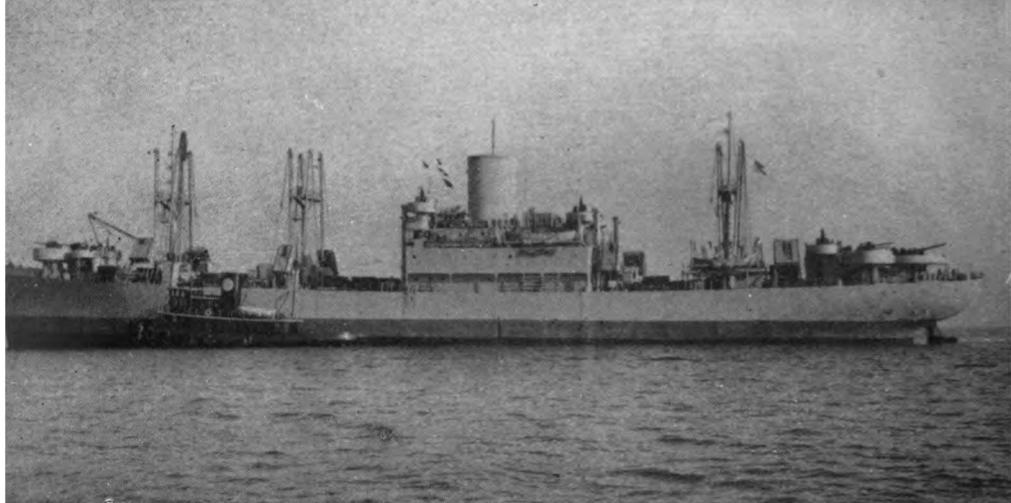
<i>Length, overall</i>	365' 10"	<i>Gross tons</i>	4,514	<i>Propulsion</i> ..	Turb-elec.(2)
<i>Beam</i>	49' 0"	<i>Speed (knots)</i>	15	<i>Passengers</i>	353
<i>Draft</i>	20' 1"	<i>Radius (miles)</i>	4,780	<i>Cargo (cu. ft.)</i>	97,263

*Built in 1923 by Todd Drydock & Construction Co., Tacoma, Wash.
 Operated during World War II by Alaska Steamship Co. and War Shipping Administration.*

THE ALASKA was bareboat chartered by the War Shipping Administration in May 1942. The ship was operated on a commercial basis rather than as an allocation for Army use. For this reason, she made some voyages without carrying any troops and some with only a few troops.

The ALASKA was operated throughout the War between Seattle and Alaskan ports. The principal ports visited were Ketchikan, Juneau, Yakutat, Anchorage, Seward, Valdez, Cordova, Kodiak and Whittier. An average of about one voyage a month was maintained except for a repair period of two months duration in late 1944.

Use of the ALASKA for transporting Army personnel was practically discontinued in December 1945.



Alcoa Line Photo

ALCOA PATRIOT

<i>Length, overall</i>417' 9"	<i>Gross tons</i> 6,973	<i>Propulsion</i>Turbine
<i>Beam</i> 60' 0"	<i>Speed (knots)</i> 14	<i>Passengers</i> 1,175
<i>Draft</i> 27' 7"	<i>Radius (miles)</i> 11,700	<i>Cargo (cu. ft.)</i> 90,060

Built in 1941 by Bethlehem Steel Co., San Francisco, Calif.

Operated in World War II by Alcoa Steamship Co.

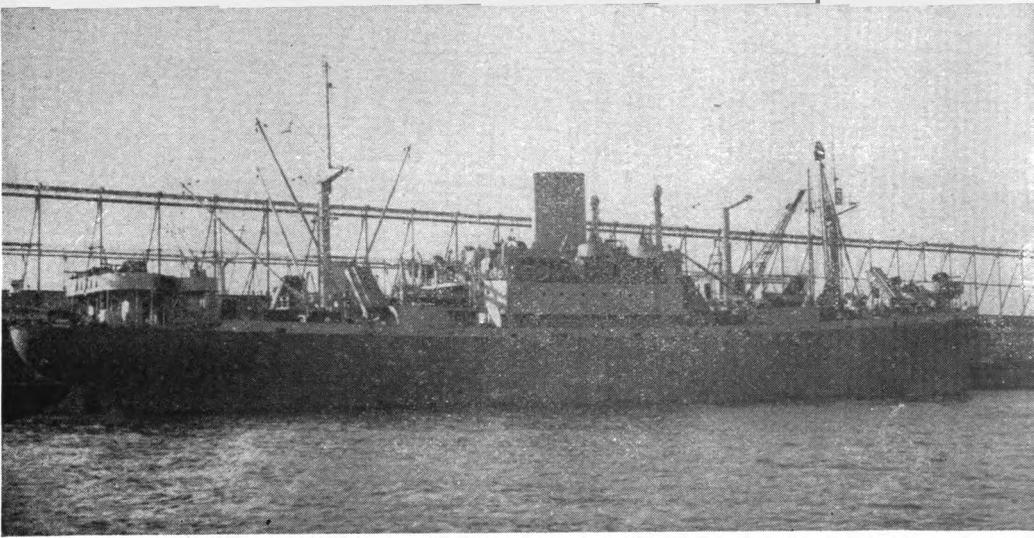
LIKE many other troopships of World War II, the ALCOA PATRIOT was a cargo vessel for some time before being fitted for passengers.

As a freighter, she went (from New York) around Africa, via Capetown, to Port Said in late 1942. In early 1943 the ship left New York, via Guantanamo and the Canal Zone, for Fremantle (Australia), Abadan (Iran) and Basra (Iraq). She returned via Calcutta, Colombo, Fremantle and the Canal Zone to New York in September and was there converted to a troopship by Arthur Blair Shipyard from 17 September to 25 November. She was Navy allocated.

On her first voyage as a troopship the ALCOA PATRIOT went to the Pacific. The vessel was held at Milne Bay for three months prior to going in March 1944 to Langemak and then home (to San Francisco). In July she made a voyage to Milne Bay and returned home in August. Via San Diego and Honolulu, the ship went to Eniwetok in October, and from there visited Guam, Saipan, Eniwetok and the Gilbert Islands before arriving at San Francisco in December.

In January 1945 the ship departed for Pearl Harbor, Finschhafen, Funafuti, Hollandia, Leyte and Biak. She returned from this voyage in April and left in May for Hawaii, Eniwetok, Ulithi, Leyte and Cebu. After leaving San Francisco again (in August), the ship touched at Seattle before heading (via Honolulu) to Eniwetok, Saipan, Okinawa and Tinian.

Having returned in October and visited the three Californian ports of Los Angeles, San Francisco and San Diego, the ALCOA PATRIOT made a trip to Tacloban (Leyte) and docked again at San Francisco in December. On 18 January 1946 the vessel, with 964 Italian prisoners of war on board, departed (via the Panama Canal) for Naples, Italy. She returned to New York on 1 March 1946 and, being released from troop use by the Army shortly thereafter, went into the shipyard for reconversion to a freightship.



ALCOA POLARIS

<i>Length, overall</i>	417' 9"	<i>Gross tons</i>	6,679	<i>Propulsion</i>	Turbine
<i>Beam</i>	60' 0"	<i>Speed (knots)</i>	14	<i>Passengers</i>	1,163
<i>Draft</i>	27' 7"	<i>Radius (miles)</i>	28,014	<i>Cargo (cu. ft.)</i>	127,658

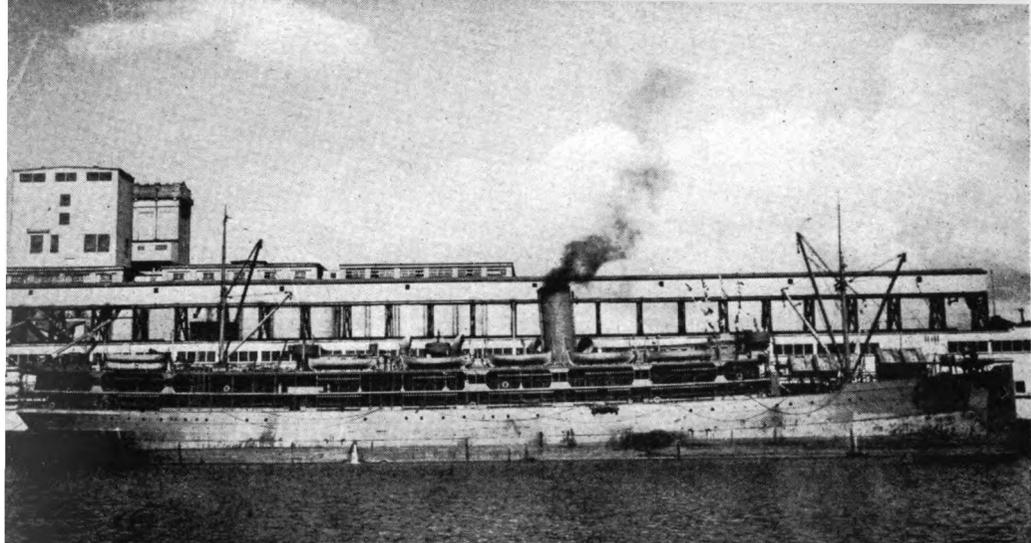
*Built in 1942 by Consolidated Steel Corp., Long Beach, Calif.
 Operated during World War II by War Shipping Administration.*

THE two-year career of the ALCOA POLARIS (C1B type) as a cargo ship was as varied as that while carrying military passengers. She carried freight from Seattle and San Francisco to Peruvian and Chilean ports; from New York to the West Indies, Capetown (South Africa), Bandar Shapur (Iran) and Abadan (Iraq); from New York to Cuba, Canal Zone, New Zealand and Australia; and from Fremantle to Basra (Iraq), Bahrein Isl. (Arabia) and Colombo (Ceylon)—then completed circumnavigation of the globe at New York.

Again she sailed around the world as a freighter—New York to Panama, Australia, Shatt-al-Arab (Iraq), Iran, Bombay, Capetown, Montevideo and back to New York. There the vessel was converted to a troopship by Zalud Marine Corp. from early November 1943 to late January 1944, and was bareboat chartered from the owners by the War Shipping Administration.

Her first voyage as a troopship took the vessel past Norfolk, through the Panama Canal, to Milne Bay, Townsville, Brisbane, Buna and Lagemak. She arrived at San Francisco in May; left in June, via Honolulu, for Espiritu Santo and Oro Bay; returned to Los Angeles in August; made a trip to Eniwetok and Guadalcanal; then from San Francisco in November went to Finschhafen, Biak, Hollandia, Torokina and Leyte.

The ALCOA POLARIS returned to San Francisco in March 1945. After repairs another voyage was made to the Southwest Pacific and Manila. Returning to San Francisco in June, the ship went to Portland, then left via Honolulu for Eniwetok, Ulithi, Okinawa, Saipan, Iwo Jima and Yokohama. She returned to Portland and made a visit to Tokyo, from which she returned to Portland in January 1946. The ALCOA POLARIS carried 1,000 German prisoners from San Francisco via the Panama Canal to Liverpool and Le Havre. She returned to New York in March 1946 and was there released from troop service.



ALEUTIAN

<i>Length, overall</i> ...416' 0"	<i>Gross tons</i> 6,361	<i>Propulsion</i> ...Recip.eng.(2)
<i>Beam</i> 50' 0"	<i>Speed (knots)</i> 14	<i>Passengers</i> 479
<i>Draft</i> 22' 6"	<i>Radius (miles)</i> 4,200	<i>Cargo (cu. ft.)</i> ...136,290

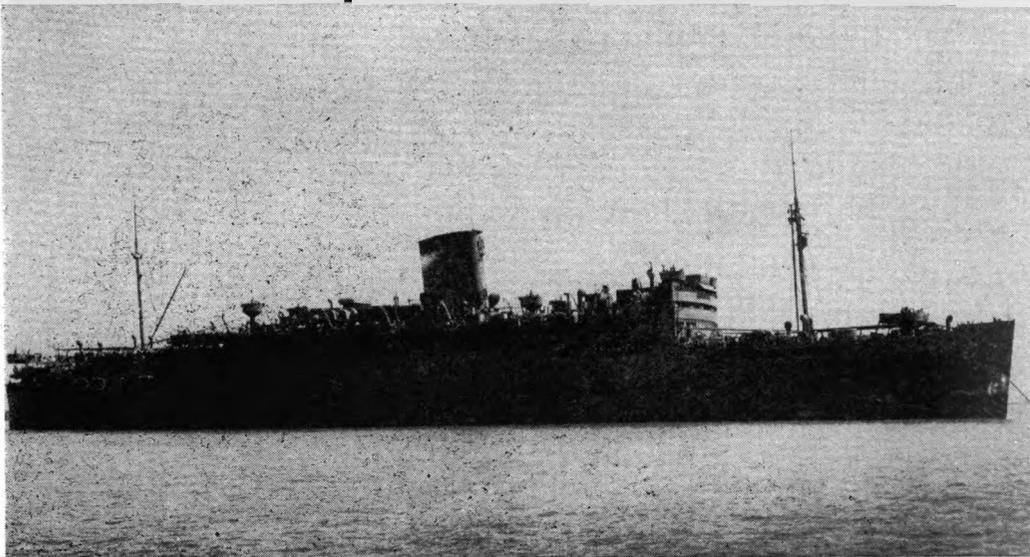
*Built in 1906 by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.
Former name: MEXICO*

Operated during World War II by Alaska Steamship Co., Inc.

THIS vessel began operating exclusively for the Army in March 1942. From that time until October 1946, the ALEUTIAN remained in service to Alaska, having made more than forty outbound voyages from Seattle, her home port.

A list of the places visited by the ALEUTIAN includes the following Alaskan and Aleutian ports: Adak, Anchorage, Akutan, Attu, Chatham, Cold Bay, Cordova, Cross Sound, Dutch Harbor, Excursion Inlet, False Pass, Hidden Inlet, Icy Strait, Juneau, Ketchikan, Kodiak, Orca Point, Petersburg, Pleasant Isle, Sand Point, Seward, Sitka, Skagway, Taku, Valdez, Whittier, Womens Bay and Yakutat. She also called at Prince Rupert, British Columbia.

In October 1945 the ALEUTIAN began a series of four voyages to Honolulu, from either Seattle or San Francisco. In early 1946 the ship was released from further duty for the Army and resumed regular commercial operation between Seattle and Alaska.



ARGENTINA

<i>Length, overall</i>613' 1"	<i>Gross tons</i> 20,614	<i>Propulsion</i> ..Turb-elec.(2)
<i>Beam</i> 80' 0"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 4,323
<i>Draft</i> 34' 4"	<i>Radius (miles)</i> 16,000	<i>Cargo (cu. ft.)</i>307,185

*Built in 1929 by Newport News Shipbuilding & Drydock Co., Newport News, Va.
Former name: PENNSYLVANIA
Operated prior to World War II by U. S. Maritime Commission.*

THE ARGENTINA was one of the best and most active troopships that served in World War II. In the first half of 1942 she made two trips to Australia—the first from New York, via the Panama Canal, with a stop at Noumea; the second from San Francisco.

Returning to New York in late June 1942, the ARGENTINA departed the first of July on the first of two successive trips to England. These were followed by two trips to Casablanca in early 1943. In April the ship departed for Algiers, Oran, Gibraltar, the Clyde, Freetown, Durban and Casablanca; then in August she went, via Argentina (Nfld), to the Mersey and Liverpool.

In October 1943 the vessel left for the United Kingdom, Augusta (Sicily), Bari (Italy) and Algiers. Following return to New York in December, she was operated from Boston, for three voyages to the Clyde, returning from the last to New York in April 1944. Thereafter, the ship next made six more voyages to UK. In December of that year she departed on a voyage to Naples, Marseilles, Oran and Gibraltar, and returned to Boston in January 1945. She next made four trips to Le Havre and Southampton, returning from each to New York, except the last, from which she returned to Boston.

After another voyage to Southampton (returning to Baltimore); one to Taranto and Naples; one to Marseilles, Algiers and Naples; another to Marseilles; one to Plymouth and Le Havre; and one to Le Havre only; the ARGENTINA finally returned to New York on New Year's Day 1946. During the first four months of 1946 the ship made one trip to Southampton and two to Le Havre and Southampton, the last one being as a "dependent transport" for 564 passengers.



Photo courtesy Waterman S. S. Corp.

AZALEA CITY

<i>Length, overall</i> ...468' 0"	<i>Gross tons</i>	6,165	<i>Propulsion</i>	Turbine
<i>Beam</i>	63' 0"	<i>Speed (knots)</i>	15	<i>Passengers</i>
<i>Draft</i>	27' 5"	<i>Radius (miles)</i>	11,780	<i>Cargo (cu. ft.)</i>
				98,940

*Built in 1943 by Gulf Shipbuilding Corp., Chickasaw, Ala.
Operated during World War II by Waterman Steamship Co.*

THE AZALEA CITY was a C2 type Maritime Commission design freightship that was converted to a troopship by Waterman Steamship Co. at Mobile, Alabama between September and December 1943. She was Navy allocated.

The ship made a trial run from Mobile to New Orleans and left the Crescent City on New Year's Day 1944, transited the Panama Canal, touched at the Galapagos Islands, and arrived at Bora Bora in late January. She visited Espiritu Santo and then went to San Francisco, which became her home port for the duration of the War.

The AZALEA CITY departed from San Francisco in late March, stopped briefly at San Diego and once more visited the Southwest Pacific (Noumea, Espiritu Santo, Manus Is., and Milne Bay), returning to San Diego in June.

The ship's next outbound voyage took her to Eniwetok, Saipan and Honolulu, with return to San Francisco in late August. After a month's repairs, the vessel went to Milne Bay, Hollandia and Finschhafen, and returned to her home port in December 1944. Again stopping a few days at San Diego, the AZALEA CITY left for Honolulu, Eniwetok, Saipan, Guam, Espiritu Santo and Guadalcanal.

The vessel's next departure from San Francisco (in April 1945) was via Seattle, and her destination most of the same ports previously visited. Returning in June she next made a voyage to Eniwetok, Ulithi and Manila, but came back to Portland. From there a trip was made to Honolulu in September 1945.

From San Francisco in October the AZALEA CITY departed for Tokyo, Guam and Saipan and returned from there to Los Angeles in December. Sailing from San Francisco again the vessel made a voyage to Yokohama from which she returned in early February 1946, at which time she was released from troop service. On 7 March the ship was bareboat chartered by WSA to Waterman Steamship Corp.

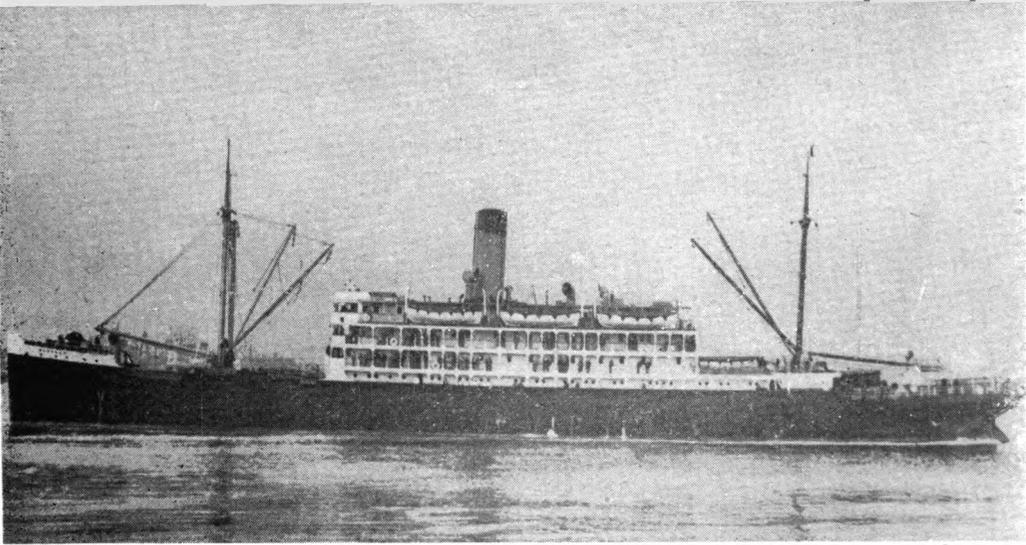


Photo by Marine Salon Photo Shop

BARANOF

<i>Length, overall</i> ... 373' 6"	<i>Gross tons</i> 4,990	<i>Propulsion</i> <i>Recip. eng.</i>
<i>Beam</i> 51' 6"	<i>Speed (knots)</i> 13	<i>Passengers</i> 325
<i>Draft</i> 25' 4"	<i>Radius (miles)</i> 8,350	<i>Cargo (cu. ft.)</i>193,714

Built in 1919 by New York Shipbuilding Corp., Camden, N .J.

Former name: SANTA ELISA

Operated prior to World War II by Alaska Steamship Co., Inc.

THE BARANOF was bareboat chartered from the owners by the War Shipping Administration in May 1942. Being operated on a commercial basis, the vessel did not always carry a capacity load of military passengers.

The BARANOF made almost 40 outbound voyages from Seattle to Alaskan ports, having served throughout the War in this area. Most voyages were of short duration (not more than a month away from Seattle—her home port).

Alaskan ports visited by the vessel included: Juneau, Seward, Kodiak, Dutch Harbor, Adak, Valdez, Ketchikan, Cordova, Yakutat, Whittier, Cold Bay, Unimak, Ugashik, Amchitka and Naknek.

Upon return to Seattle in late March 1946 use of the BARANOF for carrying troops to Alaska was discontinued by the Army.



BIENVILLE

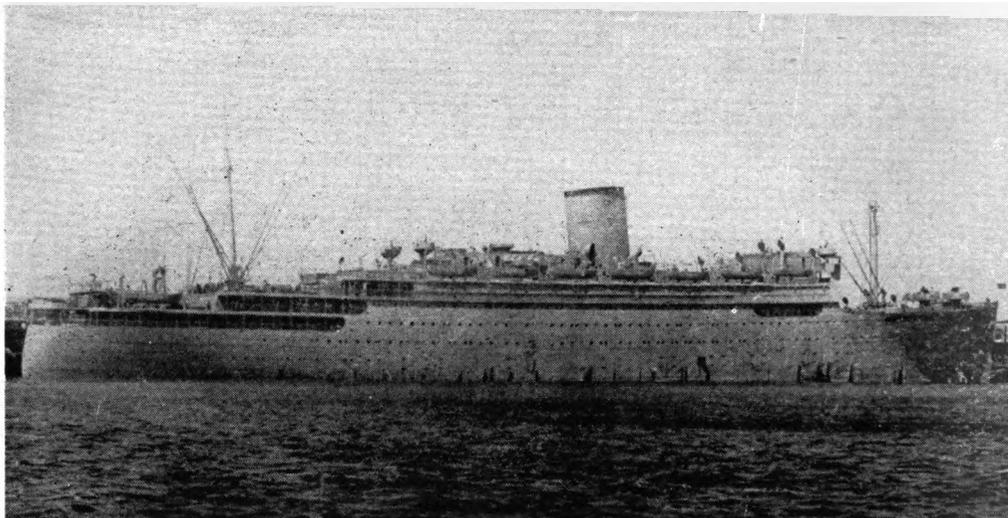
<i>Length, overall</i>468' 8"	<i>Gross tons</i> 7,626	<i>Propulsion</i>Turbine
<i>Beam</i> 63' 0"	<i>Speed (knots)</i> 15	<i>Passengers</i> 1,791
<i>Draft</i> 27' 7"	<i>Radius (miles)</i> 14,313	<i>Cargo (cu. ft.)</i>123,500

*Built in 1943 by Gulf Shipbuilding Corp., Chickasaw, Ala.
Operated during World War II by Waterman Steamship Co.*

AFTER being briefly operated as a freighter, the BIENVILLE was selected for conversion to a troopship. She went into the yard of Waterman Steamship Co. at Mobile on 7 July 1943 and was completed 3 November 1943. She sailed from New Orleans, via Guantanamo and Jamaica, for New York, from where she departed in early December for Belfast and the Clyde. In quick succession, the ship made (from New York) a trip to Cardiff, one to the Clyde and one to Belfast, returning from the latter port to Boston in May 1944.

The BIENVILLE made another voyage to the Clyde and Belfast, before making one from New York to the same. The vessel then made one voyage each to Cherbourg and Southampton, followed by one to Marseilles and Oran in December—all from New York. Next followed two voyages from Boston to Le Havre and Southampton. In April she made a trip from New York to the United Kingdom.

Between May 1945 and January 1946 (except for one New York to Le Havre round trip in June) the BIENVILLE made six voyages from Boston, as follows: (1) to Le Havre and Southampton; (2) to Le Havre; (3) to Marseilles; (4) to Southampton; (5) to Marseilles; and (6) to Bremerhaven. The ship was delayed at the latter port several days because of engine trouble, but sailed on New Year's Day 1946 for New York. The ship arrived on 15 January and was released by the Army immediately thereafter.



BRAZIL

<i>Length, overall</i> ... 613' 1"	<i>Gross tons</i> 20,614	<i>Propulsion</i> ..Turb-elec.(2)
<i>Beam</i> 80' 0"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 5,155
<i>Draft</i> 34' 4"	<i>Radius (miles)</i> 16,000	<i>Cargo (cu. ft.)</i> ...230,405

*Built in 1928 by Newport News Shipbuilding & Drydock Co., Newport News, Va.
Former name: VIRGINIA
Operated prior to World War II by Moore-McCormack Lines, Inc.*

BETWEEN early 1942 and early 1946 the BRAZIL made more than 30 overseas voyages from United States ports. She was one of the best and most active troopships of World War II.

After a trip to Rio de Janeiro and Trinidad in February 1942, the BRAZIL left New York (and Charleston) for Freetown (Sierra Leone), Capetown and Port Elizabeth (South Africa) and Karachi and Bombay (India). She returned, via Capetown, to New York in June and from there made a trip to Bermuda, one to Avonmouth and Gibraltar (for North African invasion), two to Casablanca and one to Oran, returning to New York in late April 1943.

The ship next transited the Panama Canal and proceeded to Bora Bora and Noumea. From that voyage she returned to San Francisco from where a voyage to Honolulu and return in July was quickly followed by a longer one to Hobart, Fremantle, Bombay and Sydney. From Australia the BRAZIL went, via the Panama Canal, to New York, arriving in November. From that port the vessel made three trips to England by March 1944.

Sailing from Boston on her next two trips the BRAZIL visited the Clyde and Liverpool. She then made a trip from New York (via Boston) to the Clyde which was followed by another from Boston to the Mersey, returning to New York in September. From then until June 1945, the ship sailed from either New York or Boston to Cherbourg, Bristol, Southampton or Le Havre.

The BRAZIL next went to Marseilles from where she departed in July and went, via the Panama Canal, to Ulithi, Batangas, Manila and Leyte, thence to San Francisco in September. After repairs at the latter port, the vessel made a round trip to Manila during late November and December 1945, then left in January 1946. She transited the Canal and arrived at Liverpool, Le Havre and Southampton in February. Following return to New York in March the vessel made three voyages to Le Havre by early May 1946.

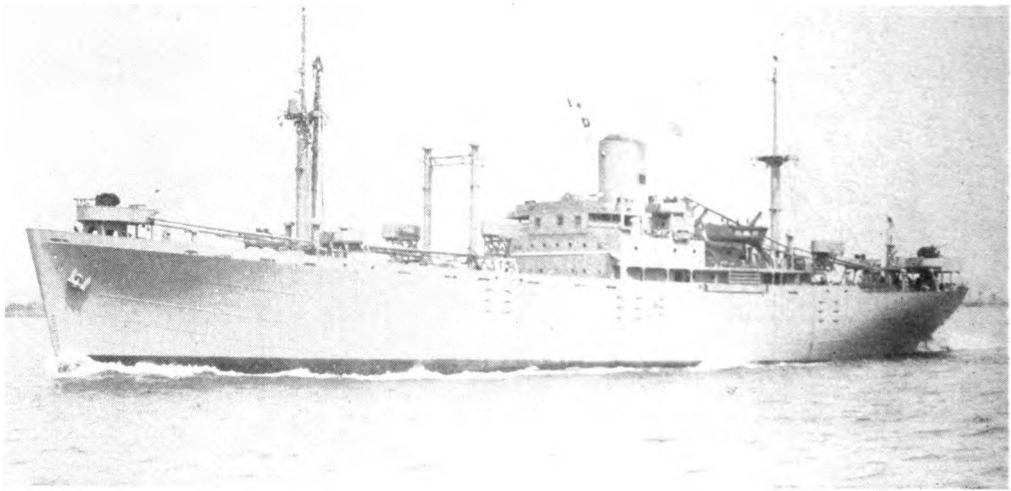


Photo courtesy The Pusey & Jones Corp.

CAPE BON

<i>Length, overall</i> ...412' 3"	<i>Gross tons</i> 7,490	<i>Propulsion</i>Turbine
<i>Beam</i> 60' 0"	<i>Speed (knots)</i> 14	<i>Passengers</i> 1,172
<i>Draft</i> 23' 6"	<i>Radius (miles)</i> 12,768	<i>Cargo (cu. ft.)</i>140,760

Built in 1943 by Pusey & Jones Corp., Wilmington, Del.

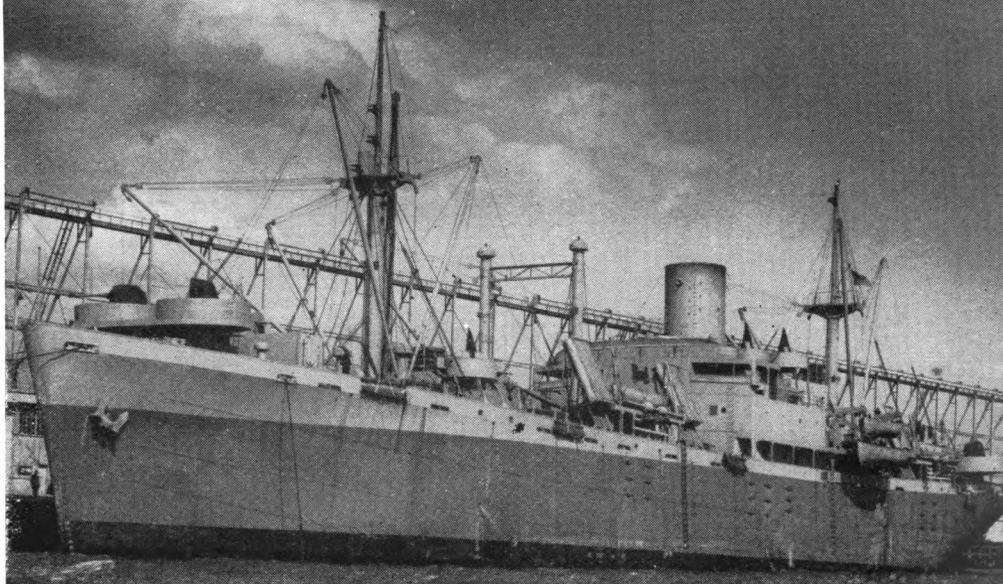
Operated in World War II by Grace Lines, Inc.

THE CAPE BON was a type C1A freight ship for four months before being converted to a troopship by Bethlehem's 56th Street yard at New York from 25 October to 24 December 1943. She was Navy allocated.

Immediately after conversion the ship left, via the Panama Canal, for Milne Bay where she arrived in February 1944. Upon return to San Francisco in April the vessel underwent repairs. After a voyage to Honolulu she returned to Los Angeles (in August) and from there went, via San Diego, to Guadalcanal and Russell Islands. Returning via Honolulu to San Francisco the CAPE BON left in October (via San Pedro and Honolulu) for Eniwetok and Guam.

Returning to San Francisco in December, the vessel left in early 1945 for Pearl Harbor, Eniwetok and Saipan. Again from San Francisco (in late March) the ship sailed for Honolulu, Eniwetok, Ulithi and Okinawa. She returned to San Francisco in July and had proceeded as far as Eniwetok and Ulithi when V-J Day occurred. She went on to Leyte, Manila and Subic before returning in September to San Francisco.

While returning from her next voyage (to Nagoya and Leyte) the CAPE BON was diverted to Portland, Oregon where she arrived in late November. From there a trip was made to Nagoya and back to Seattle in February 1946. In March the ship departed for Shanghai, Tsingtao and Taku. From the latter port she sailed for Yokohama, arriving there on 1 May 1946.



CAPE CANSO

<i>Length, overall</i>412' 0"	<i>Gross tons</i>	5,124	<i>Propulsion</i>	Turbine
<i>Beam</i>	<i>Speed (knots)</i>	14	<i>Passengers</i>	1,300
<i>Draft</i>	<i>Radius (miles)</i>	10,000	<i>Cargo (cu. ft.)</i> ...	116,000

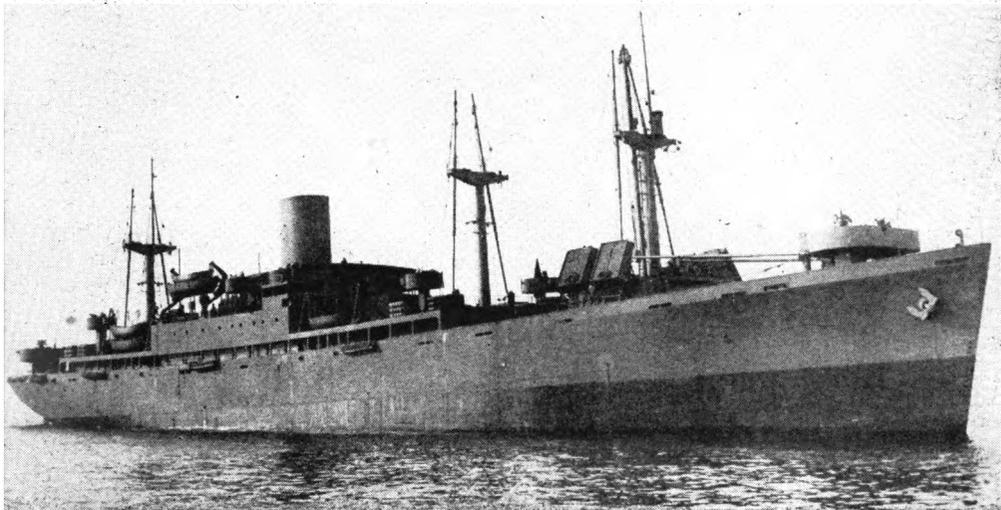
*Built in 1943 by Pusey & Jones Corp., Wilmington, Del.
Operated during World War II by Marine Transport Lines, Inc.*

ANOTHER C1A type vessel that went directly from the building yard to the conversion yard was the CAPE CANSO. She was converted at New York by Arthur Tickle Engineering Co., between 11 November 1943 and 17 February 1944. Following alteration the vessel went from New York to Hampton Roads, arriving there on 3 March 1944.

Having transited the Panama Canal in late March, the ship reached Noumea in April and from there made several visits to Milne Bay and Oro Bay before going to Brisbane on 10 May. She returned to San Francisco in June and in mid-July left, via Hueneme and Honolulu, for Manus Island, Espiritu Santo, Noumea and Havannah Pass. Return to San Francisco via Honolulu was on 23 November.

Next going to San Diego, the CAPE CANSO sailed, two days before Christmas, for Honolulu, Eniwetok and Saipan. She returned on 23 February 1945 to San Francisco. Following repairs, the ship next left (via Seattle), on 7 May for Pearl Harbor, Eniwetok, Ulithi and Okinawa. She returned to San Francisco in late July and on 31 August voyaged to Hawaii with return on 21 September. On 4 October the vessel departed for Manila, returning to Portland on 21 November. From the Oregon city she sailed, on 16 December, for Manila and returned to San Francisco on 15 February 1946.

Operation of the CAPE CANSO reverted to the War Shipping Administration in February and on 4 March stripping for lay-up in the Reserve Fleet was begun. She reached Portland on 9 March for decommissioning.



CAPE CLEAR

<i>Length, overall</i>417' 9"	<i>Gross tons</i> 6,711	<i>Propulsion</i>Turbine
<i>Beam</i> 60' 0"	<i>Speed (knots)</i> 14	<i>Passengers</i> 1,791
<i>Draft</i> 27' 7"	<i>Radius (miles)</i> 25,100	<i>Cargo (cu. ft.)</i> 98,870

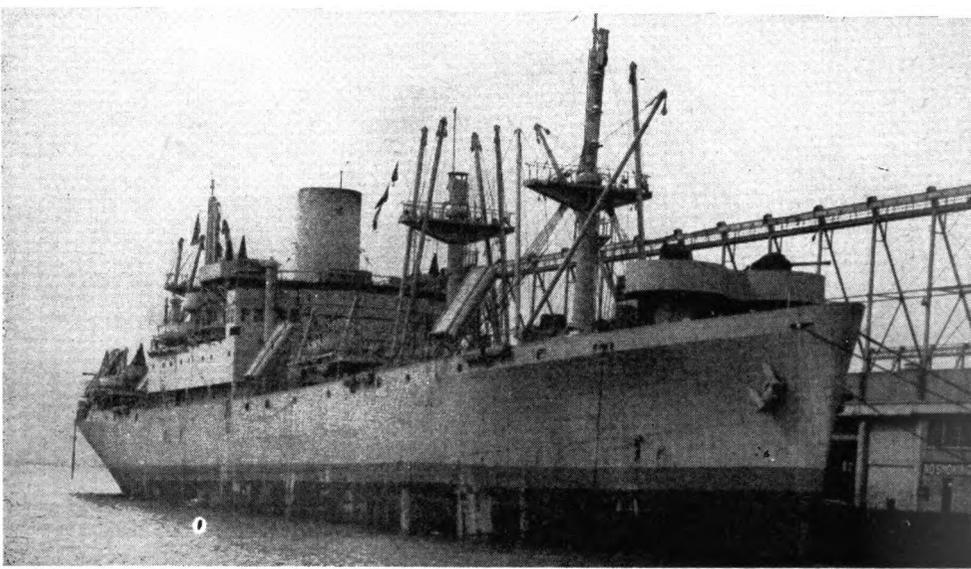
*Built in 1943 by Consolidated Steel Corp., Wilmington, Calif.
 Operated in World War II by Matson Navigation Co.*

AS a CIB type freighter, the CAPE CLEAR had operated to the Southwest Pacific before being converted to a troopship by Todd Shipyards at Seattle between 20 September and 8 November 1943.

The vessel's first voyage as a troopship took her from Portland to Gladstone, Townsville and Milne Bay. She returned to San Francisco in January 1944 and left about ten days later for a voyage to Langemak, Brisbane, Gladstone and Milne Bay.

On her next outbound voyage from San Francisco (in May) the CAPE CLEAR went to Milne Bay, Oro Bay, Noumea, Funafuti, Honolulu, Kwajalein, Eniwetok, Guam, Guadalcanal, Espiritu Santo and Lunga Point. The vessel returned from that voyage in November and soon left, via Honolulu, for Eniwetok and Guam.

Returning again to San Francisco (in February 1945) the ship underwent a month's repairs then left in early March for Finschhafen, Hollandia, Leyte, Cebu, Espiritu Santo, Manila, Ulithi, etc. Following return to San Francisco in August, the vessel went to Seattle, thence to Pearl Harbor, Eniwetok and Okinawa. From Seattle again (in December 1945) the CAPE CLEAR sailed to Okinawa and returned in February 1946. She next made a voyage to Guam and Saipan, returning in late April to San Francisco, from where she left in May for Yokohama.



CAPE COD

<i>Length, overall</i>417' 9"	<i>Gross tons</i> 6,797	<i>Propulsion</i>Turbine
<i>Beam</i> 60' 0"	<i>Speed (knots)</i> 14	<i>Passengers</i> 1,261
<i>Draft</i> 27' 7"	<i>Radius (miles)</i> 14,100	<i>Cargo (cu. ft.)</i>134,245

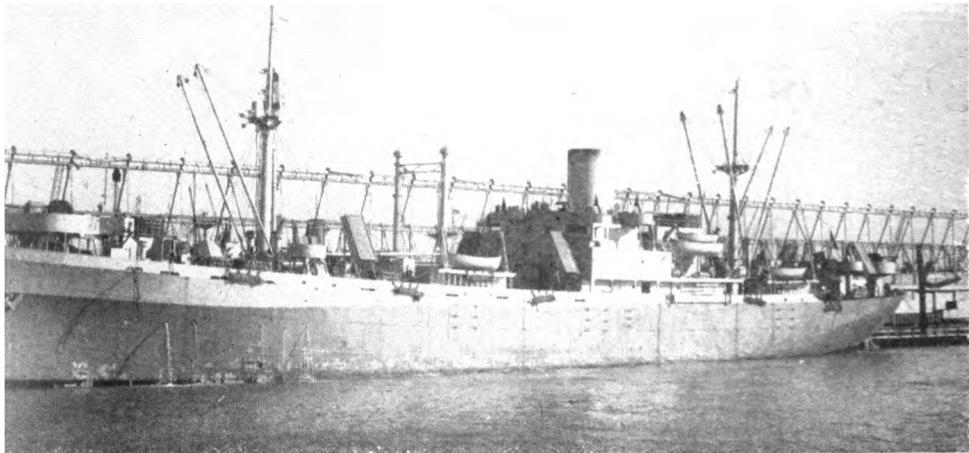
*Built in 1941 by Bethlehem Steel Co., Mariners Harbor, N. Y.
Operated in World War II by United Mail Steamship Co.*

THE CAPE COD, as a C1A type freighter, had operated out of New York over two years before being selected for conversion to a troopship. Her three longest and most typical voyages in this capacity were as follows: (1) From July to December 1942 around South Africa to Karachi and Bombay, India and return to New York via Colombo (Ceylon), Capetown (South Africa), Punta Arenas (Magallenes, Chile), Panama Canal and Guantanamo; (2) from January to July 1943 a similar trip around Africa to Aden and Suez with return via Durban (South Africa), Capetown, Bahia (Brazil), Trinidad and Guantanamo; (3) from July to November 1943 circumnavigating Africa counterclockwise.

At the yard of Arthur G. Blair, Inc., Yonkers, New York, the CAPE COD was converted to a troopship, the work consuming the period from 22 November 1943 to 5 February 1944. The vessel's first voyage with troops was (via Norfolk and the Panama Canal) to Milne Bay and Oro Bay. From this voyage the ship returned to Seattle in May. After two trips from there to Honolulu, the vessel left Seattle in September for Eniwetok, Manus Island, Espiritu Santo, Ulithi, Leyte and Hollandia.

From San Francisco in February 1945, the vessel went to Seattle for repairs and left there on 1 March, via Honolulu, for Eniwetok, Saipan, Iwo Jima, Guadalcanal, Tulagi, Bougainville, Hollandia, Leyte, Manila, Noumea, Finschhafen and Batangas.

Having gone into the repair yard at San Francisco in mid-August for a month's overhaul, the vessel left in September on the first of two voyages to Okinawa. She next sailed from San Francisco in January 1946, transited the Panama Canal in February, proceeded to Liverpool and Le Havre, and returned to New York in early March. There the ship was released by the Army from further troopship service.



CAPE DOUGLAS

<i>Length, overall</i>412' 3"	<i>Gross tons</i>	7,156	<i>Propulsion</i>	Turbine
<i>Beam</i>	60' 0"	<i>Speed (knots)</i>	14	<i>Passengers</i>
<i>Draft</i>	23' 6"	<i>Radius (miles)</i>	17,976	<i>Cargo (cu. ft.)</i>130,315

*Built in 1943 by Pusey & Jones Corp., Wilmington, Del.
 Operated in World War II by Grace Lines, Inc.*

THE CAPE DOUGLAS was a CIA type freighter that had been in operation but six months before being nominated for troop service.

Having undergone conversion to a troop carrier by Cardinal Engineering at New York between November 1943 and January 1944, the CAPE DOUGLAS departed in late January, via Norfolk, to Panama where she was delayed one week by boiler trouble. The ship reached Milne Bay in late March and after visiting Oro Bay, proceeded to San Francisco, arriving there in late April.

In May the vessel departed via Astoria (Oregon) for Milne Bay, Morobe (New Guinea) and Finschhafen. She returned to San Francisco, her assigned home port, on 23 July and left 10 days later (via San Diego) for Honolulu, Eniwetok and Saipan. She spent nearly four months in local operation between these ports, then returned to San Francisco in early January 1945.

After a trip to Honolulu and Eniwetok, the ship made still another there but extended the voyage to include Ulithi, Okinawa and Saipan. From this trip the CAPE DOUGLAS returned to her home port in June and soon departed for the Western Pacific, stops being made at Hawaii, Eniwetok, Ulithi, Leyte and Manila. Her next departure from San Francisco was in late September—for a trip to Okinawa and return to Portland. From the latter port, the vessel made one more voyage to Okinawa with return to Seattle.

Leaving Puget Sound in February 1946, the ship stopped at San Francisco to embark German prisoners of war. She transited the Panama Canal in early March and proceeded to Liverpool and Le Havre. Being laid up in ETO for repairs the CAPE DOUGLAS was released from troop service in March 1946.

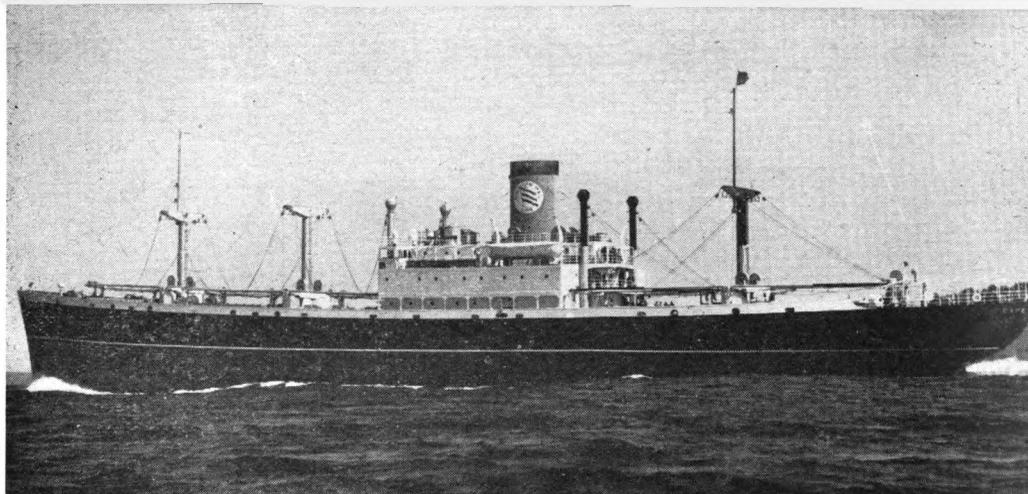


Photo by Marine Salon Photo Shop

CAPE FLATTERY

<i>Length, overall</i>417' 9"	<i>Gross tons</i>	6,755	<i>Propulsion</i>	<i>Diesel</i>
<i>Beam</i>	60' 0"	<i>Speed (knots)</i>	14	<i>Passengers</i>
<i>Draft</i>	27' 7"	<i>Radius (miles)</i>	25,000	<i>Cargo (cu. ft.)</i>
				317,842

*Built in 1941 by Seattle-Tacoma Shipbuilding Corp., Tacoma, Wash.
Operated in World War II by American Mail Line*

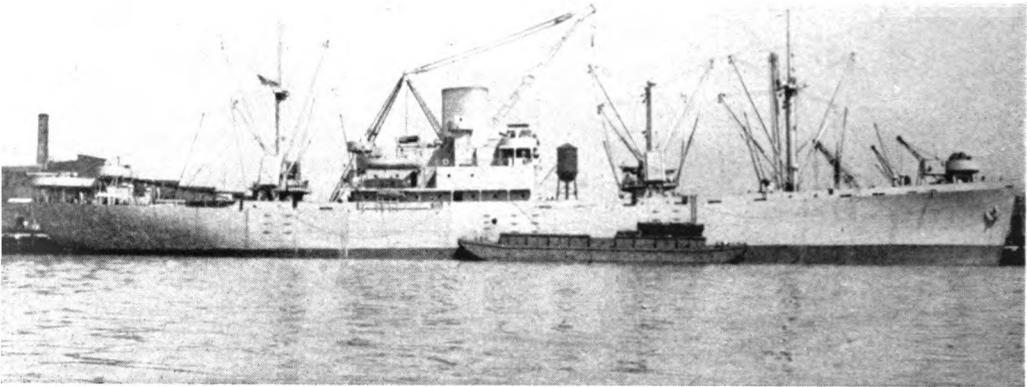
AS a C1B freighter, the CAPE FLATTERY was in operation over a year before being used for troops. She went from San Francisco to the Southwest Pacific (Townsville, Noumea, etc.). From the latter cruise she returned via South America and Balboa, C.Z., to San Francisco in October 1942. At this time the vessel was fitted to carry a limited number of troops.

The ship made a voyage to New Zealand and Noumea with troops and returned to San Francisco in January 1943. This was followed by a trip to Brisbane, Australia, from where the ship returned to San Francisco, her home port, in late March. She left in April for a visit to Townsville and Mackay (Australia) and next made a three months' voyage to "down under"—with stops at Espiritu Santo, Gladstone, Townsville, Port Moresby, Melbourne and Auckland.

Having left her home port in November 1943 for a voyage to Brisbane and Bora Bora and return, the CAPE FLATTERY next left in late January 1944 for Milne Bay, Buna, Langemak, Townsville and Sydney. These trips were followed by three others from the Golden Gate to Milne Bay and Finschhafen. From the last such trip the vessel returned to San Francisco in early January 1945.

After a month's repairs the ship touched at Los Angeles in February then departed on an itinerary that took her to Noumea, Melbourne, Calcutta, Colombo, Cochin (India), Aden, Port Said and across the North Atlantic to Hampton Roads and New York in June 1945.

Following her next voyage to Newport, England in July and August, the CAPE FLATTERY was next used between Port Everglades and Kingston, Jamaica until October. She left in late November on a trip from New York to Marseilles and returned on Christmas Day 1945. The next month the ship was released by the Army and on 29 April 1946 the vessel was laid up in the Reserve Fleet in the Hudson River, New York.



CAPE HENLOPEN

Length, overall412' 3"	Gross tons 5,094	PropulsionTurbine
Beam 60' 0"	Speed (knots) 14	Passengers 1,232
Draft 23' 6"	Radius (miles) 19,320	Cargo (cu. ft.) ...102,499

*Built in 1942 by Pusey & Jones Corp., Wilmington, Del.
Operated in World War II by A. H. Bull & Co.*

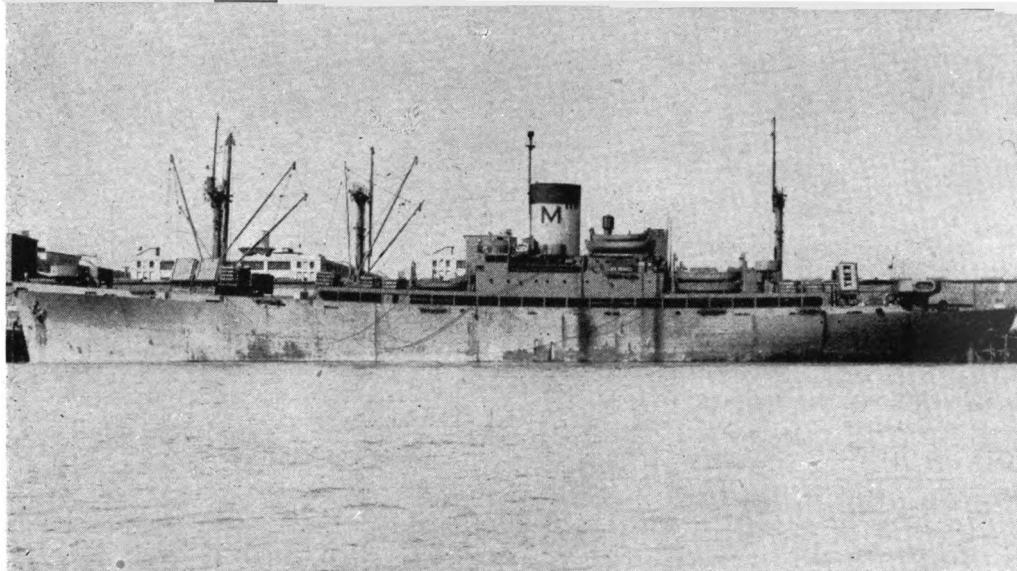
THE CAPE HENLOPEN, as a C1A cargo ship, was delivered by the builders on 30 September 1942. She operated as a freighter before becoming a troopship, having made voyages as follows: (1) From New York to Aden, via Suez; (2) To Canal Zone and Cuba; (3) East Coast ports of U. S.; (4) Through the Panama Canal to Fremantle, Basra and Shatt-al-Arab (Iraq), Khorramshahr (Iran), thence to Montevideo (Uruguay), and New York on Armistice Day 1943 to complete a circuit of the globe.

While at New York, the CAPE HENLOPEN was converted to a troopship by McNulty Shipyard between late November 1943 and the latter part of January 1944.

Following completion of alteration work, the ship transited the Panama Canal and set sail for Milne Bay, Oro Bay, Townsville and Brisbane. She returned to San Francisco in April and from there made a voyage to Milne Bay and Oro Bay, which was followed by one to Honolulu and return in August.

The ship next made a three months' cruise to Milne Bay, Finschhafen, Hollandia and Oro Bay, returning in late November 1944 to Seattle. The following month was spent at Honolulu, Eniwetok, Saipan and Tinian. After repairs at San Francisco, her home port, the CAPE HENLOPEN departed on a four months' stay in the Southwest Pacific. Ports visited include Finschhafen, Hollandia, Leyte, Manus Island, Manila, Emirau, Ulithi and Pearl Harbor.

Departing again from San Francisco (in August 1945) the vessel sailed via Honolulu to Leyte. Reaching her home port again in October, she made a voyage to Okinawa from where she returned to Seattle in early January 1946. The ship next sailed, via the Panama Canal, to Liverpool and Le Havre to repatriate German prisoners of war. Upon return to New York in late March, the CAPE HENLOPEN was released from troop service. On 27 April 1946 the vessel was laid up in the Reserve Fleet at Lee Hall, Virginia.



CAPE MEARES

<i>Length, overall</i>417' 9"	<i>Gross tons</i> 7,104	<i>Propulsion</i>Turbine
<i>Beam</i> 60' 0"	<i>Speed (knots)</i> 14	<i>Passengers</i> 1,815
<i>Draft</i> 27' 7"	<i>Radius (miles)</i> 25,000	<i>Cargo (cu. ft.)</i>113,217

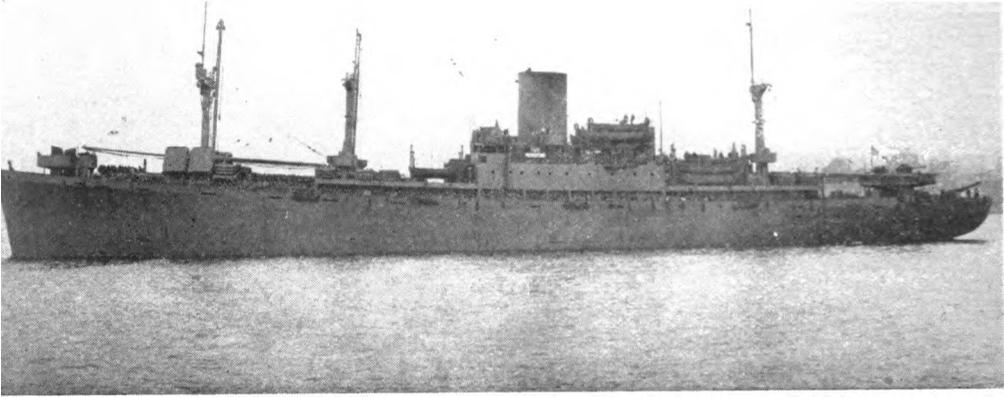
*Built in 1943 by Consolidated Steel Corp., Wilmington, Calif.
Operated in World War II by Matson Navigation Co.*

THE CAPE MEARES was a standard C1B Maritime Commission design freighter. Immediately upon completion of construction the ship was assigned to the conversion yard, United Engineering Co., San Francisco, Calif., where she underwent the usual extensive conversion to a troopship, between late June and early October 1943.

The CAPE MEARES left her assigned home port, San Francisco, in October and went to Gladstone, Bowen (Queensland), Milne Bay, Oro Bay, Townsville and Brisbane. Her next voyage from San Francisco (in late January 1944) took her to Espiritu Santo and Guadalcanal. She next made a round trip to Honolulu, returning to port in early April.

During the succeeding six months the ship was in the Southwest Pacific, having visited Noumea, Efate, Espiritu Santo, Guadalcanal, Eniwetok (from which locally operated awhile), Lunga Point and Honolulu. After returning to San Francisco (and Seattle) the vessel again left San Francisco in November 1944, via Hawaii, for Eniwetok and Guam. Following a month's repair at San Francisco, the ship made a three months' voyage to Finschhafen, Hollandia, Leyte, and Manila. Returning to her home port in May 1945, the CAPE MEARES next went to Eniwetok, Ulithi and Leyte, returning, however, to Los Angeles. She left the Southern California port in September for Eniwetok, Leyte and Manila.

From San Francisco in December, the ship departed for Nagoya, and returned to Seattle in early January 1946. Going down the coast, the vessel then departed from Los Angeles, via the Panama Canal, for New Orleans, where she arrived in March. From the Crescent City the CAPE MEARES first made a trip to Puerto Rico and Panama, and completed two subsequent voyages to the Canal Zone by mid-May 1946.



CAPE MENDOCINO

<i>Length, overall</i> ...417' 9"	<i>Gross tons</i> 7,184	<i>Propulsion</i> Turbine
<i>Beam</i> 60' 0"	<i>Speed (knots)</i> 14	<i>Passengers</i> 1,721
<i>Draft</i> 27' 7"	<i>Radius (miles)</i> 22,108	<i>Cargo (cu. ft.)</i> ...112,975

*Built in 1943 by Consolidated Steel Corp., Wilmington, Calif.
Operated during World War II by American President Lines*

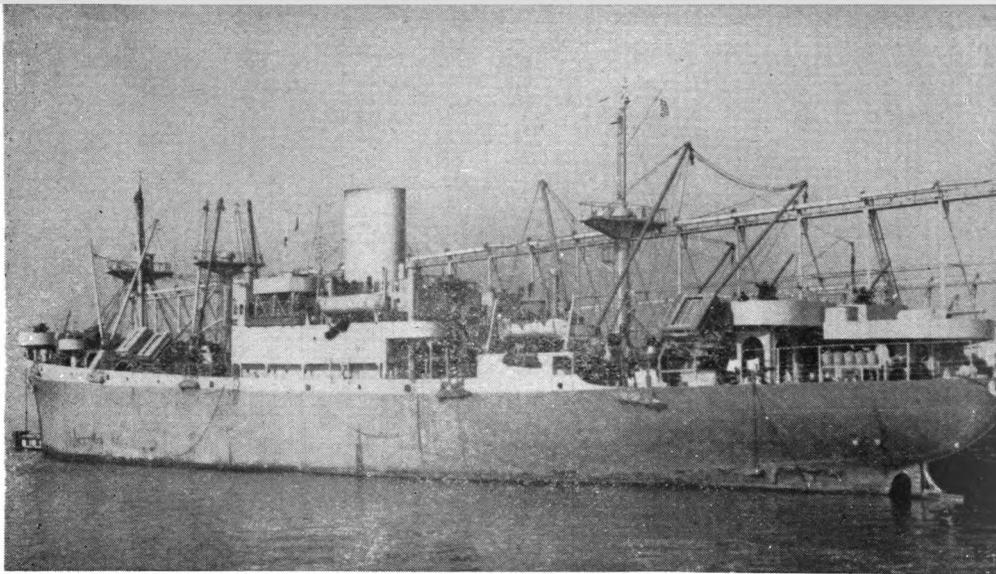
THE CAPE MENDOCINO was a sister ship of the CAPE MEARES, and like the latter, went directly from the builder's yard to the conversion yard.

She was transformed into a troopship from June to November 1943 by Matson Navigation Co. at San Francisco. Following conversion the ship began Army service with a trip to Brisbane, Australia, from which she returned on 31 December 1943. This voyage was followed by two others to the Southwest Pacific before returning to Seattle in July 1944—the first to Milne Bay, Goodenough Island and Sydney; the second to Milne Bay, Oro Bay and Brisbane.

The succeeding three months were spent at Honolulu, Eniwetok, Kwajalein, Guam, Roi and Majuro. The next outward bound voyage from San Francisco began in December 1944 and ended in March 1945. Ports visited on this trip include Finschhafen, Leyte, Hollandia, Torokina and Langemak.

The CAPE MENDOCINO next left (in April) on a four months' voyage to Kossol, Tacloban, Manila, Hollandia, Biak, Morotai, Leyte, Ulithi, Eniwetok and Pearl Harbor—in the order named.

From San Francisco in August the ship departed again for the Philippines, Eniwetok and Ulithi, and returned to Seattle in October. From the Puget Sound city the vessel next went to Yokohama and Inchon (Korea), and returned to Portland in late December. In February 1946 the CAPE MENDOCINO went to Honolulu, returning to San Francisco. After a month's repairs she proceeded to Guam and Saipan, and in early May had returned to Honolulu.



CAPE NEDDICK

<i>Length, overall</i>417' 9"	<i>Gross tons</i>	6,797	<i>Propulsion</i>	<i>Turbine</i>
<i>Beam</i>	60' 0"	<i>Speed (knots)</i>	14	<i>Passengers</i>
<i>Draft</i>	27' 7"	<i>Radius (miles)</i>	18,144	<i>Cargo (cu. ft.)</i>117,500

Built in 1941 by Bethlehem Steel Co., Mariner's Harbor, N. Y.

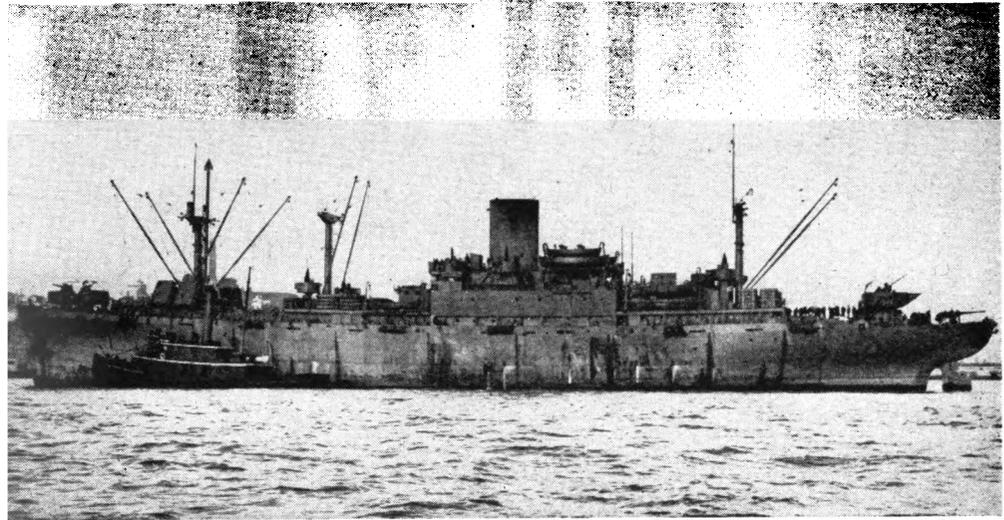
Operated in World War II by United Fruit Co. and War Shipping Administration

FOLLOWING construction in May 1941, the CAPE NEDDICK was operated in the war effort as a C1B freighter nearly two and one half years before being selected for conversion to a troopship. Numerous trips were made to Panama and the West Indies, but the ship also made distant voyages—particularly one to India and back around the tip of South America, between June 1942 and January 1943. On this voyage she left Charleston; stopped at Trinidad, Capetown (once each way), Karachi, Puenta Arenas, Panama Canal and Guantanamo, thence to New York. A voyage was then made to Capetown, with return via Bahia, Trinidad and Cuba.

The CAPE NEDDICK was converted for troop use at Bethlehem's Hoboken shipyard between October 1943 and January 1944: She left New York on 8 January; touched at Norfolk; transited the Panama Canal; visited the Galapagos; proceeded to Bora Bora, Milne Bay, Goodenough Island, Oro Bay, Townsville and Sydney; and returned to San Francisco on 31 March 1944.

The vessel's departure from San Francisco in April took her on a three months' cruise to Milne Bay, Finschhafen, Langemak, Brisbane, Russell Islands, Guadalcanal, Espiritu Santo and Vila. In July she left the Golden Gate for a run to Honolulu and return, and in August departed, via Honolulu, for Eniwetok, Manus Island, Hollandia and Langemak. Returning to California in late December, the ship left in early January 1945 on a trip to Honolulu, Eniwetok, Ulithi, Kossol, Leyte and Hollandia.

The CAPE NEDDICK next went from Seattle to San Francisco to depart in June on a voyage similar to the preceding one, and returned to Los Angeles. After a journey to the Philippines and Eniwetok, followed by one to Okinawa (with return to Portland), the ship left Los Angeles in February 1946 with Italian prisoners of war. She transited the Panama Canal, went to Naples and returned to New York in late March and was there released from Army service.



CAPE NEWENHAM

Length, overall...417' 9"	Gross tons 6,711	PropulsionTurbine
Beam 60' 0"	Speed (knots) 14	Passengers 1,830
Draft 27' 7"	Radius (miles).... 21,000	Cargo (cu. ft.)... 99,260

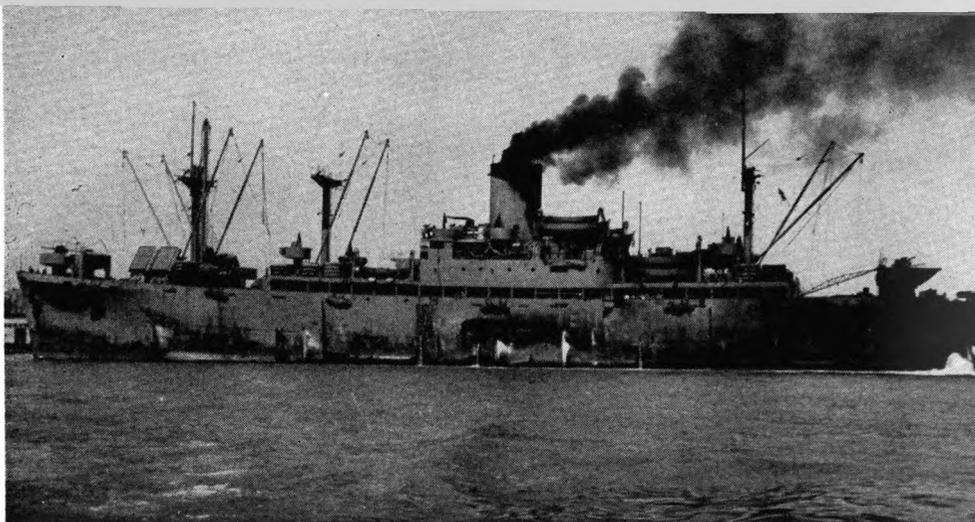
*Built in 1943 by Consolidated Steel Corp., Wilmington, Calif.
Operated during World War II by American Mail Line, Ltd.*

ANOTHER C1B freighter that became a troopship was the **CAPE NEWENHAM**. Delivered in April, she made a voyage from San Francisco to Brisbane, Port Moresby and Gladstone before going to the conversion yard—Moore Dry Dock Co. at Oakland, where she remained between August and December 1943.

The ship's first voyage with troops took her to Gladstone, Townsville, Milne Bay, Buna, Langemak and Brisbane. She next left San Francisco in March 1944 for Milne Bay, Oro Bay and Finschhafen, returning to San Francisco, thence to Seattle in May. From a trip via Honolulu to Saipan and Eniwetok, the vessel returned to San Francisco in early August. A similar journey, including Guam, was completed before the end of the year, and the **CAPE NEWENHAM** next left for Honolulu, Saipan, Eniwetok, Roi, Kwajalein and Majuro, and returned in March.

In the next five months the ship made two more voyages to the Southwest Pacific—the first to Honolulu, Eniwetok and Guam; the second to the same plus Ulithi, Leyte, Manila and Panay.

The **CAPE NEWENHAM** next made a round trip to Manila, returning to San Francisco on 29 December 1945. After repairs the vessel made a voyage to Guam from which she returned to San Francisco in March 1946. In late April, the ship departed on another voyage to Manila. Following return to the United States she was transferred to the laid up fleet at Suisun Bay, California.



CAPE PERPETUA

Length, overall...417' 9"	Gross tons 7,189	PropulsionTurbine
Beam 60' 0"	Speed (knots) ... 14	Passengers 2,006
Draft 27' 7"	Radius (miles).... 23,652	Cargo (cu. ft.).... 99,260

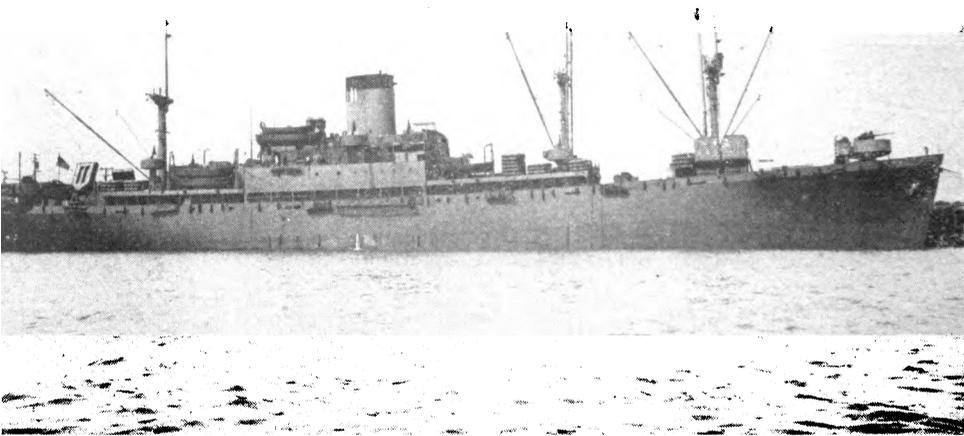
*Built in 1943 by Consolidated Steel Corp., Wilmington, Calif.
Operated in World War II by American President Lines.*

IMMEDIATELY after construction as a standard C1B type cargo vessel, the CAPE PERPETUA loaded at San Francisco for Suva and Noumea. She returned from this trip and without delay went (in August) to the conversion yard—General Engineering & Drydock Co.

Following conversion, the CAPE PERPETUA left San Francisco in late December 1943 and proceeded to Milne Bay, Goodenough Island, Gladstone, Sydney, Buna and Langemak, returning home in April 1944. After another voyage to Manus Island and Sydney, from which she returned in late July, the vessel touched at Seattle and then began a four months' tour in the Southwest Pacific, visiting Honolulu, Eniwetok, and Saipan.

After leaving San Francisco again (in early January 1945), the ship went by way of Los Angeles and Honolulu to Eniwetok, Leyte and Hollandia. From this trip she returned to San Francisco in late April and again departed from there in early May for a voyage that lasted three months and which took her to Hawaii, Eniwetok, Ulithi, Okinawa and Guam. This was followed by another journey to the Philippines from where the vessel returned to Seattle.

The CAPE PERPETUA sailed from Puget Sound in December 1946, visited Okinawa and Yokohama, and returned to Seattle in late January 1946. After a month's repairs, she next sailed to Jinsen (Korea), Tokyo and Yokohama. The vessel returned to Seattle in April and left shortly for another voyage to Yokohama.



CAPE SAN JUAN

Length, overall... 417' 9"	Gross tons 6,711	Propulsion Turbine
Beam 60' 0"	Speed (knots) 14	Passengers 1,342
Draft 27' 7"	Radius (miles).... 18,450	Cargo (cu. ft.)... 209,256

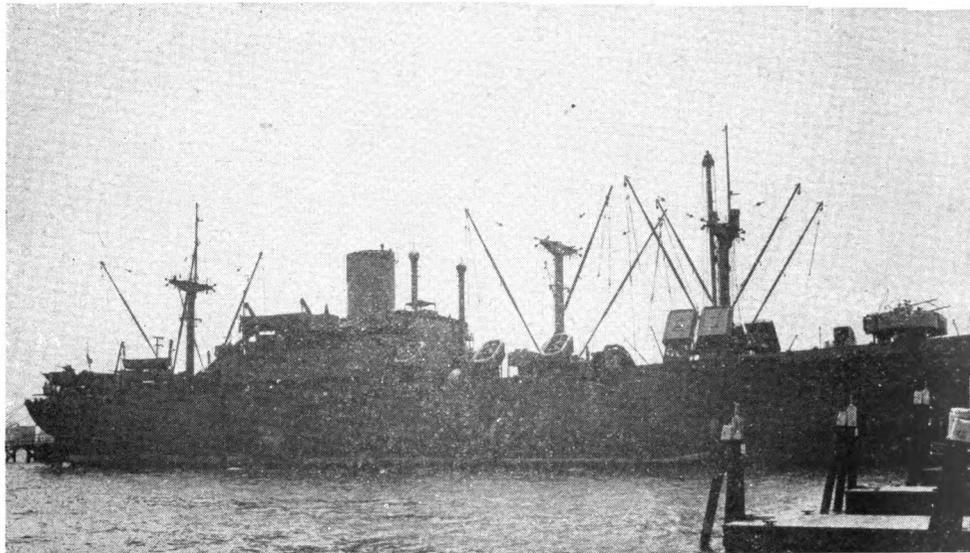
*Built in 1943 by Consolidated Steel Corp., Long Beach, Calif.
 Operated in World War II by American Hawaiian Steamship Co.*

THE CAPE SAN JUAN had probably the shortest career of any troopship in World War II, having completed but one overseas voyage before being lost.

Following completion as a new freighter in June, the CAPE SAN JUAN was immediately altered for carrying troops. This work was accomplished at San Francisco between mid-June and early August 1943. She left San Francisco on 12 August and voyaged to Noumea, Espiritu Santo and Efate, returning from that trip, to San Francisco in October.

Having left San Francisco again in late October 1943 for Townsville, Australia, the CAPE SAN JUAN was torpedoed early in the morning of 12 November 1943, ship's time (this being late at night on Armistice Day in the United States) near the Fiji Islands. The ship did not sink immediately. Injured and others were removed from the stricken vessel by the Liberty ship EDWIN T. MEREDITH and taken to New Caledonia, the latter vessel having been directed to the scene by a Navy flying boat. Several hundred survivors were picked up (from the water and life rafts) by the USS McCALLA, the USS DEMPSEY and the USS YMS 241 and taken to Suva.

After being towed for several hours in a badly listed condition—following abandoning ship by all hands—the CAPE SAN JUAN foundered and sank in 1,400 fathoms on 13 November 1943 Greenwich time.



CAPE VICTORY

<i>Length, overall</i>417' 9"	<i>Gross tons</i> 6,711	<i>Propulsion</i>Turbine
<i>Beam</i> 60' 0"	<i>Speed (knots)</i> 14	<i>Passengers</i> 1,319
<i>Draft</i> 27' 7"	<i>Radius (miles)</i> 25,000	<i>Cargo (cu. ft.)</i>140,000

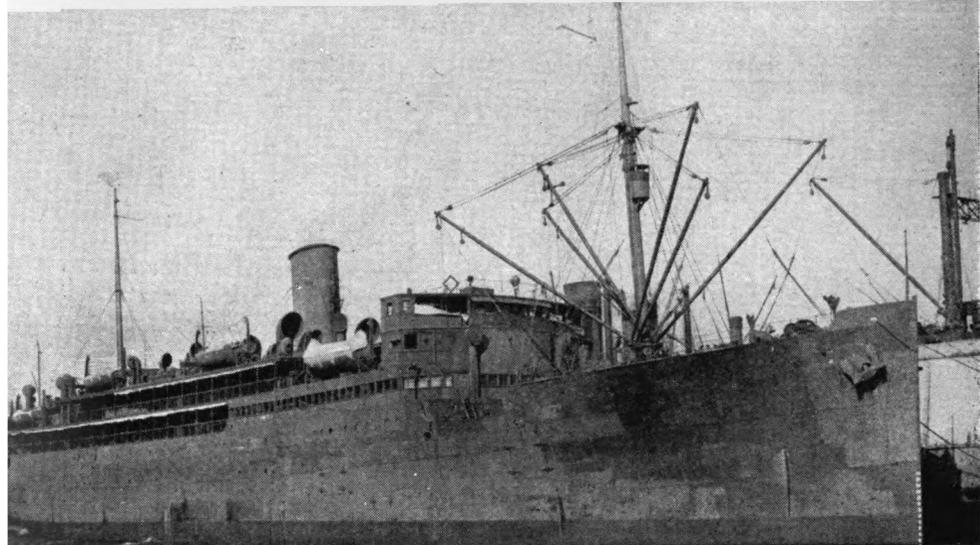
*Built in 1943 by Consolidated Steel Corp., Wilmington, Calif.
 Operated during World War II by Moore-McCormack Lines, Inc.*

THE CAPE VICTORY had been in operation as a freighter two months before undergoing alterations and additions for becoming a troopship. She was a Maritime Commission standard C1B design vessel and had just completed a voyage to Suva and Auckland, New Zealand, before going into the conversion yard—Matson Navigation Co.—where she remained from October 1943 to February 1944.

The vessel's first voyage as a troopship was from San Francisco to Honolulu; her second to Espiritu Santo and Guadalcanal; and her third to Honolulu, Eniwetok and Saipan. Her next outbound voyage lasted three months; the ship having visited Milne Bay, Hollandia, Langemak, Lae, Finschhafen, Madang (New Guinea), Espiritu Santo, Bowen (Australia), Brisbane, Tokorina and Guadalcanal. The CAPE VICTORY returned to San Francisco on 23 December 1944 and left three weeks later for Finschhafen, Hollandia, Leyte and Lingayen. She visited Höllandia again before returning to Seattle in late April 1945.

In May the ship departed (via Honolulu) for Eniwetok, Saipan, Tinian, Okinawa and Ulithi. From this voyage she returned to San Pedro, Calif., and soon left on another voyage to the Western Pacific—this time calling at Eniwetok, Ulithi, Leyte, Manila, Batangas and Samar. Return was to Seattle in late September.

The CAPE VICTORY left Seattle in October and went to Nagoya and Okinawa, returning in December to Portland, from where she made a voyage to Okinawa, arriving in the Japanese port on 13 January 1946. Upon return to Seattle in early February, the ship was released from further troop service.



COAMO

<i>Length, overall</i>429' 2"	<i>Gross tons</i> 7,057	<i>Propulsion</i> Turbine
<i>Beam</i> 59' 6"	<i>Speed (knots)</i> 15	<i>Passengers</i> 1,517
<i>Draft</i> 24' 8"	<i>Radius (miles)</i> ... 12,200	<i>Cargo (cu. ft.)</i> ... 74,100

*Built in 1925 by Newport News Shipbuilding & Drydock Co., Newport News, Va.
Operated during World War II by Agwilines, Inc.*

THE COAMO was altered for troop use by the Bethlehem Steel Co. at New York from mid-February to early March 1942. Although on time charter to the Army, the ship is included among vessels allocated by the War Shipping Administration for want of a more suitable category in this book.

In March 1942 the COAMO departed from Charleston on a cruise to South America and Africa—going to Ascension Is., returning to Pernambuco, thence to Trinidad, back to Recife, then to Freetown (Sierra Leone), again to Recife, thence to Rio de Janeiro and Santos (Brazil), again to Trinidad and finally to Baltimore on 18 September. The ship left Baltimore two days later, via the Chesapeake and Delaware Canal, for New York.

Following a month's repairs at New York, the vessel left in late October for Liverpool arriving there on 6 November. Subsequent to the invasion of North Africa, in which event she participated, the COAMO left Gibraltar on 26 November 1942 and proceeded toward the United Kingdom. On 1 December she was detached from the convoy on orders of the British Admiralty and instructed to proceed independently. She had no cargo or passengers on board, and, never having reached her destination, was reported lost at sea.

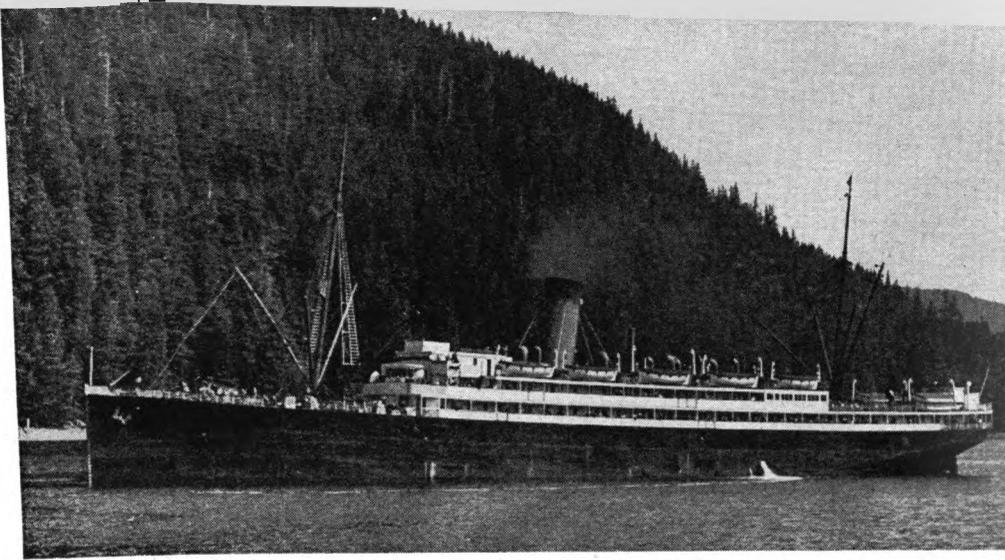


Photo courtesy Alaska Steamship Co.

COLUMBIA

<i>Length, overall</i>420' 0"	<i>Gross tons</i> 5,270	<i>Propulsion</i> <i>Recip. eng.</i>
<i>Beam</i> 48' 0"	<i>Speed (knots)</i> 15	<i>Passengers</i> 479
<i>Draft</i> 24' 0"	<i>Radius (miles)</i> 5,000	<i>Cargo (cu. ft.)</i>120,000

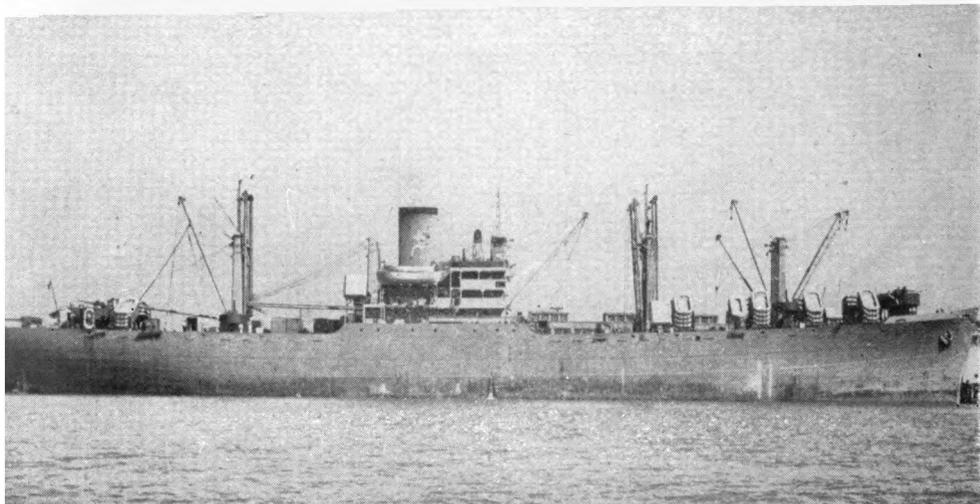
Built in 1907 by New York Shipbuilding Corp., Camden, N. J.
Former names: DOROTHY ALEXANDER, PRESIDENT
Operated in World War II by Alaska Steamship Co.

EMPLOYMENT of the COLUMBIA for Army account began in August 1941. The vessel was operated throughout World War II in the Alaskan Theatre. She was home-ported at Seattle from where she averaged approximately one voyage a month—on a commercial basis—but was not used by the Army for transporting troops on each voyage, however.

During 1942, 1943 and 1944 she visited all the well-known Alaskan ports and also many less well-known points, such as Chignik, Sand Point, Akutan and False Point.

Between January and November 1945 the COLUMBIA sailed directly from Seattle eleven times to one or more of the following Alaskan ports: Adak, Amchitka, Attu, Cold Bay, Cordova, Dutch Harbor, Juneau, Ketchikan, Kodiak, Pleasant Isle, Naknek, Seward, Valdez and Whittier.

In December 1945 the vessel went to Los Angeles and return before leaving for Seward, Whittier and Sitka. This was followed by a voyage to Whittier and Juneau, whereupon the COLUMBIA went to San Francisco and from there made a voyage to Honolulu in early 1946. This was succeeded by three more trips to Alaska from Seattle—the first to Ketchikan and Juneau in February; the second to various ports in March; the third to Kiska and Seward in early April. Subsequent to making these voyages the vessel was released from War Department service.



DASHING WAVE

Length, overall... 459' 2"	Gross tons 6,221	Propulsion Turbine
Beam 60' 0"	Speed (knots) ... 16	Passengers 1,525
Draft 25' 9"	Radius (miles) ... 17,856	Cargo (cu. ft.) ... 137,600

*Built in 1943 by Moore Drydock Co., Oakland, Calif.
Operated in World War II by Mississippi Shipping Co., Inc.*

THE DASHING WAVE was a C-2 type cargo ship that was converted to a troopship a few months after construction. She was technically allocated to the Navy, but carried during the emergency more than 12,000 Army personnel to the Pacific. Two trips to the Central Pacific were made in late 1943, and four similar voyages by September 1944 to the same area.

Between October 1944 and early February 1945 the DASHING WAVE made two voyages from San Francisco to Honolulu and return. On two subsequent journeys to Hawaii (which lasted until late March and July respectively), the ship also went as far as Eniwetok. On her next out-bound voyage (via Los Angeles) Ulithi was visited in addition to Pearl Harbor. After another trip to Honolulu, from which she returned to San Francisco on Christmas Eve 1944, the vessel proceeded (via Honolulu) to Eniwetok, Saipan, Tinian, Ulithi, and Okinawa. This voyage required nearly six months, but following only six days in port, the DASHING WAVE again put to sea in early July for the Western Pacific—this time to Eniwetok, Ulithi, Leyte and Manila.

After the vessel's next return to San Francisco in late August, a trip was made to Manila and return (in October). This was followed by a visit to Okinawa with return to Portland in late December. In early January 1946 the ship left for the Philippines, and from there returned to Los Angeles in mid-February, at which time her services for the Army were discontinued.

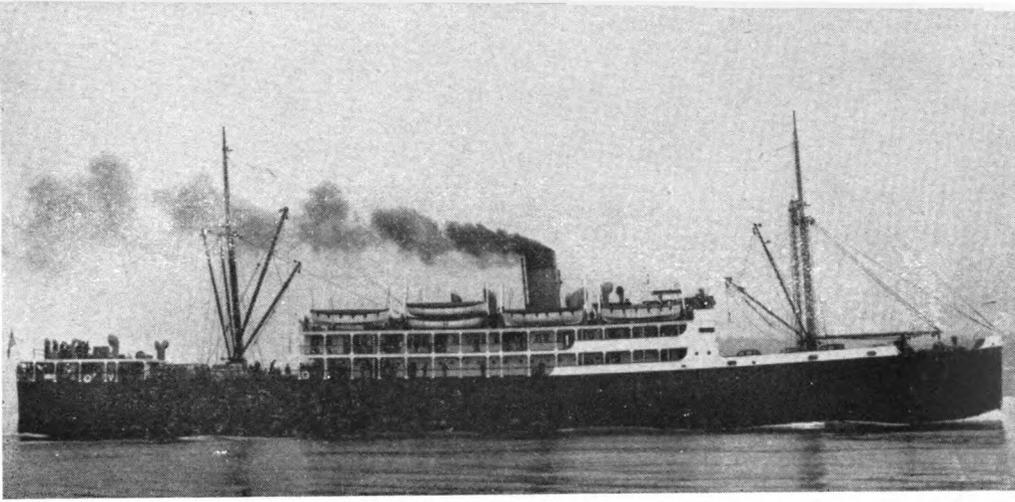


Photo by Marine Salon Photo Shop

DENALI

<i>Length, overall</i> ... 336' 4"	<i>Gross tons</i>	4,302	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i>	<i>Speed (knots)</i>	13	<i>Passengers</i>
<i>Draft</i>	<i>Radius (miles)</i>	6,300	<i>Cargo (cu. ft.)</i> ...102,660

Built in 1927 by Newport News Shipbuilding Corp., Newport News, Va.

Former name: CARACAS

Operated prior to and during World War II by Alaska Steamship Co.

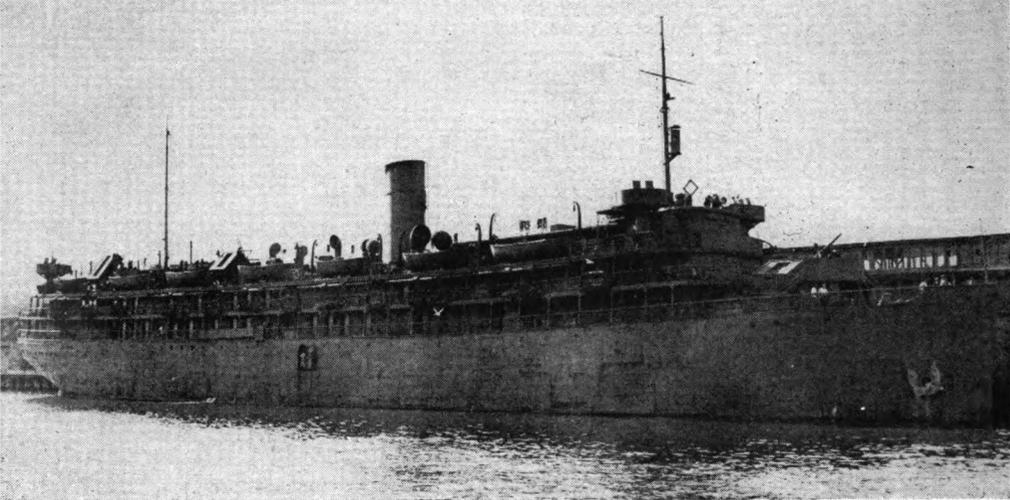
THE DENALI was assigned to employment in the war effort soon after the Japanese attack on Pearl Harbor. She remained in service between Seattle and Alaskan ports throughout World War II. She left Seattle on 31 December 1941 for a voyage to Yakutat, and in January 1942 went to Seward and Kodiak. In February the vessel journeyed to Dutch Harbor and Kodiak.

Similar voyages were made, from Seattle as her home port, throughout 1942, 1943 and 1944, the vessel having reached Seattle from the last such voyage on 31 December 1944.

Although the DENALI did not again leave Seattle until repairs were completed in mid-February 1945, she made twelve subsequent outbound voyages to Alaskan ports before Christmas. Destinations included Kodiak, Whittier, Ketchikan, Seward, Cold Bay, Juneau, Cordova, Valdez and Women's Bay.

The vessel sailed from Seattle on 28 December 1945 and visited Ketchikan, Sitka and Juneau; leaving Seattle in February 1946, she visited Seward and Juneau; and in March and April went to Kodiak, Seward and Women's Bay, from where she returned in mid-April.

In late April 1946 the DENALI was discontinued for troop use by the Army.



DORCHESTER

<i>Length, overall</i> ... 368' 0"	<i>Gross tons</i> 5,649	<i>Propulsion</i> Recip. eng.
<i>Beam</i> 52' 0"	<i>Speed (knots)</i> 12	<i>Passengers</i> 788
<i>Draft</i> 19' 0"	<i>Radius (miles)</i> 5,500	<i>Cargo (cu. ft.)</i> ...187,250

*Built in 1926 by Newport News Shipbuilding & Drydock Co., Newport News, Va.
In operation prior to World War II by Merchants & Miners Transportation Co., Inc.*

BEGINNING 24 January 1942, the DORCHESTER was operated by the Maritime Commission for the War Department.

The vessel was outfitted for Army service under the supervision of Agwilines, Inc., at New York in February.

She left New York in early March and went to Kungiait Bay, Greenland, returning in late April. She then went to Boston, from where she sailed in May 1942 for Narsarssuak, Ivigut, and Sönderströmfjord.

The ship returned in late June to Boston and from there made periodic voyages to St. John's (Nfld.), and Argentina throughout 1942.

The DORCHESTER left New York for the last time on 22 January 1943 and sailed for St. John's and Narsarssuak. On the outbound voyage, however, she was torpedoed by a German submarine, and sunk with considerable loss of life. The submarine was reported destroyed.

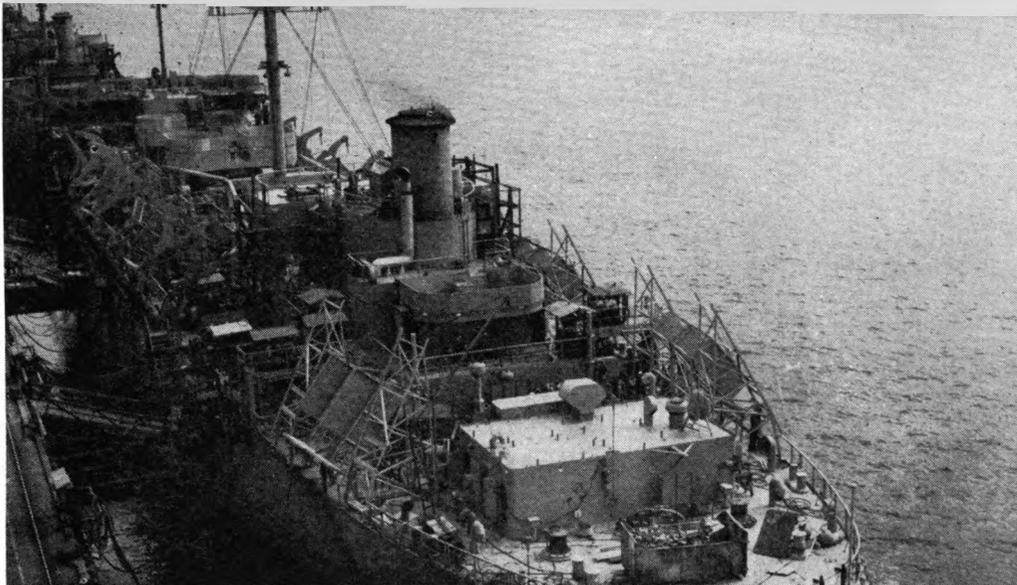


Photo courtesy U. S. Maritime Commission

ERNIE PYLE

<i>Length, overall</i>522' 10"	<i>Gross tons</i> 12,420	<i>Propulsion</i>Turbine
<i>Beam</i> 72' 0"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,289
<i>Draft</i> 33' 0"	<i>Radius (miles)</i> 11,914	<i>Cargo (cu. ft.)</i> 53,000

*Built in 1945 by Kaiser Co., Inc., Vancouver, Washington
Operated in World War II by Luckenbach SS Co., Inc.*

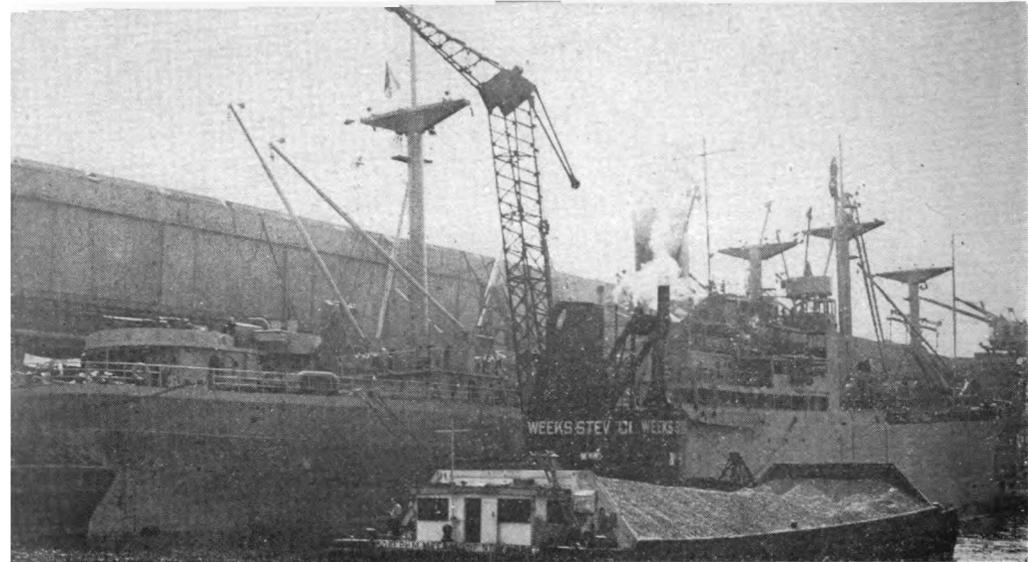
THE troopship ERNIE PYLE was named after that favorite war correspondent of the American soldier, Ernest Taylor Pyle, who lost his life 17 April 1945 on Ie Island (located west of Okinawa).

Ernie Pyle endeared himself to the Army's fighting men when he lived with them in North Africa, Italy and France. His books "Here Is Your War" (Africa), "Brave Men" (Sicily, Italy and France) and "Last Chapter" (his story of the War as he saw it in the Pacific—published posthumously) will be quoted by historians for many years to come.

Ernie Pyle did not live to see final victory over our enemies, nor did the splendid ship named in his honor have an opportunity to avenge his death in wartime. She was being rushed to completion when V-J Day came, but it was not until November (1945) that the troopship ERNIE PYLE sailed proudly into Yokohama harbor.

A C-4 type vessel completed at the building yard in October, the ERNIE PYLE left San Francisco 1 November 1945 on her maiden voyage; arrived at Yokohama just two weeks later; departed from the Japanese city on 18 November; and returned to Seattle on the 29th of the month.

After a visit to San Francisco for repairs and return, the vessel sailed in January 1946 from Seattle, via Los Angeles (where German prisoners of war were embarked); transited the Panama Canal; and reached Liverpool and Le Havre in late February. The ship returned to New York in early March, and from there completed two round trips to Le Havre by mid-May 1946, before released from Army service.



EXCELLER

<i>Length, overall</i>420' 0"	<i>Gross tons</i> 6,535	<i>Propulsion</i> Turbine
<i>Beam</i> 60' 0"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 471
<i>Draft</i> 27' 7"	<i>Radius (miles)</i> 14,000	<i>Cargo (cu. ft.)</i> ... 324,000

*Built in 1941 by Bath Iron Works Corp., Bath, Me.
Operated during World War II by American Export Lines, Inc.*

As a fast freight ship (C-2 design), the EXCELLER was operated two years before being altered slightly to carry a limited number of troops. Although essentially a freighter, she is included among the troopships of World War II by reason of having transported a total of several thousand troops.

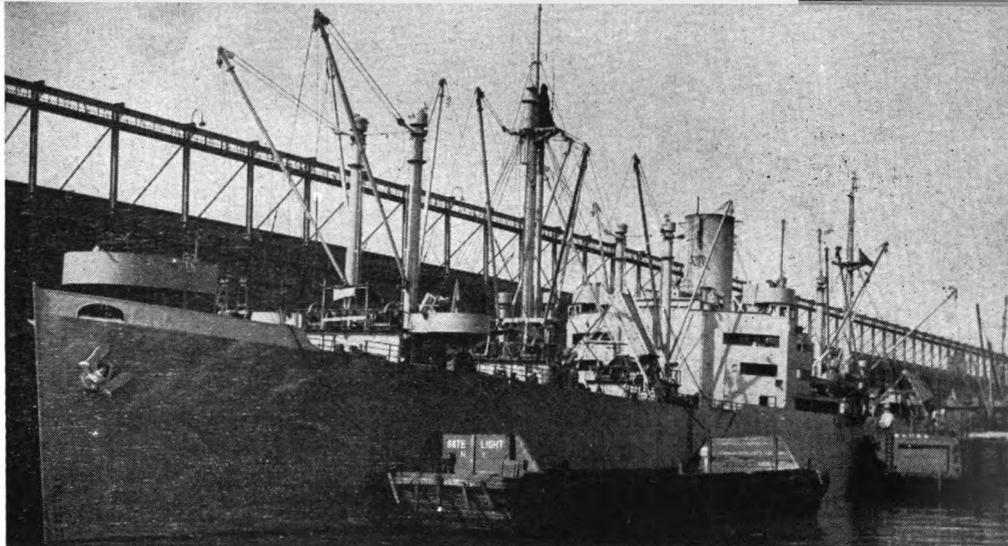
While yet a cargo vessel (without any capacity for troops), the EXCELLER made a voyage to the Clyde and Glasgow in late 1942, followed by one to the Mersey and Liverpool in early 1943. In April she dashed to Oran. In May the ship departed, via Capetown, Port Elizabeth, and Durban (South Africa), for Basra (Iraq) where she arrived on 1 July. Return route to New York was the reverse of that going.

The vessel made still another African voyage (to Dakar and Casablanca) before going into McNulty's Shipyard in October for limited conversion. Following alteration work, the EXCELLER left New York in early December 1943 and made eight round trips to the European Theatre of Operations before the end of 1944. Destinations included Liverpool, Glasgow, Swansea and Cherbourg.

Again leaving New York in mid-January 1945, the EXCELLER made her first voyage of the next year to Le Havre, France. Returning in late February she next sailed to Newport (England) and Le Havre. In May a trip was made to Swansea.

In late June 1945 the ship left New York on a cruise to Marseilles and Naples. Return was to Hampton Roads from where a repeat voyage was made to southern France and Italy. In October and November the vessel visited Trieste and Naples. Although returning to Hampton Roads, the EXCELLER went to New York before commencing her next voyage—to Naples and Marseilles.

Having returned to New York in late January 1946, the ship next went to Oran, Algiers and Lagoulette, and from there returned to Baltimore, where she was released from Army service in early April 1946.



EXCHANGE

Length, overall.....	473' 1"	Gross tons	6,736	Propulsion	Turbine
Beam	66' 0"	Speed (knots)	16½	Passengers	1,905
Draft	27' 1"	Radius (miles).....	18,000	Cargo (cu. ft.)....	42,000

Built in 1940 by Bethlehem Steel Co., Quincy, Mass.

Operated during World War II by American Export Lines, Inc.

As a C-3 type cargo ship, the EXCHANGE made numerous voyages in the war effort before becoming a troopship. Typical voyages from New York as a freighter include: (1) In late 1942, via Capetown to Suez with return via Durban and Panama; (2) in April 1943 to Oran; (3) in May to Dakar; (4) in June and July to Takoradi (Gold Coast).

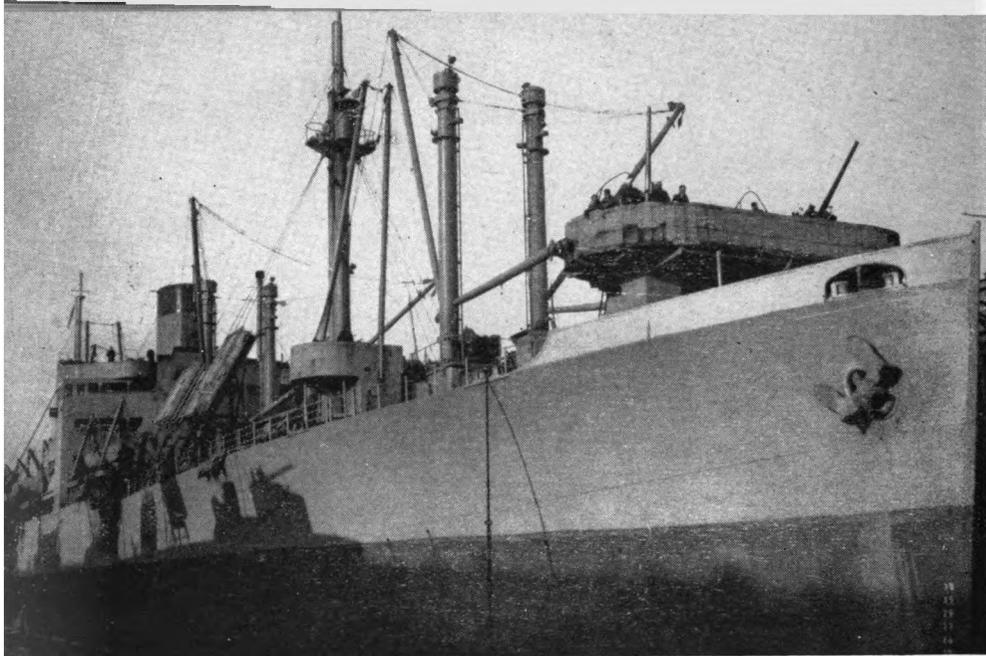
Conversion was effected by Eureka Shipbuilding Corp. at Newburgh, N. Y., between early September and mid-December 1943. Since then the EXCHANGE saw service on two separate occasions in both the Atlantic and the Pacific Oceans.

Leaving New York in late December 1943, the ship touched at Boston before going to Bristol (England) and Cardiff (Wales). After a voyage from New York (also via Boston) to Swansea and return on 1 May 1944, the vessel headed, via Key West, to the Panama Canal and Los Angeles, where she arrived in June. From there she went to Milne Bay, Oro Bay, and Langemak, returning to San Francisco in late July.

From the Golden Gate City, the EXCHANGE next went, via Honolulu, to Eniwetok and Saipan (returning in October), and then to Finschhafen and Manus Island (returning in January 1945).

After a month's repairs at San Francisco, the ship voyaged to Hawaii, Eniwetok, Guam, Saipan, Iwo Jima, Ulithi and Tinian. Following return from this expedition, in late May, the EXCHANGE made an eastward transit of the Panama Canal and reached New York in mid-June.

Between early July and early December 1945, the ship made six trips to France—three to Le Havre and three to Marseilles. From the last such trip, the EXCHANGE returned to Hampton Roads, and from there proceeded to the Canal Zone, where she arrived on New Year's Day 1946. From the Canal, the ship proceeded directly to Tacloban (Philippines) and Nagoya. She returned from Japan directly to the Panama Canal and reached New York in late February 1946, where she was subsequently released by the War Department from further troop service.



EXCHEQUER

<i>Length, overall</i>473' 1"	<i>Gross tons</i>	6,683	<i>Propulsion</i>	<i>Turbine</i>
<i>Beam</i>	<i>Speed (knots)</i> ...	16½	<i>Passengers</i>	1,613
<i>Draft</i>	<i>Radius (miles)</i> ...	15,720	<i>Cargo (cu. ft.)</i> ...	154,000

*Built in 1943 by Bethlehem Sparrows Point Shipyard, Inc., Sparrows Point, Md.
Operated during World War II by American Export Lines, Inc.*

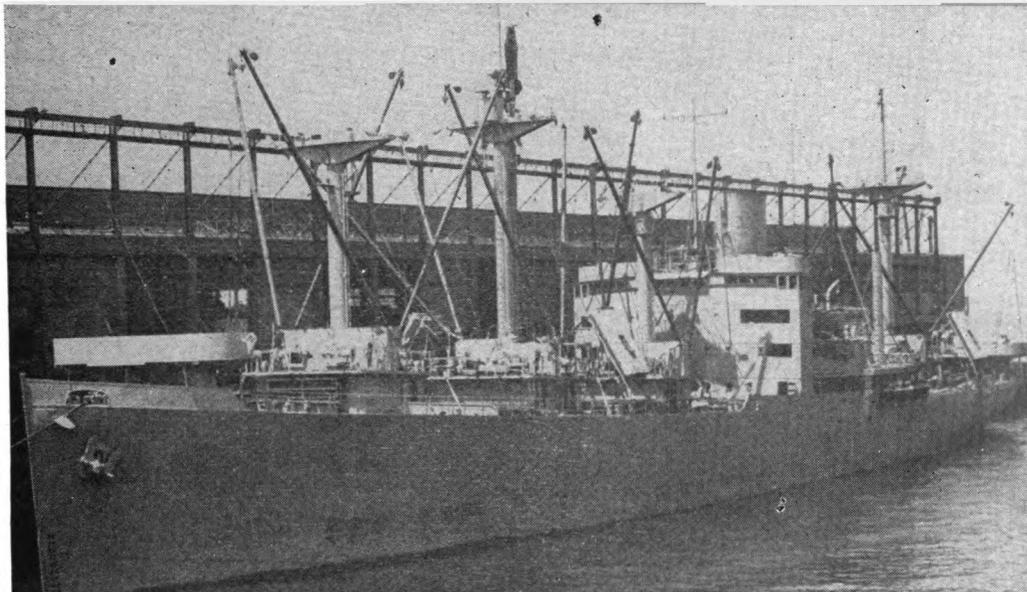
IMMEDIATELY following completion as a C-3 freighter, the EXCHEQUER left Baltimore and went to New York for conversion to a troopship by Arthur G. Blair, Inc., between early October and the last day of December 1943.

In January 1944 the ship went to Boston from where she crossed to Liverpool. The remainder of 1944 was replete with voyages from either New York or Boston to the Clyde, Cardiff, the Mersey, Swansea, Plymouth, Cherbourg or Liverpool.

From Norfolk on 6 January 1945, the EXCHEQUER made a voyage which consumed two months. Ports visited on this particular voyage in order were: Gibraltar, Port Said, Suez, Aden, Khorramshahr, Basra (Iraq), Abadan (Iran), Suez, Port Said, Algiers, Marseilles, Oran, Gibraltar, Casablanca and New York, arriving at the latter in early March.

In late March 1945 the vessel proceeded to Le Havre, France and for the ensuing seven months shuttled between that port and Southampton, England. She returned to Boston in October and from there made two voyages to Marseilles before returning to Boston on Christmas Day 1945.

After a voyage to Le Havre in January, the EXCHEQUER returned to New York and was there released from troop service on 26 January 1946.



EXIRIA

<i>Length, overall</i>420' 0"	<i>Gross tons</i> 6,533	<i>Propulsion</i>Turbine
<i>Beam</i> 60' 0"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 1,130
<i>Draft</i> 27' 7"	<i>Radius (miles)</i> 12,000	<i>Cargo (cu. ft.)</i> 67,239

*Built in 1942 by Bath Iron Works Corp., Bath, Me.
Operated during World War II by American Export Lines, Inc.*

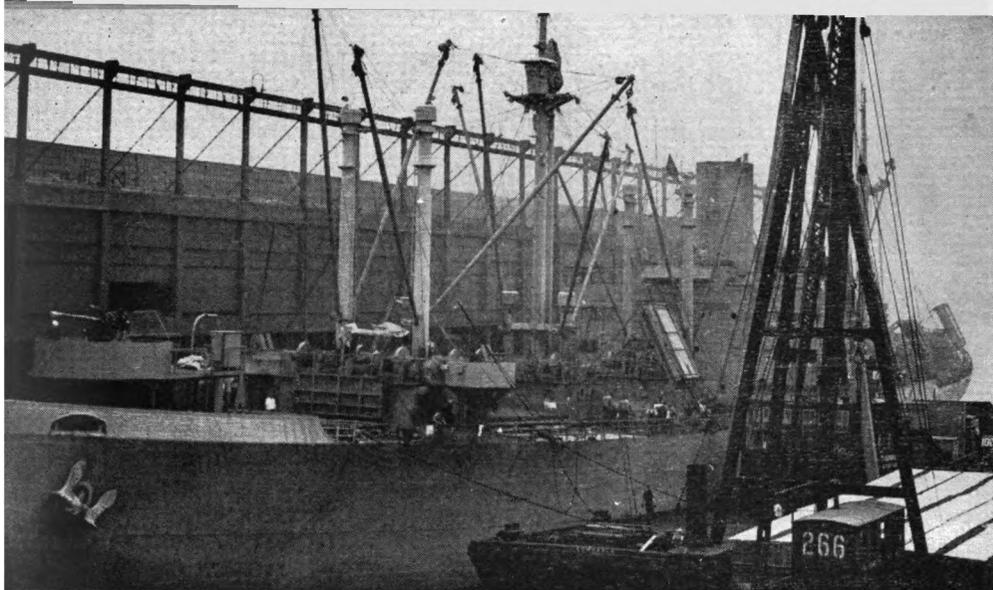
FOLLOWING delivery in February 1942 the EXIRIA, a C-2 type freighter, operated between New York and Liverpool. In early 1943 she made a voyage to Oran and another to Oran and Algiers. In May 1943 the ship proceeded to Panama, thence to Capetown, and to Beira (Mozambique). She returned via Durban and Rio de Janeiro to Philadelphia, and from there went to New York for conversion to a troopship by McNulty Shipyard. This work lasted from mid-September until late November 1943.

The EXIRIA began service as a troop carrier when she left New York in December 1943; proceeded through the Panama Canal; and headed for Noumea and Suva (Fiji Islands). From that journey the ship returned to San Francisco, which became her home port until the end of 1945. From there a voyage was made to Milne Bay and Oro Bay, followed by another to Noumea and Milne Bay—returning home on 30 June 1944.

The vessel's next outbound voyage lasted nearly three months and took her to Milne Bay, Morobe, Langemak, Humboldt Bay (New Guinea), Biak, Hollandia and Finschhafen. The next voyage was by way of San Diego and lasted two months. Ports visited were: Honolulu, Eniwetok, Roi and Kwajalein.

The EXIRIA's next outward journey consumed the first seven months of 1945, stops being made at Pearl Harbor, Eniwetok, Leyte, Subic, Hollandia, Manus Island, Oro Bay, Ulithi and Manila. Most of these ports were visited more than once before the ship returned to her home port on 31 July 1945.

The EXIRIA next went to Seattle for repairs before leaving there in September for Saipan. Return from this trip was to Los Angeles, but the ship went to San Francisco before proceeding to Okinawa, which she reached in mid-December. Following return in January 1946, the ship left San Francisco on 2 February, transited the Canal, and reached New York on 16 February 1946, her service for troop use being terminated.



EXPLORER

<i>Length, overall</i>	473' 1"	<i>Gross tons</i>	6,736	<i>Propulsion</i>	Turbine
<i>Beam</i>	66' 0"	<i>Speed (knots)</i>	16½	<i>Passengers</i>	2,129
<i>Draft</i>	27' 1"	<i>Radius (miles)</i>	20,000	<i>Cargo (cu. ft)</i>	127,340

Built in 1939 by Bethlehem Steel Co., Quincy, Mass.

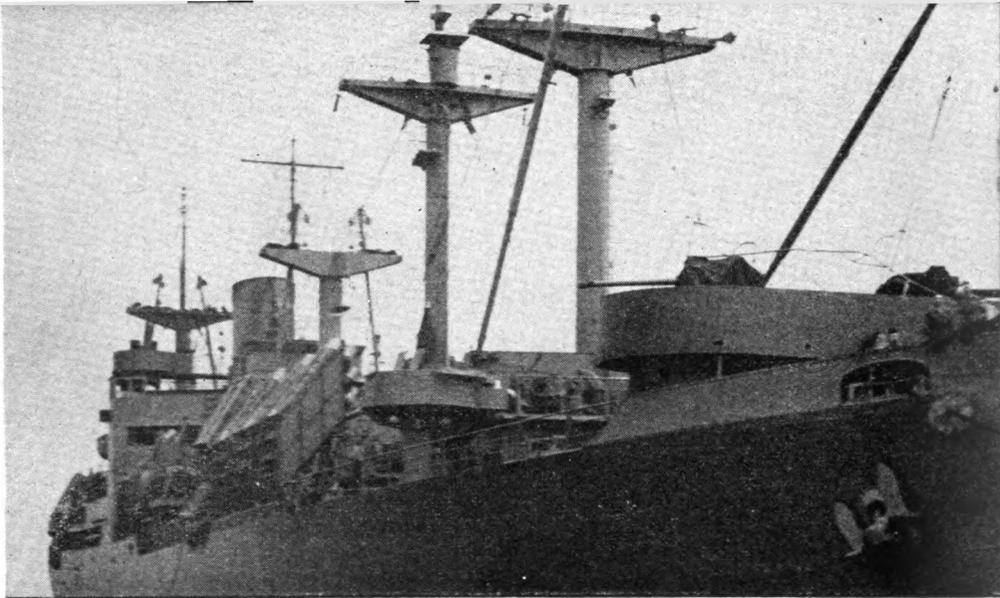
Operated during World War II by American Export Lines, Inc.

THE EXPLORER operated as a C3 type cargo vessel for nearly four years before becoming a troopship. As a freighter, she made many voyages to various areas in the war effort, two of the longest being: (1) From Baltimore in December 1942, through the Panama Canal, to Fremantle (Australia), Shatt-al-Arab (Iraq), Bombay (India), Colombo (Ceylon), Calcutta and Vizagapatam (India), and return via Fremantle and the Canal Zone to New York in late May 1943; (2) From New York in early June to Oran, Gibraltar, and Casablanca, back to New York in late July.

Conversion of the EXPLORER to a troopship was done by the Simpson Plant of Bethlehem Steel Co. at Boston, Mass., between early August and early November 1943.

Leaving Boston on 6 November, the ship made five voyages to the Clyde before May 1944—returning in each case to either Boston or New York. On 13 May she departed from Boston to the Mersey, Liverpool, Cardiff (Wales) and Belfast (Ireland). Returning to Boston in late July, the vessel made another voyage to the Clyde, followed by one to Cherbourg and the United Kingdom, one from New York to Bristol and Avonmouth, and one from New York to the Mersey, Liverpool and Belfast. From the latter the EXPLORER returned to New York in January 1945. Ten days later she proceeded to Europe for five months shuttle service between Le Havre and Southampton, returning in June to Hampton Roads.

The ship made a voyage from Norfolk to Le Havre in July and one from Boston to Le Havre in August. V-J Day having occurred, the EXPLORER was dispatched to the Pacific, via the Panama Canal, and proceeded directly to Manila, from where she returned to Seattle in October. Touching at San Francisco for repairs, the vessel went to Nagoya, Japan and from there sailed for the Canal Zone and New York, where she arrived 3 January 1946 and was released from troopship service.



EXTAVIA

<i>Length, overall</i>420' 0"	<i>Gross tons</i> 6,535	<i>Propulsion</i>Turbine
<i>Beam</i> 60' 0"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 1,360
<i>Draft</i> 27' 7"	<i>Radius (miles)</i> 12,900	<i>Cargo (cu. ft.)</i> 50,300

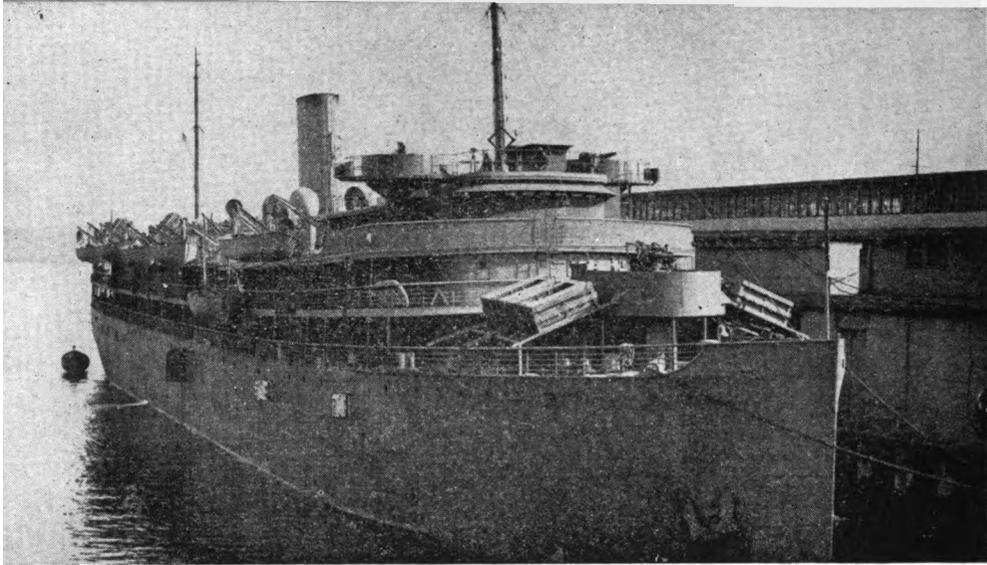
Built in 1941 by Bath Iron Works Corp., Bath, Me.

Operated during World War II by American Export Lines and War Shipping Administration.

DELIVERED as a C2 type freighter in October 1941, the EXTAVIA was in cargo carrying service two years before being chosen for use as a troop carrier. Conversion of the ship was accomplished by Todd Shipyards' Erie Basin plant in Brooklyn between late September and late November 1943. She was technically allocated to the Navy for operation in the joint pool.

After going to the West Coast, the EXTAVIA made a voyage from San Francisco to Honolulu, from which she returned in early April 1944. This was followed by a six weeks trip to Milne Bay and Oro Bay. Next leaving San Francisco in early July, the ship began a voyage of three months duration, which took her to Noumea, Espiritu Santo, Russell Islands, Guadalcanal, Finschhafen, Oro Bay, Langemak, Hollandia, Cape Sansapor, and Biak. After return to San Francisco in late September, the vessel went to Seattle and from there voyaged via Honolulu to Eniwetok and Saipan, returning to San Francisco in early January 1945. Following a few weeks repair, the ship next left, via San Diego, for Finschhafen, Torokina, Manus Island, Leyte and Hollandia, with return to San Francisco in April. In May she began a two months journey, via Honolulu, to Eniwetok, Ulithi, Subic, Manila and Leyte, from which she returned to San Francisco in July 1945.

In August the EXTAVIA again sailed for Eniwetok, Ulithi, Leyte and Hollandia, returning to Los Angeles in October. After a voyage to Nagoya, the ship transited the Panama Canal in February 1946 and arrived at New York on 19 February, being there released from troop service.



FAIRFAX

<i>Length, overall</i>368' 0"	<i>Gross tons</i> 5,649	<i>Propulsion</i>Recip. eng.
<i>Beam</i> 52' 2"	<i>Speed (knots)</i> 12	<i>Passengers</i> 678
<i>Draft</i> 18' 9"	<i>Radius (miles)</i> 5,000	<i>Cargo (cu. ft.)</i>184,650

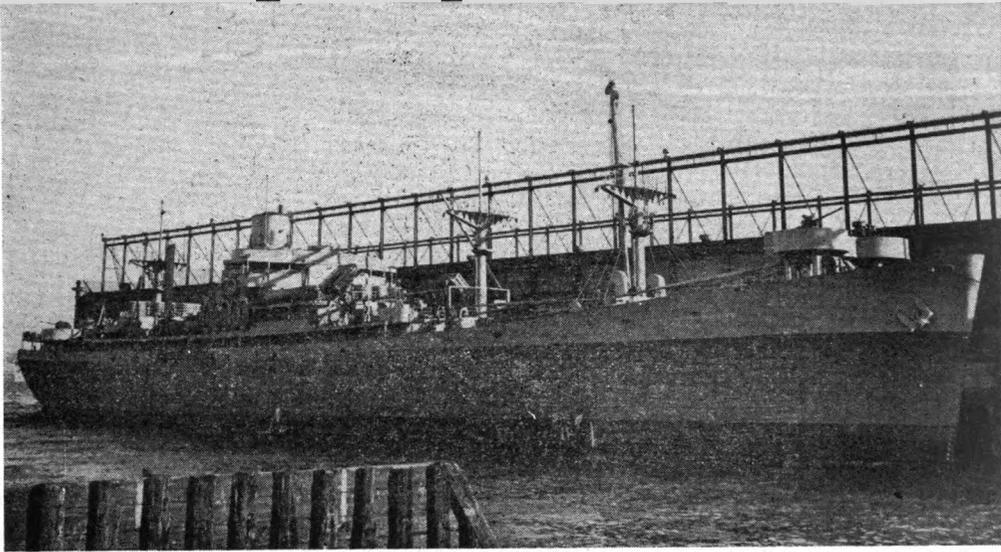
*Built in 1926 by Newport News Shipbuilding & Drydock Co., Newport News, Va.
Operated prior to World War II by Merchants & Miners Transportation Co.*

THE FAIRFAX was a coastal type passenger vessel that was requisitioned in early 1942 for service to northern bases, and except as noted below remained principally in that area throughout World War II, being operated from both New York and Boston. She was allocated to the Navy for operation in the joint pool.

Typical voyages made by the FAIRFAX were as follows: (1) from New York in March 1943 to St. John's, Narsarssuak and Ivigtut, with return to Boston in early May, via St. John's and Halifax; (2) from Boston on the Fourth of July 1943 to Halifax, St. John's, Fort Chimo (Quebec), Kungnait Bay (Greenland) and Frobisher Bay (Baffin Land), thence to Boston in September; (3) in March 1944, via Norfolk, to Guantanamo, San Juan (Puerto Rico), Trinidad (B. W. I.), New Orleans, Kingston, etc., with return to New York in late May; (4) from Boston during June and July 1944 via St. John's to the Greenland ports of Narsarssuak, Sønderstrømfjord, Ivigtut and Kungnait; (5) from Boston in January 1945 to Norfolk, Guantanamo, San Juan, Trinidad, Balboa (C. Z.) and additional calls at some of these ports before returning to Hampton Roads, Va., in late March.

In May and June 1945 the FAIRFAX visited Ponta Delgada, Villa de Porto and Horta in the Azores Islands. Between August and December 1945 she was engaged in service from Port Everglades, Florida to Kingston, Jamaica.

The FAIRFAX left New York in December, transited the Panama Canal, and proceeded to Subic and Manus Island. Leaving the latter in January 1946, the ship went to Manila and Samar before leaving for Olympia (Washington) and the Panama Canal for transfer to the East Coast to be released from troop service in early 1946.



FAIRISLE

<i>Length, overall</i>468' 8"	<i>Gross tons</i> 8,932	<i>Propulsion</i>Turbine
<i>Beam</i> 63' 0"	<i>Speed (knots)</i> 15½	<i>Passengers</i> 1,763
<i>Draft</i> 27' 5"	<i>Radius (miles)</i> 17,640	<i>Cargo (cu. ft.)</i>136,919

*Built in 1942 by Gulf Shipbuilding Corp., Chickasaw, Ala.
 Operated during World War II by Waterman Steamship Corp. and War Shipping Administration.*

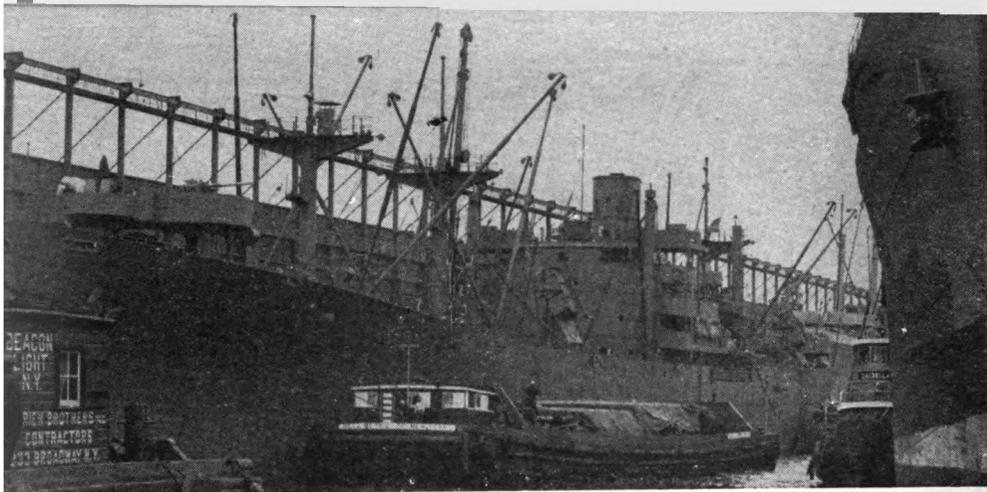
THE FAIRISLE was a modified C2 type cargo ship that was in operation a year before converted to a troopship. As a freighter, she operated chiefly in the Pacific, her longest voyage being from Los Angeles to Samoa, Auckland, Fremantle, Ceylon and India.

Following conversion at McNulty Shipyard in New York, between July and October 1943, the FAIRISLE made two voyages to England, completing the last in late November. From New York in mid-December, she proceeded via New Orleans and the Panama Canal to Honolulu, Funafuti and Milne Bay.

Returning to San Francisco in March 1944, the ship visited Milne Bay, Finschhafen and Oro Bay. Reaching San Francisco again (in May) she touched at San Diego before going to Honolulu. Her next voyage from San Francisco commenced in late July. At that time she proceeded by way of Los Angeles and Honolulu to Eniwetok, Kwajalein and Saipan, and next reached San Francisco in late October. The ensuing two months were spent on a voyage to Finschhafen, Hollandia, Townsville (Australia), Torokina, Leyte and Biak—with duplicate visits to some of these ports.

On 27 March the FAIRISLE left San Francisco on another voyage of two months duration, this time to Finschhafen, Hollandia, Leyte, Manila and Eniwetok, Ulithi, Leyte and Manila. After additional stops at Leyte and Ulithi she returned to San Francisco, from where in September she began a journey to Eniwetok, Okinawa (two stops), Shanghai and Inchon (Korea). The ship returned in December 1945 to Seattle and sailed from there in January 1946 for the Panama Canal, thence to Liverpool and Le Havre, arriving at the French port in early February.

The FAIRISLE returned from France to New York in late February and was subsequently released from further troop service.



FAIRLAND

<i>Length, overall</i> ... 468' 8"	<i>Gross tons</i> 8,932	<i>Propulsion</i> Turbine
<i>Beam</i> 63' 0"	<i>Speed (knots)</i> 15½	<i>Passengers</i> 1,393
<i>Draft</i> 27' 5"	<i>Radius (miles)</i> 17,640	<i>Cargo (cu. ft.)</i> 126,840

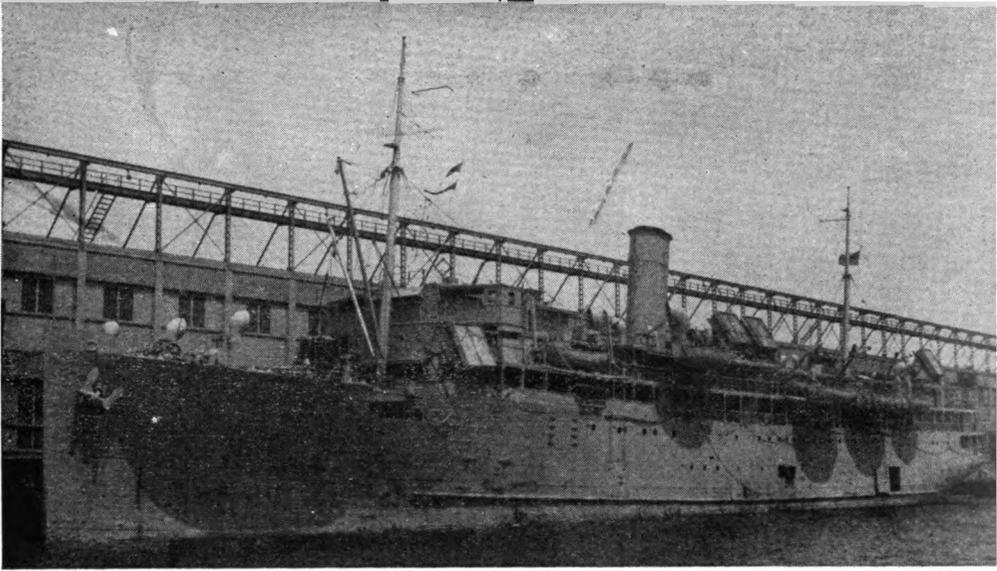
*Built in 1942 by Gulf Shipbuilding Corp., Chickasaw, Ala.
 Operated during World War II by Waterman Steamship Corp. and War Shipping Administration.*

THE FAIRLAND was a C2 type cargo ship that operated in both the Atlantic and the Pacific before becoming a troopship. A significant voyage, begun at Philadelphia in April 1943, took her through the Panama Canal, via Fremantle (Australia) to Bandar Shapur (Iran) and Basra (Iran), thence to Montevideo (Uruguay) and back to New York in September to complete a round-the-world cruise.

Conversion of the FAIRLAND to a trooper took place between October and December at the Atlantic Basin Iron Works in New York. Following completion of this work, the ship went to New Orleans from where she proceeded, via the Panama Canal, to the Pacific "for the duration." From Panama she sailed to Honolulu, Funafuti, Milne Bay and Brisbane and to San Francisco in March 1944.

After a 14-day round trip to Honolulu, the FAIRLAND next left San Francisco for Milne Bay and Oro Bay, returning to Los Angeles in June. Her next outbound voyage lasted five months (including local operation from Eniwetok for several weeks) during which she visited Honolulu, Guam and Saipan. In January 1945 the vessel began another journey from San Francisco to Hawaii, Eniwetok and Guam and returned in March to San Francisco. Again leaving the California port (in April) the vessel spent three months visiting Honolulu, Enwetok, Guam, Saipan, Okinawa, Ulithi and Midway. More than one stop was made at most of these places before return to San Francisco in July 1945.

The ship next departed in August for similar Pacific ports but adding Manila and Aparri (Northern Luzon). Returning to San Francisco in October, the FAIRLAND sailed (via Portland) on a two months' tour to Japan, having visited Nagasaki, Yokohama and Nagoya. From Portland in December the ship went to Pearl Harbor, and following repairs there, proceeded directly to Balboa and Cristobal, thence to Mobile in late February 1946, where she was released from troop service.



GEORGE WASHINGTON *

<i>Length, overall</i>389' 9"	<i>Gross tons</i> 5,184	<i>Propulsion</i>Turbine
<i>Beam</i> 53' 9"	<i>Speed (knots)</i> 15	<i>Passengers</i> 778
<i>Draft</i> 17' 10"	<i>Radius (miles)</i> 6,300	<i>Cargo (cu. ft.)</i>227,100

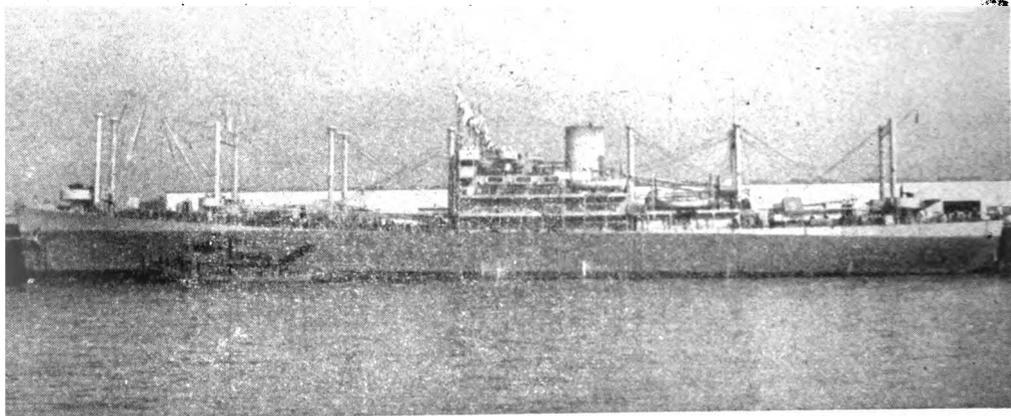
*Built in 1924 by Newport News Shipbuilding & Drydock Co., Newport News, Va.
Operated during World War II by Alcoa Steamship Co., Inc.*

THE "little" GEORGE WASHINGTON, a coastal vessel, was operated principally in coastal and Caribbean service throughout World War II, being home-ported at New York. She also made several visits to Bermuda,

The ship was operated by the War Shipping Administration on a commercial basis and maintained an average of better than one voyage a month from East Coast U. S. ports to such nearby destinations as: Kingston (Jamaica), San Juan (P. R.), Trinidad (B. W. I.), Barbados and Bermuda.

Use of the GEORGE WASHINGTON for transporting troops for the Army was discontinued in late March 1946.

*See page 32 for description of another vessel having the same name.



HAWAIIAN SHIPPER

Length, overall... 490' 8"	Gross tons 7,775	Propulsion Turbine
Beam 69' 6"	Speed (knots) 16½	Passengers 1,906
Draft 28' 7"	Radius (miles).... 17,000	Cargo (cu. ft.)... 241,807

Built in 1941 by Federal Shipbuilding & Drydock Co., Kearny, N. J.

Former Names: HAWAIIAN SHIPPER, EMPIRE FULMAR

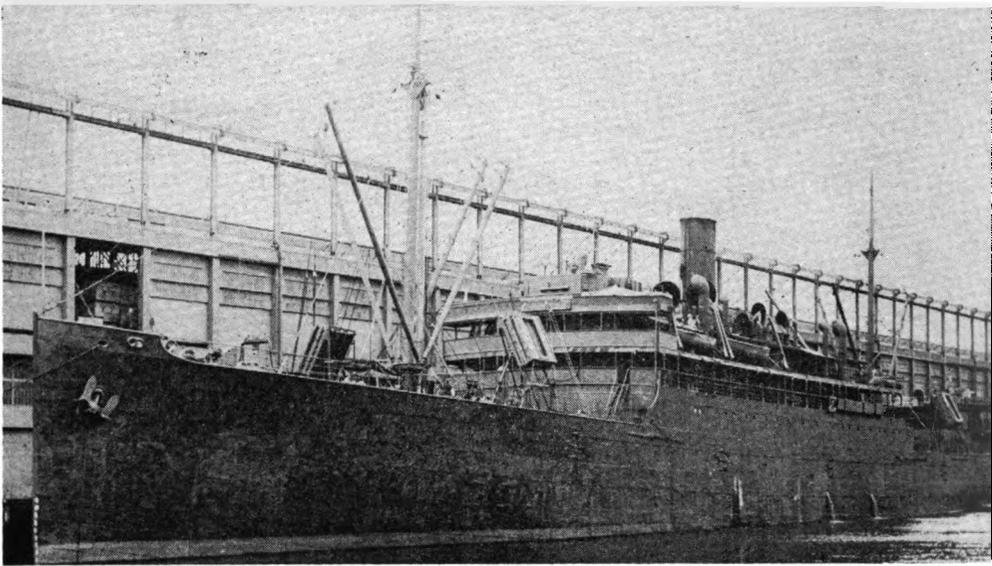
Operated during World War II by Matson Navigation Co. and British Ministry of War Transport.

THE HAWAIIAN SHIPPER had a very interesting career in World War II. She was a special C3 type vessel that carried cargo nearly two years before becoming a trooper—part time as the British-operated EMPIRE FULMAR. The original name was restored under U. S. control. Her last pre-conversion trip as a freighter started at New York in July 1942 and took her to Recife, Capetown, Aden, Suez, back to Aden, Kilindini (Kenya), Beira (Mozambique), again to Capetown, and back to New York. Following conversion to a troopship in early February 1943, the HAWAIIAN SHIPPER made one trip each to Casablanca, Oran, and Bermuda from New York. In May and June she visited Newfoundland and Iceland. A trip was next made to the Clyde, another to Oran, and then one to Belfast, the Clyde and Palermo.

Following return to New York from the last of these voyages, the ship was assigned to the Pacific.

After stopping at New Orleans in late December 1943, the vessel transited the Panama Canal, visited Bora Bora Island, Noumea and Espiritu Santo, and returned to San Francisco on 27 February 1944. From there the ship made five voyages to the Western and Southwestern Pacific, with calls at Milne Bay, Finschhafen, Langemak, Eniwetok, Guam, Majuro, Hollandia, Leyte or Saipan. Return to San Francisco from the final voyage of the series was in May 1945.

In June the HAWAIIAN SHIPPER transited the Panama Canal for a direct run to Le Havre. Reaching New York in July, she went to Naples and Gibraltar to redeploy troops directly to Lingayen, P. I. At Balboa, C. Z., on 16 August 1945, however, she was diverted to New York, being one of the few vessels so handled. From New York in September she went to Marseilles and in October left New York for Port Said and Karachi. On 1 December 1945 the HAWAIIAN SHIPPER sailed via the Suez Canal to Karachi, Colombo and Singapore. She continued eastward to Seattle, arriving on 21 January 1946 and was there released from troop service. On 11 April 1946 she was transferred to the WSA Reserve Fleet at Olympia, Washington.



HENRY R. MALLORY

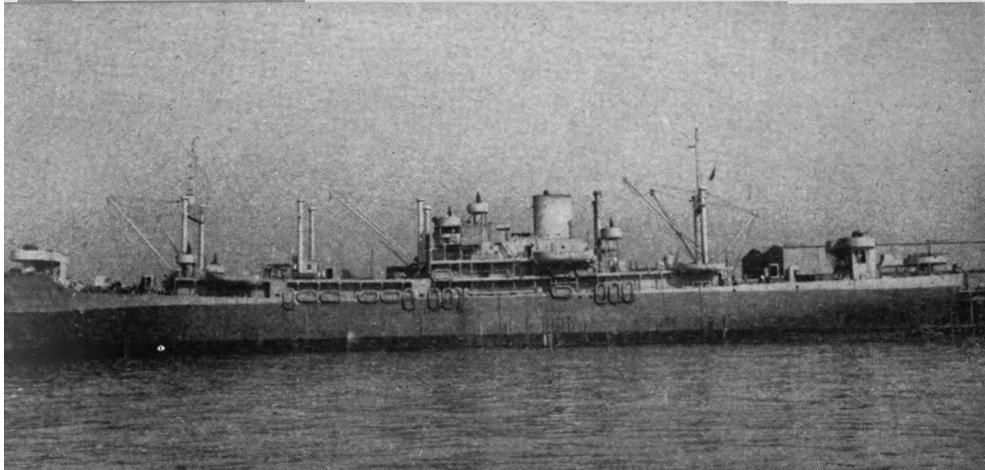
<i>Length, overall</i>	440' 2"	<i>Gross tons</i>	6,063	<i>Propulsion</i>	Recip. eng.
<i>Beam</i>	54' 3"	<i>Speed (knots)</i>	14	<i>Passengers</i>	404
<i>Draft</i>	22' 2"	<i>Radius (miles)</i>	9,420	<i>Cargo (cu. ft.)</i>	121,400

*Built in 1916 by Newport News Shipbuilding & Drydock Co., Newport News, Va.
Operated prior to and in World War II by Agwilines, Inc.*

THE HENRY R. MALLORY began regular operation in the war effort on Army schedules when she sailed from New York in July 1942 for the United Kingdom and Belfast, Ireland. She returned to New York on 21 August and in September went to Boston, but returned to New York from where she sailed on 24 September to St. John's, Wabana (Newfoundland), Sydney (Nova Scotia) and Halifax. The vessel returned to New York on 26 October.

The ship next went to Boston, and Newport (R. I.) before next departing from New York on 17 November for Reykjavik, St. Johns and Halifax. She left the latter port on 7 January 1943 for Boston and New York, departing from New York on 24 January for Reykjavik, Iceland.

While en route home on 9 February 1943, being about 500 miles south of Iceland, the HENRY R. MALLORY was torpedoed and sunk.



HOWELL LYKES

<i>Length, overall</i> ...492' 0"	<i>Gross tons</i>	8,252	<i>Propulsion</i>	Turbine
<i>Beam</i>	69' 6"	<i>Speed (knots)</i>	16½	<i>Passengers</i>
<i>Draft</i>	28' 7"	<i>Radius (miles)</i>	13,500	<i>Cargo (cu. ft.)</i>
				100,768

Built in 1940 by Federal Shipbuilding & Drydock Co., Kearny, N. J.

Former names: HOWELL LYKES, EMPIRE PINTAIL

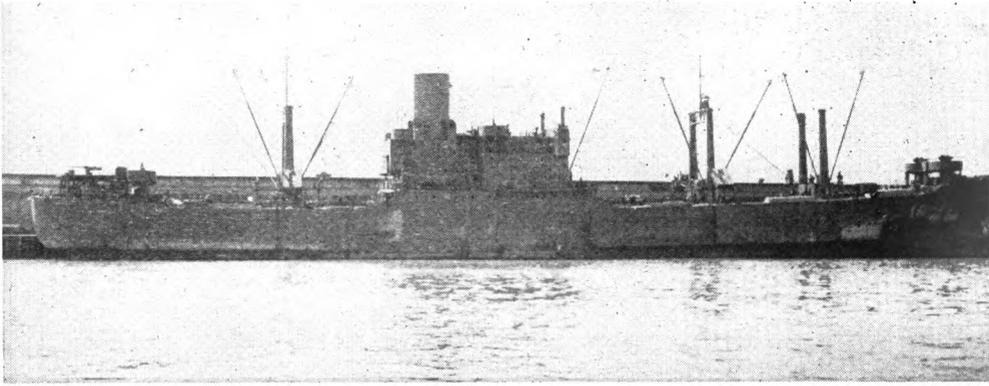
Operated during World War II by Lykes Bros. Steamship Co., Inc., and British Ministry of War Transport.

THIS C3 type vessel was operated as a freighter nearly three years. During part of that time she was under British control and sailed under the name of EMPIRE PINTAIL. Upon release by the British, however, she reverted to the original name HOWELL LYKES.

Conversion to a troopship took place at Baltimore, Md., between late July and mid-December 1943, the work being handled by the Bethlehem Steel Co. The ship left New York on New Year's Day 1944 and went via the Panama Canal and Honolulu to Funafuti and Milne Bay, returning to San Francisco as a home port in March.

In early April the HOWELL LYKES departed for Espiritu Santo, Guadalcanal, Manus Island, Finschhafen and Milne Bay. In July she left, via Honolulu for Espiritu Santo, Milne Bay, Cape Nelson (Australia) and Oro Bay. Returning from that trip in August, she soon left for the following series of voyages: (1) In September, via San Diego and Honolulu to Eniwetok, Ulithi, Solomons, Hollandia and Finschhafen; (2) In late December, via Seattle and Pearl Harbor, to Eniwetok, Guam and Saipan; (3) In April 1945 to Finschhafen, Hollandia, Leyte, Townsville, Biak, Morotai, Manila, Ulithi and Eniwetok; (4) In August, via Seattle and Hawaii, to Eniwetok, Guam and Okinawa, with return to San Diego in early November.

The HOWELL LYKES next made a voyage to Guam, Saipan and Nagoya, returning to Seattle in January 1946. From there she proceeded to the Canal Zone, thence to New York for release from troop service in February. On 5 April 1946 she was laid up in the Reserve Fleet at Lee Hall, Virginia.



ISLAND MAIL

Length, overall...474' 1"	Gross tons 6,622	Propulsion Diesel
Beam 63' 0"	Speed (knots) 16	Passengers 499
Draft 26' 6"	Radius (miles).... 18,681	Cargo (cu. ft.)...499,386

*Built in 1941 by Sun Shipbuilding & Drydock Co., Chester, Pa.
Operated during World War II by American Mail Line and War Shipping Administration.*

THE ISLAND MAIL was a C2 type freightship that was converted under the jurisdiction of the War Shipping Administration and allocated to the Navy Department. She did not carry Army troops on all the voyages listed below.

In January 1943 the vessel departed from San Francisco (and Huene-me, Calif.) for Noumea, Espiritu Santo, Wellington and Lytellton (New Zealand). Following return to Los Angeles on 30 April for Noumea, Lautoka, and Suva (Fiji Islands), and in July left San Francisco for a five months cruise to Noumea, Espiritu Santo, Vila and Honolulu. Having returned to San Francisco in December 1943, the ship voyaged twice to Honolulu and return before next going to Saipan and Eniwetok (stopping at Hawaii both ways).

The ISLAND MAIL next sailed from San Francisco in late August 1944 on a voyage that lasted until January 1945—on this trip she visited a great many outposts, Eniwetok (which was visited five times), Peleliu, Saipan, Angaur, Russell Island, Tinian and Honolulu.

The ship next went to Seattle for repairs and from there went to Honolulu, with return via San Francisco, to Portland from where she left in late May for a voyage to Noumea, Hollandia and Manila. The ISLAND MAIL returned to San Francisco in August and left in September for Okinawa and return. On 14 December 1945 she departed for Yokohama, Nagoya and Jinsen (Korea). She returned to Seattle in late February 1946 and was released from troop service.

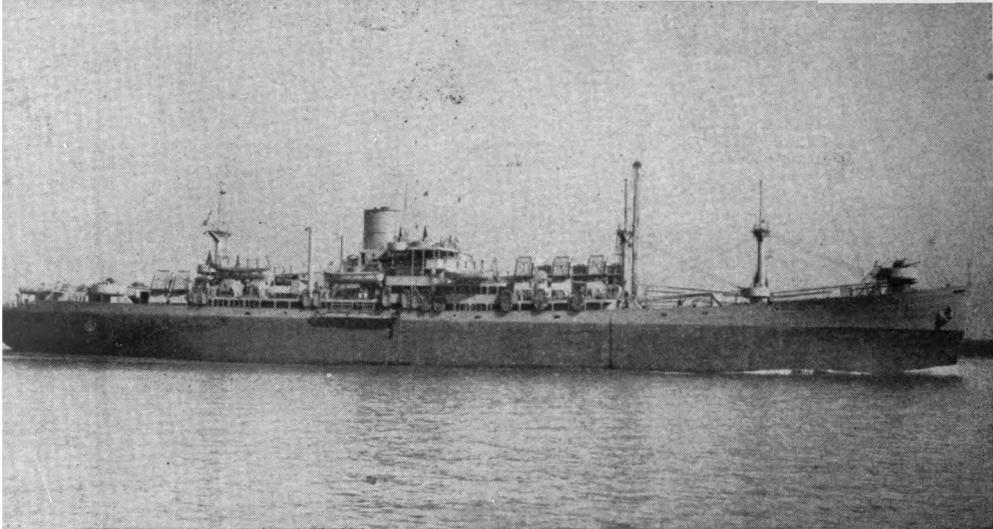


Photo courtesy Waterman S. S. Corp.

JEAN LAFITTE

Length, overall...468' 8"	Gross tons 6,165	PropulsionTurbine
Beam 63' 0"	Speed (knots) 16	Passengers 1,594
Draft 27' 7"	Radius (miles).... 15,480	Cargo (cu. ft.)....119,278

Built in 1943 by Gulf Shipbuilding Corp., Mobile, Ala.

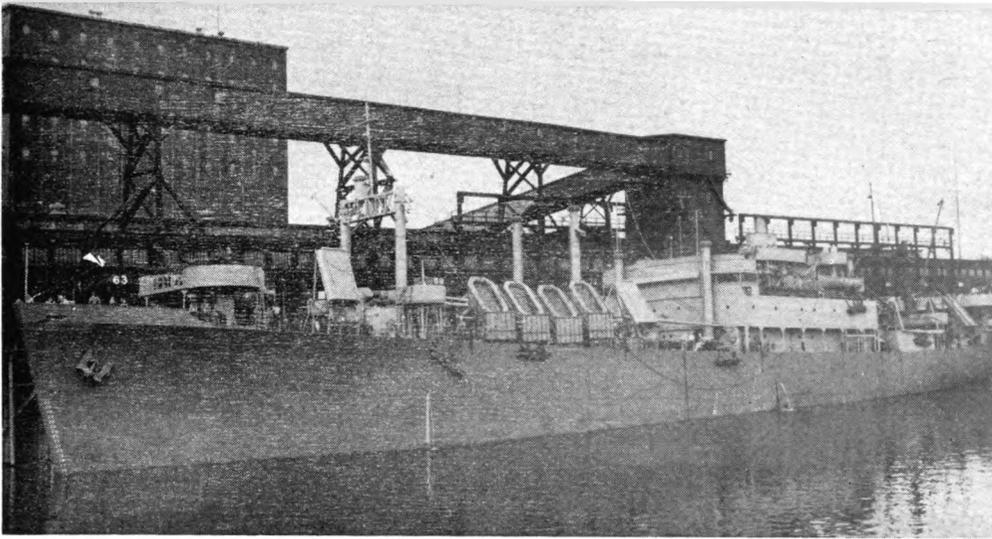
Operated during World War II by Waterman Steamship Corp., and War Shipping Administration.

FOLLOWING delivery from the construction yard in September 1943, the JEAN LAFITTE, a C2 type vessel, went to the yard of Waterman Steamship Co. at Mobile, Ala., for conversion to a troopship. This work was completed in early February 1944 and the ship proceeded on her trial run to New Orleans. She was allocated to the Navy for operation in the joint pool.

The LAFITTE promptly left New Orleans, transited the Panama Canal and arrived at Espiritu Santo on 5 March 1944. She went from there to Guadalcanal and back to San Francisco arriving there on the last day of March. After repairs, the vessel touched at San Pedro and San Diego, departing from the latter on the last day of May for Honolulu, Eniwetok and Saipan. Her next trip from San Francisco and Hueneme (begun in late September) took her to Hawaii, Eniwetok, Ulithi, and Guam.

In December 1944 the JEAN LAFITTE left San Francisco on a two months voyage to Finschhafen, Manus Island, Woendi, Biak and Leyte. She returned in late March 1945 and left soon on a voyage from which she next reached San Francisco in early July. Points visited include: Pearl Harbor, Eniwetok, Ulithi and Okinawa (twice or more to each). On another two-month journey the ship visited Eniwetok, Ulithi and Leyte, returning to Seattle in mid-September.

After a voyage to Okinawa and Inchon (Korea) from which she returned in late December, the JEAN LAFITTE made a trip to Nagoya and returned in early February 1946 to San Francisco. From there she went, via the Panama Canal, to Mobile, where her use for troops was terminated.



JOHN LYKES

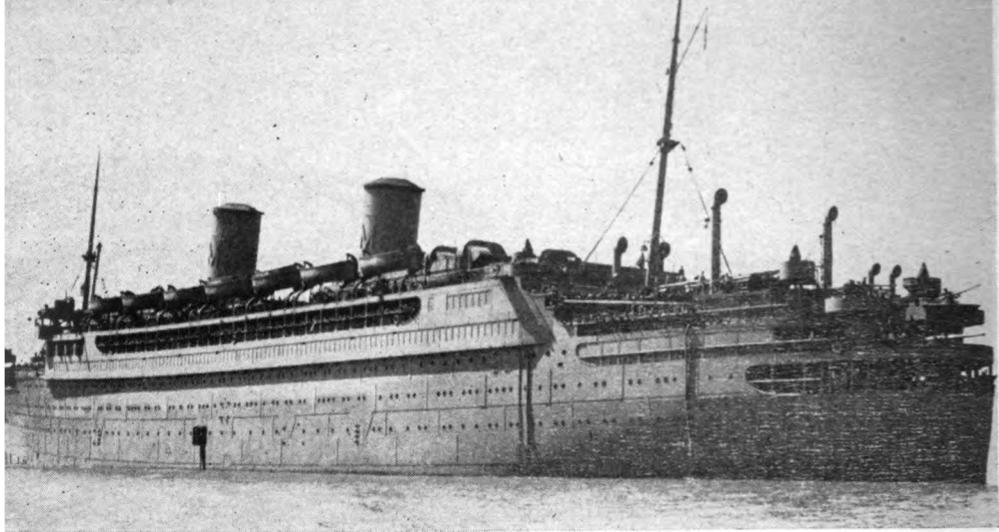
<i>Length, overall</i>417' 9"	<i>Gross tons</i>	6,829	<i>Propulsion</i>	Turbine	
<i>Beam</i>	60' 0"	<i>Speed (knots)</i>	14	<i>Passengers</i>	1,288
<i>Draft</i>	27' 6"	<i>Radius (miles)</i>	19,656	<i>Cargo (cu. ft.)</i>	108,481

*Built in 1941 by Federal Shipbuilding & Drydock Co., Kearny, N. J.
 Operated during World War II by Lykes Bros. Steamship Co., Inc., and
 War Shipping Administration.*

THE JOHN LYKES operated as a C1B type freighter nearly three years before being converted to a troopship at New York by Zalud Marine Corp. between October and December 1943. Following conversion, the ship traversed the Panama Canal and headed for Noumea, arriving there in late January 1944.

Next leaving San Francisco (her assigned home port) in March, the vessel visited Milne Bay, Buna, Finschhafen and Brisbane, Australia. On her next voyage from San Francisco (via Portland), which lasted over four months, the JOHN LYKES called at Noumea, Guadalcanal, Bougainville, Morobe, Hollandia, Langemak and Milne Bay. Following two weeks repairs the ship next left San Francisco in late September for a three months cruise to Milne Bay, Finschhafen, Hollandia, Oro Bay, Lae, and Torokina. She returned to her home port in late December 1944 and left in January 1945 on a four months voyage to Finschhafen, Hollandia, Leyte, Lingayen and Subic. Her next voyage—lasting from late May to early August—was to Pearl Harbor, Eniwetok, Ulithi, and Okinawa. The preceding voyage was duplicated (except for Okinawa) between late August and mid-October.

After a few weeks at San Francisco the JOHN LYKES went to Nagoya, Japan, and returned to Portland in January 1946. From that city the ship sailed southward, passed through the Panama Canal, and reached New York in late February, at which time further use as a troopship was suspended.



LURLINE

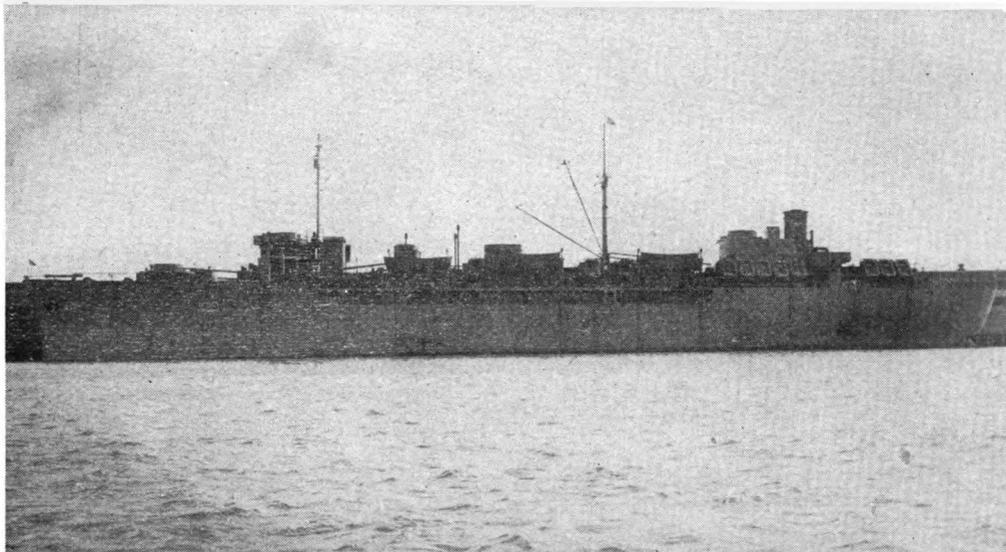
<i>Length, overall</i> ... 631' 6"	<i>Gross tons</i> 18,163	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i> 79' 0"	<i>Speed (knots)</i> 19	<i>Passengers</i> 4,037
<i>Draft</i> 28' 2"	<i>Radius (miles)</i> 15,700	<i>Cargo (cu. ft.)</i> ...186,137

*Built in 1932 by Bethlehem Shipbuilding Corp., Quincy, Mass.
 Operated during World War II by Matson Navigation Co. and War Shipping Administration.*

THE LURLINE was in Pacific operation at the beginning of the War and was retained there until the War ended. She was technically allocated to the Navy. In early 1942 she made three trips from San Francisco to Hawaii and return before leaving in late April for Adelaïde. After three more trips from California to the SWP the vessel next left San Francisco (via San Diego) in January 1943 for Noumea and Suva. Next followed one to Auckland and one, via Honolulu, to Samoa, Noumea, Melbourne and Wellington. After a run to Honolulu in June, the LURLINE next went to Sydney and Brisbane, returning in late August. In September she proceeded, via Noumea, Brisbane and Fremantle to Bombay, India. She returned, via Melbourne, to San Francisco in early December and soon departed for Hawaii, Pago Pago and Guadalcanal.

During 1944 the LURLINE sailed from San Francisco on voyages as follows: (1) in January to Espiritu Santo and Guadalcanal; (2) in March to Milne Bay and Sydney; (3) in April to Honolulu, Espiritu Santo, Finschhafen and Milne Bay; (4) in June to Brisbane, Milne Bay and Oro Bay; (5) in August to Lae, Oro Bay and Brisbane; (6) in October to Noumea, Oro Bay, Milne Bay and Hollandia.

In early 1945 the vessel made two voyages to Australia and two to Honolulu before leaving in April for Langemak, Manila, Finschhafen, Kossol Roads and Brisbane. Returning in June, she left the same month via the Panama Canal for Gibraltar and Marseilles for redeploying troops to the Far East. After a westbound transit of the Canal, the LURLINE went via Hawaii to Ulithi, Manila, Leyte, Hollandia and Brisbane. From San Francisco in October she left for Manila; in November she sailed for Tokyo and Nagoya. In January 1946 she made a trip from Seattle to Honolulu, then one to Auckland, Sydney, Tutuila, Suva and Honolulu, returning to San Francisco. Next she made two trips to Honolulu, returning from the last on 8 May 1946 to San Francisco.



MARINE ADDER

<i>Length, overall</i>523' 0"	<i>Gross tons</i> 12,410	<i>Propulsion</i>Turbine
<i>Beam</i> 72' 0"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,485
<i>Draft</i> 29' 0"	<i>Radius (miles)</i> 12,000	<i>Cargo (cu. ft.)</i> 53,000

*Built in 1945 by Kaiser Co., Inc., Richmond, Calif.
 Operated in World War II by American President Lines*

ALTHOUGH the MARINE ADDER was not completed in sufficient time to transport troops to overseas battle areas, she carried many men home from the Far East. Basically a C4 type freight ship, the MARINE ADDER, like many of her sister ships, was completed at the building yard as a troopship. Following construction, she left San Francisco in early November 1945 and went to Saipan, from where she returned in early December to San Pedro, California.

On her next outbound voyage the MARINE ADDER left San Pedro on 29 December 1945, stopped at Honolulu in early January 1946, and visited the following, in the order stated, before returning to Seattle in early March: Saipan, Manila, Inchon (Korea), and Naha (Okinawa).

The vessel's next voyage began from Seattle in early April and took her to Calcutta, India, and Shanghai, China. Arrival at San Francisco was scheduled for early June 1946.

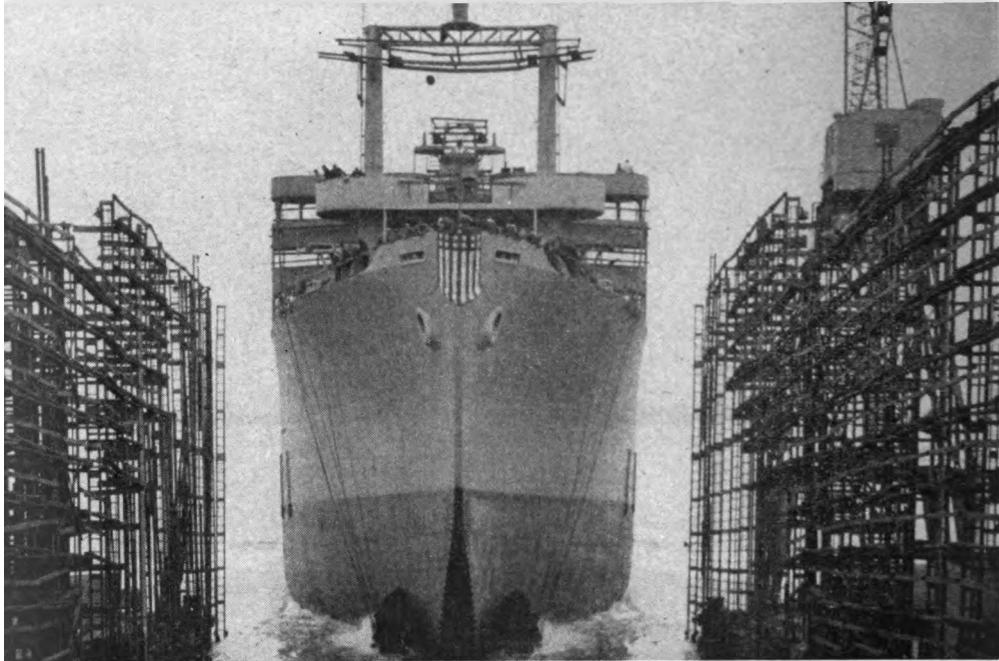


Photo courtesy Sun Shipbuilding Co.

MARINE ANGEL

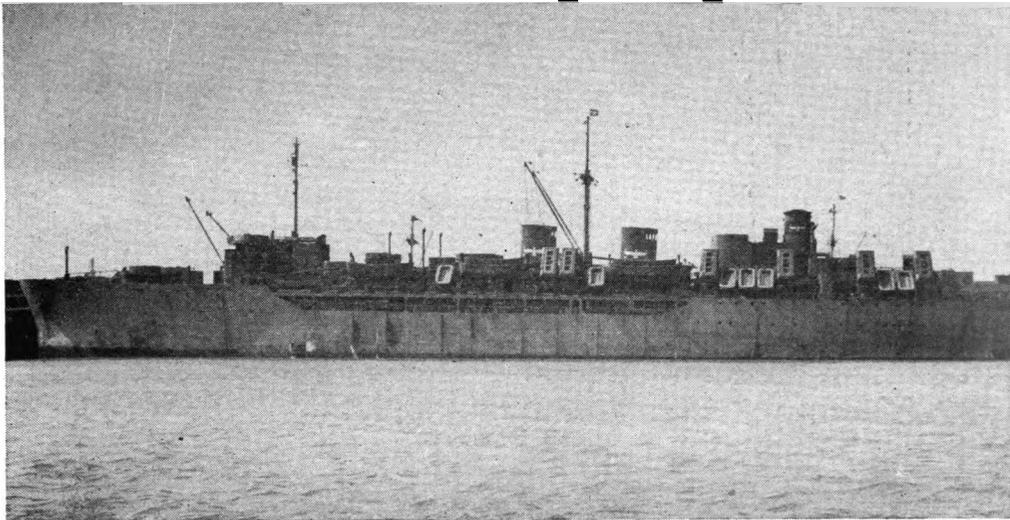
<i>Length, overall</i>520' 0"	<i>Gross tons</i> 11,758	<i>Propulsion</i>Turbine
<i>Beam</i> 72' 0"	<i>Speed (knots)</i> 17	<i>Passengers</i> 2,407
<i>Draft</i> 30' 0"	<i>Radius (miles)</i> 14,000	<i>Cargo (cu. ft.)</i>104,000

*Built in 1945 by Sun Shipbuilding & Drydock Co., Chester, Pa.
Operated in World War II by Moore-McCormack Lines, Inc.*

THE MARINE ANGEL, a C4 type vessel, was begun as a freight ship, but was completed at the building yard as a troopship. Following construction, the ship went to New York in April 1945 and operated to Europe for the ensuing six months, having made six trips as follows: first to Le Havre and Southampton with return to Boston; next to Le Havre returning to New York; then to Le Havre and Cherbourg to return to Hampton Roads; and finally two voyages to Le Havre; and one to Marseilles, returning from the last of these to New York in October.

On 19 October 1945 the MARINE ANGEL sailed eastward, through the Suez Canal, to Colombo (Ceylon) and Calcutta (India), thence continuing eastward to Seattle, Washington, where she arrived in mid-December.

From Seattle in January 1946 the MARINE ANGEL began a voyage to Singapore and Calcutta, and returned to Seattle on 14 March 1946, to be subsequently released from troop service.



MARINE CARDINAL

Length, overall... 523' 0"	Gross tons 12,420	Propulsion Turbine
Beam 72' 0"	Speed (knots) 17	Passengers 3,485
Draft 29' 0"	Radius (miles).... 12,000	Cargo (cu. ft.)... 53,000

*Built in 1945 by Kaiser Co., Inc., Vancouver, Wash.
Operated in World War II by American President Lines*

THIS was another C4 type troopship that was completed at the building yard—although not in time to transport troops outbound from the United States to overseas theatres of operations. She was technically allocated to the Navy.

The MARINE CARDINAL departed from San Francisco on 27 September and made a voyage to Leyte and Manila. She returned to San Pedro, California, and promptly sailed for Okinawa from where she returned to Los Angeles in late November. The ship next travelled to Naha (Okinawa) and returned to San Francisco in early January 1946.

The MARINE CARDINAL's next journey took her from San Francisco in February to Manila, Singapore and Calcutta. The vessel returned to San Francisco from that voyage in late April 1946, and underwent repairs for the ensuing few weeks.

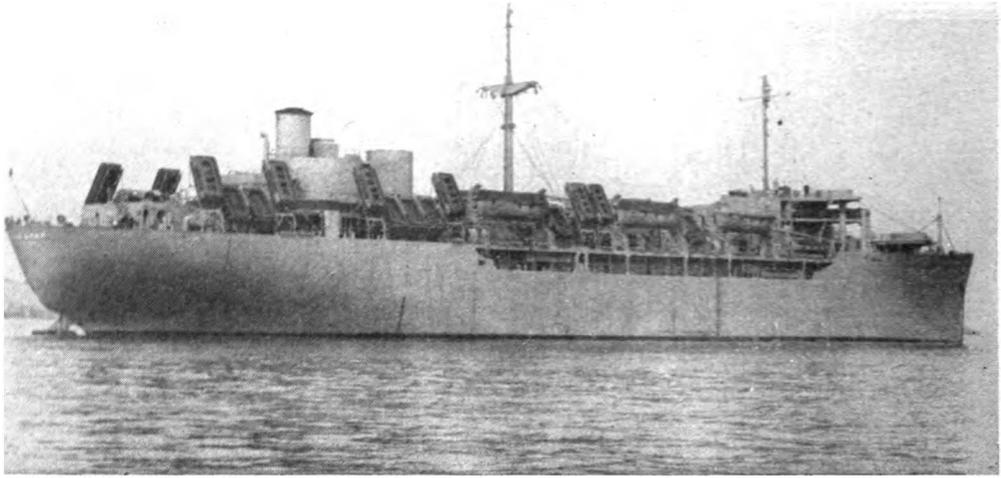


Photo courtesy Liberty Picture Co.

MARINE CARP

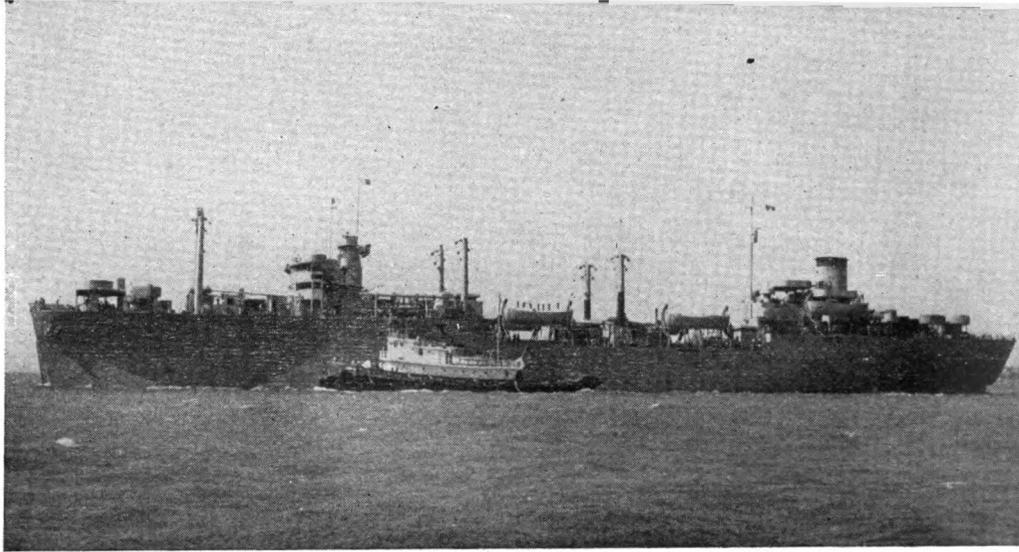
<i>Length, overall</i> ... 523' 0"	<i>Gross tons</i> 12,420	<i>Propulsion</i> Turbine
<i>Beam</i> 72' 0"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,485
<i>Draft</i> 29' 0"	<i>Radius (miles)</i> 12,000	<i>Carg. (cu. ft.)</i> ... 53,000

*Built in 1945 by Kaiser Co., Inc., Vancouver, Wash.
 Operated in World War II by Matson Navigation Co.*

THE MARINE CARP, a C4 type troopship, was not constructed soon enough to transport troops to overseas areas during active wartime, but was promptly put into service to return Army personnel from both the Pacific and Atlantic Theatres of Operations as noted below.

She left San Francisco on 14 November 1945 and proceeded to Manila, and from there returned to Los Angeles a few days before Christmas. Departing in late January 1946, the MARINE CARP headed south to the Canal Zone. She passed through the Canal and left Cristobal in early February for Naples, Italy, and arrived there in mid-February. Going from Naples to Le Havre, France, the vessel next steamed west across the North Atlantic to New York, arriving in early March.

After repairs at New York the vessel went, via Port Everglades, Florida, to Barbados and returned to New York from where a trip was made to Palermo, Italy, in the Spring of 1946.



MARINE DEVIL

<i>Length, overall</i>520' 0"	<i>Gross tons</i> 11,757	<i>Propulsion</i>Turbine
<i>Beam</i> 72' 0"	<i>Speed (knots)</i> --- 17	<i>Passengers</i> 2,407
<i>Draft</i> 30' 0"	<i>Radius (miles)</i> --- 14,000	<i>Cargo (cu. ft.)</i>104,000

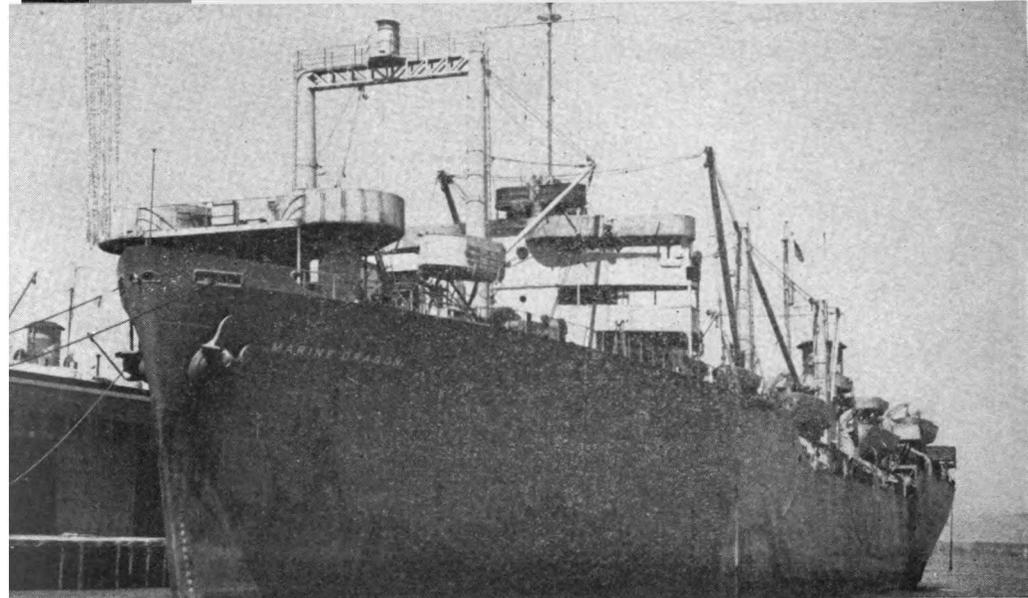
*Built in 1944 by Sun Shipbuilding & Drydock Co., Chester, Pa.
Operated in World War II by United Fruit Co.*

THE MARINE DEVIL was one of the few C4 type transports that was in operation for considerable length of time before V-J Day.

Following construction, the ship went to New York and then to Boston, from where, in September 1944, she departed for England. Returning in October, the vessel left in early November for Southampton and other ports in the United Kingdom. Next, a voyage begun in December took the MARINE DEVIL to Gibraltar, Marseilles and Oran—the ship returning to New York in January 1945.

After leaving several days later, the vessel was required to return to New York a few days because of engine trouble. However, she soon completed a voyage to Le Havre, Southampton and Plymouth. Following a few weeks at New York the MARINE DEVIL made another trip to Le Havre and Southampton, from where she returned to Boston in May. From the Bay State city the ship made four successive round-trips to Le Havre, completing the last in September. A trip was then made to Marseilles with return to Hampton Roads in October.

In late October 1945 the vessel left Hampton Roads for Colombo (Ceylon), Calcutta (India) and Manila (P. I.), continuing eastward from the latter-named point to Seattle, where she arrived the day before Christmas 1945. After several weeks repairs, the MARINE DEVIL voyaged from Seattle to Calcutta and Inchon (Korea) and returned on 1 April 1946 to San Francisco where she was assigned to the repair yard for decommissioning from troop service.



MARINE DRAGON

<i>Length, overall</i>	520' 0"	<i>Gross tons</i>	11,758	<i>Propulsion</i>	Turbine
<i>Beam</i>	72' 0"	<i>Speed (knots)</i> ...	17	<i>Passengers</i>	2,439
<i>Draft</i>	30' 0"	<i>Radius (miles)</i> ...	14,000	<i>Cargo (cu. ft.)</i> ...	104,000

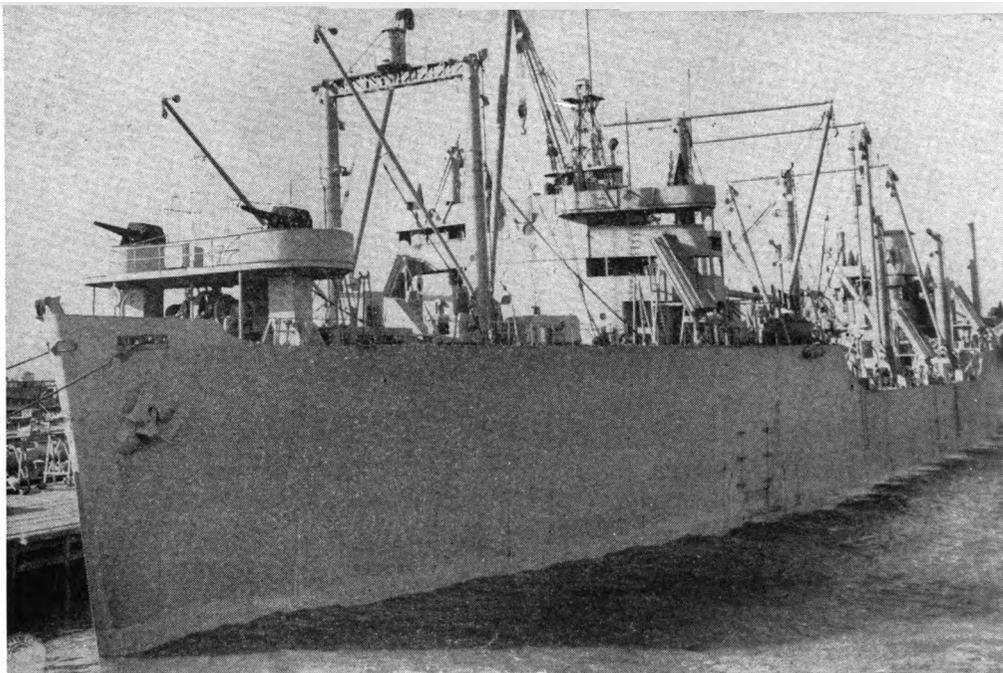
*Built in 1944 by Sun Shipbuilding & Drydock Co., Chester, Pa.
Operated during World War II by Waterman Steamship Co.*

THE MARINE DRAGON was originally begun as a C4 type cargo ship. However, the demand for additional troop lift necessitated her being completed at the building yard as a troopship.

Following delivery of the vessel in December 1944, she went to New York, from where she sailed in mid-January 1945 to Southampton and Le Havre. Returning in late February, the ship left on 7 March for the same destinations and remained in that area, shuttling between UK and France for nearly a year.

Having returned (to New York) in February 1945, the DRAGON went to Boston before leaving in April on the first of three voyages to Le Havre (and UK on two of these trips). In July 1945 the vessel went to Leghorn, Italy, and sailed, via Gibraltar and the Panama Canal, to the Pacific with battle-experienced troops to be used against Japan. The ship departed from Balboa, Canal Zone on 11 August 1945 and proceeded to Hollandia, Manila and Leyte. She returned to Seattle in October and left the next month on a trip to Nagoya, Japan, from which she again reached Seattle in late December 1945.

After undergoing a month's repairs the MARINE DRAGON left in early February 1946 for Hawaii and from there returned to San Francisco. From the California port a voyage was made to Guam and Saipan, from which the ship reported back to San Francisco in mid-April 1946—to be decommissioned as a troopship.



MARINE EAGLE

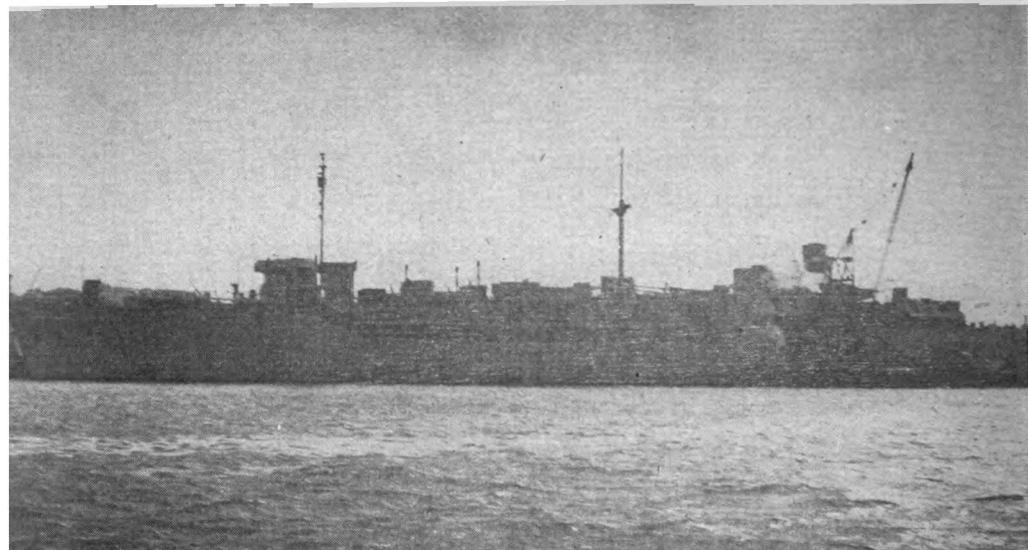
<i>Length, overall</i>520' 0"	<i>Gross tons</i> 11,500	<i>Propulsion</i>Turbine
<i>Beam</i> 72' 0"	<i>Speed (knots)</i> 17	<i>Passengers</i> 547
<i>Draft</i> 30' 0"	<i>Radius (miles)</i> 10,000	<i>Cargo (cu. ft.)</i>654,000

*Built in 1944 by Sun Shipbuilding & Drydock Co., Chester, Pa.
Operated during World War II by American-Hawaiian Steamship Co.*

THE MARINE EAGLE was the only C4 type vessel that remained essentially the freight ship she was originally designed to be. She was, however, outfitted to carry a limited number of troops, and for that reason is included among the list of troopships of World War II, although passengers were not carried on many of the voyages indicated.

From New York in late December 1943 the ship made a voyage to the Mersey, Liverpool and Birkenhead from which she returned to New York in early February 1944. Additional voyages were made to the United Kingdom (including Belfast) until late August, the vessel reaching New York from those voyages. In early September 1944, Cherbourg (France) was added to the English ports visited for two successive trips. Then another journey to UK; one to Le Havre, Swansea and Liverpool; and one to Le Havre and Newport (England) were made—the ship returning from the last named voyage, to New York, in late May 1945.

Having reached UK in early June, the MARINE EAGLE visited Antwerp and Le Havre before leaving Downs on 11 July 1945 on a voyage, through the Panama Canal, to Manila, P. I. The vessel called at Lingayen and Eniwetok before heading east to San Francisco, where she arrived in early October. After repairs the MARINE EAGLE made a journey to Leyte and Manila from which she returned to San Francisco in March 1946—to be subsequently released from Army service.



MARINE FALCON

<i>Length, overall</i>523' 0"	<i>Gross tons</i> 12,420	<i>Propulsion</i>Turbine
<i>Beam</i> 72' 0"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,485
<i>Draft</i> 29' 0"	<i>Radius (miles)</i> 12,000	<i>Cargo (cu. ft.)</i> 53,000

*Built in 1945 by Kaiser Co., Inc., Vancouver, Wash.
Operated during World War II by American-Hawaiian Steamship Co.*

THIS C4 type vessel, although actually completed before V-J Day, did not get to transport troops overseas for battle. The MARINE FALCON left San Francisco in late September 1945 and reached Yokohama, Japan, in early October. She visited Osaka, Wakayama and Nagoya in Japan, and Inchon, Korea before returning to Portland, Oregon in early November.

The ship's next outbound voyage was to Inchon, where she arrived on 5 January 1946. She left the Korean port two days later for Seattle, arriving at the latter in late January.

The MARINE FALCON'S next journey—began in late February 1946—took her to Tokyo, Yokohama and Calcutta, India. The vessel returned to Seattle in late March, and sailed in late April for Shanghai, where she was due to arrive 12 May 1946.

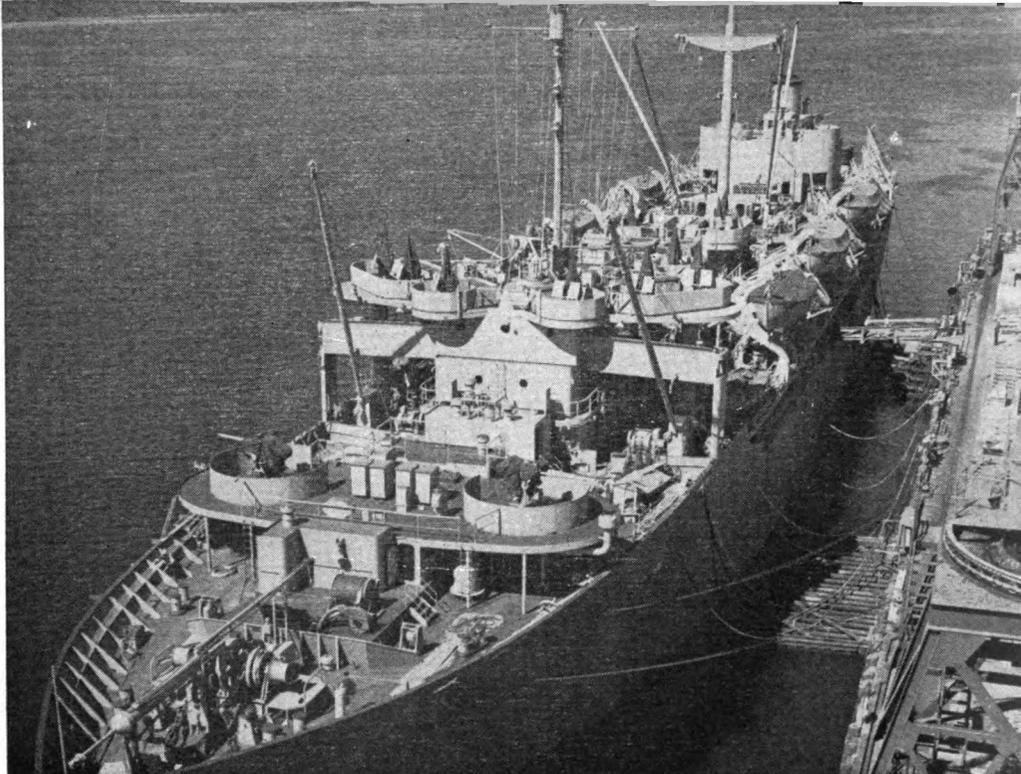


Photo courtesy U. S. Maritime Commission

MARINE FLASHER

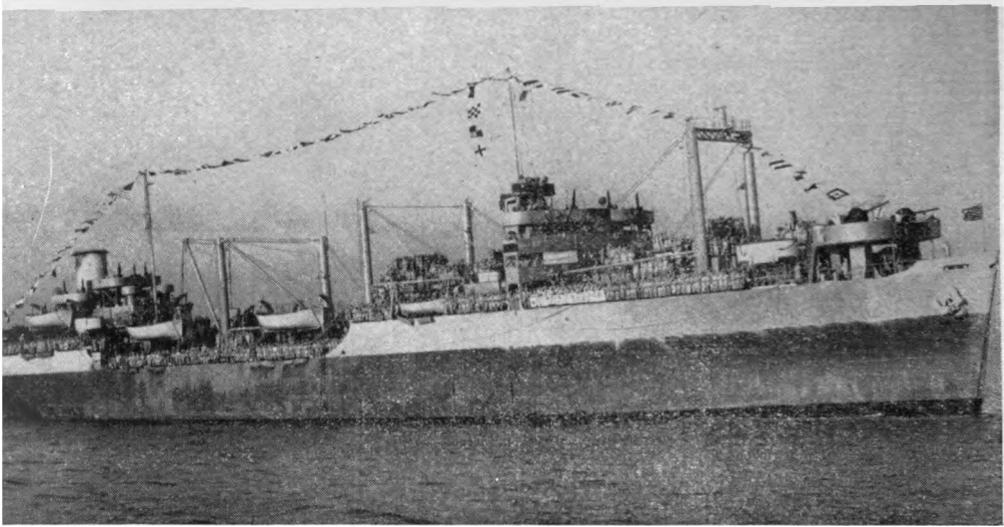
<i>Length, overall</i>523' 0"	<i>Gross tons</i> 12,420	<i>Propulsion</i>Turbine
<i>Beam</i> 72' 0"	<i>Speed (knots)</i> ... 17	<i>Passengers</i> 3,485
<i>Draft</i> 29' 0"	<i>Radius (miles)</i> ... 12,000	<i>Cargo (cu. ft.)</i> ... 53,000

*Built in 1945 by Kaiser Co., Inc., Vancouver, Wash.
Operated in World War II by Matson Navigation Co.*

HAVING been completed as a C4 type troopship shortly after V-J Day, the MARINE FLASHER went to San Francisco from where she departed in late September 1945 for Okinawa and Inchon, Korea.

Returning to Seattle in November, the ship next left (on Christmas Day 1945) for Shanghai and Inchon (also called "Jinsen"). She returned from that voyage to Los Angeles in February and on 7 March 1946, departed, via the Panama Canal, for New York.

The MARINE FLASHER sailed from New York on 25 April 1946 for Oslo (Sweden) and Bremen (Germany).



MARINE FOX

<i>Length, overall</i> 520' 0"	<i>Gross tons</i> 11,758	<i>Propulsion</i> Turbine
<i>Beam</i> 72' 0"	<i>Speed (knots)</i> 17	<i>Passengers</i> 2,439
<i>Draft</i> 30' 0"	<i>Radius (miles)</i> 14,000	<i>Cargo (cu. ft.)</i>104,000

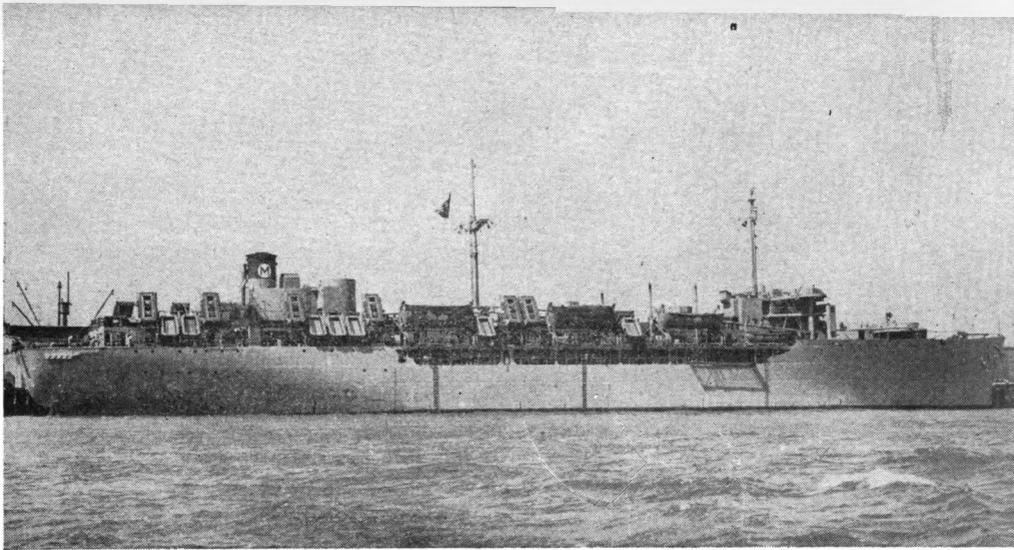
*Built in 1945 by Sun Shipbuilding & Drydock Co., Chester, Pa.
Operated in World War II by Isthmian Steamship Co.*

THE MARINE FOX was one of the C4 type vessels that was completed for use as a troopship several months before the coming of V-J Day.

Following construction, the ship went to New York, from where on 7 March 1945 she began her maiden voyage to Le Havre, France (two visits) and Southampton, England. Returning to New York in early April the MARINE FOX made the following subsequent voyages in succession before being ordered to the Pacific in November: (1) to Le Havre and Southampton; (2) to Le Havre; (3) to Leghorn, Italy, with return to Hampton Roads; (4) to Naples; (5) to Le Havre.

On 21 November 1945 the ship departed from New York and proceeded, via the Panama Canal and Hawaii, to Shanghai, arriving at the Chinese port on 2 January 1946. From China the vessel sailed to Calcutta, then back, via Manila, to Seattle in February.

The MARINE FOX left the Puget Sound port in early April and made a voyage to Yokohama and Okinawa, from where she returned to San Francisco on 11 May 1946.



MARINE JUMPER

<i>Length, overall</i> ... 523' 0"	<i>Gross tons</i> 12,420	<i>Propulsion</i> Turbine
<i>Beam</i> 72' 0"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,485
<i>Draft</i> 29' 0"	<i>Radius (miles)</i> 12,000	<i>Cargo (cu. ft.)</i> 53,000

*Built in 1945 by Kaiser Co., Inc., Vancouver, Wash.
 Operated in World War II by Moore-McCormack Lines, Inc.*

THE MARINE JUMPER, like several other new C4 type troopships which were practically complete when Japan surrendered, did not have an opportunity to carry troops to battle areas. Likewise, her post-war career as a troop transport is expected to be brief. This vessel was a "Navy allocation."

Leaving San Francisco in October 1945 the vessel sailed to Manila and returned on 22 November to Los Angeles. From the Southern California city she made another voyage to Manila from which she returned to Seattle in January 1946.

The next cruise of the MARINE JUMPER (begun at Seattle in February) was somewhat longer, being to Calcutta and Singapore in addition to Manila. After her return to Seattle in mid-April, the ship left two weeks later on another voyage to the Far East.

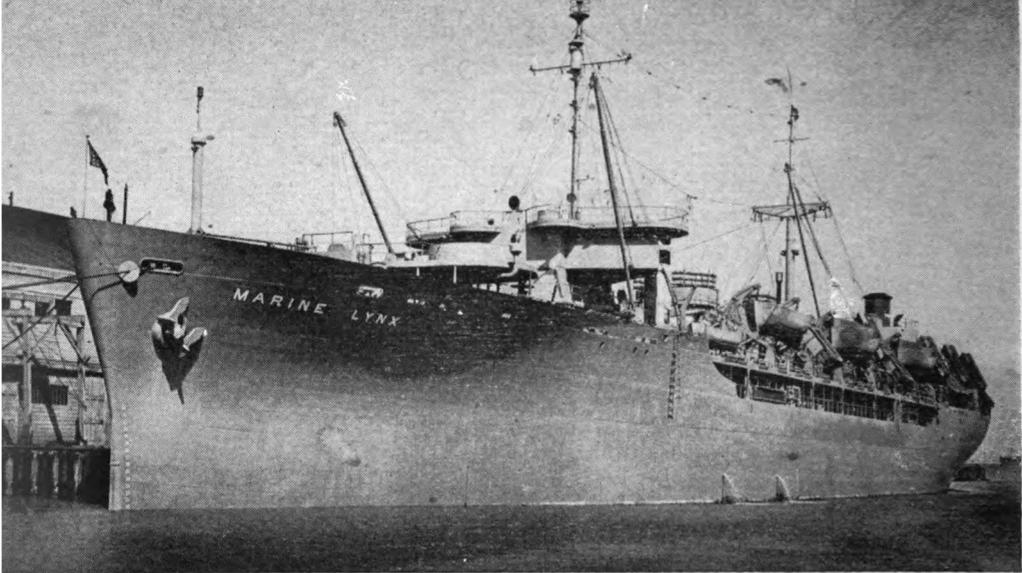


Photo courtesy American President Lines

MARINE LYNX

<i>Length, overall</i>523' 0"	<i>Gross tons</i> 12,420	<i>Propulsion</i>Turbine
<i>Beam</i> 71' 6"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,485
<i>Draft</i> 29' 0"	<i>Radius (miles)</i> 12,000	<i>Cargo (cu. ft.)</i> 53,000

*Built in 1945 by Kaiser Co., Inc., Vancouver, Wash.
 Operated by Moore-McCormack Lines, Inc.*

HAVING been completed too late for active warfare, nonetheless, the MARINE LYNX was a modern C4 type troopship that was used subsequent to V-J Day to carry replacement troops overseas and to return large numbers home.

The ship sailed from Portland, Oregon, on 3 December 1945 for Yokohama, Japan. She returned on 4 January 1946 to Los Angeles. From the latter port the vessel went to San Francisco before leaving in February on a voyage that took her to Guam, Saipan and Hawaii. Return to San Francisco was in mid-March.

On 17 April 1946 the MARINE LYNX was transferred to the Matson Navigation Co. for operation and on 23 April sailed for Suva, Fiji Islands and Sydney, New South Wales, being due at the latter port on 10 May 1946.

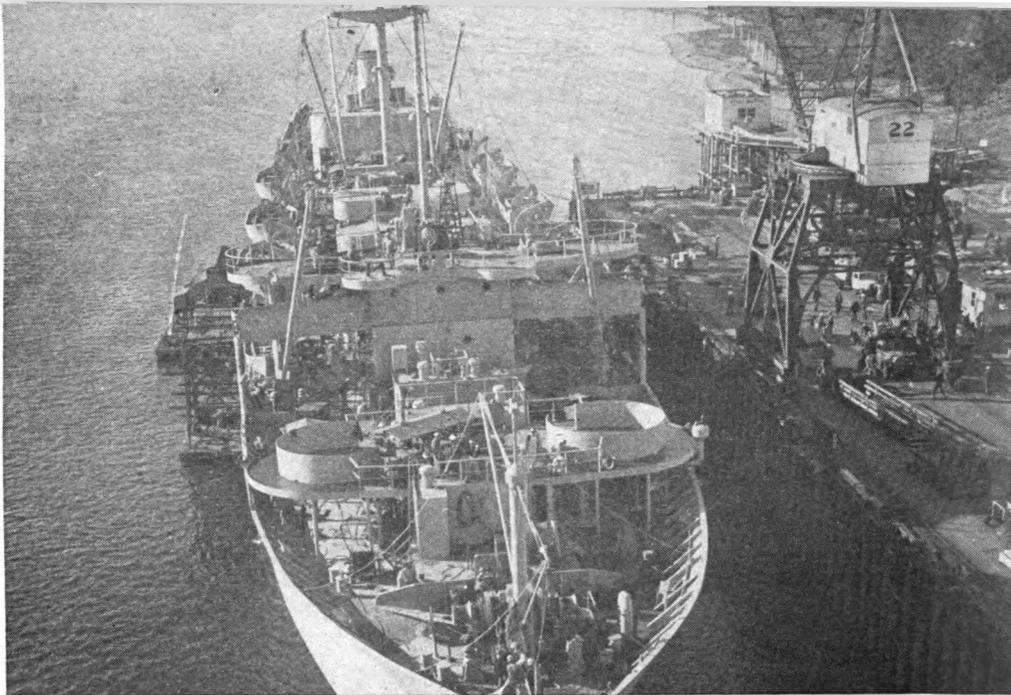


Photo courtesy U. S. Maritime Commission

MARINE MARLIN

<i>Length, overall</i>523' 0"	<i>Gross tons</i> 12,420	<i>Propulsion</i>Turbine
<i>Beam</i> 72' 0"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,485
<i>Draft</i> 29' 0"	<i>Radius (miles)</i> 12,000	<i>Cargo (cu. ft.)</i> 53,000

*Built in 1945 by Kaiser Co., Inc., Vancouver, Wash.
Operated in World War II by Matson Navigation Co.*

FOLLOWING completion, the MARINE MARLIN, a new C4 type troopship, went to Portland, Oregon, from where on 5 December 1945 she departed for Yokohama, Japan. The vessel returned to Seattle on 6 January 1946 and subsequently left, via the Panama Canal for the East Coast.

She arrived at New York on 26 February and following voyage repairs sailed on 11 April for San Juan, Puerto Rico—thence, on 15 April for Kingston, Jamaica. The vessel then returned to Charleston, from where she sailed again to Kingston in late April 1946.

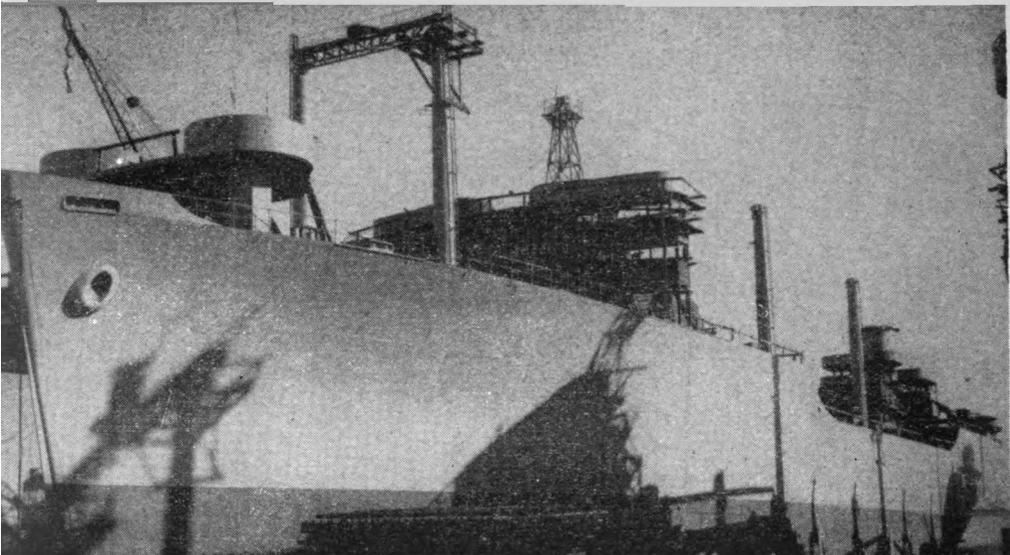


Photo courtesy U. S. Maritime Commission

MARINE PANTHER

<i>Length, overall</i> ... 520' 0"	<i>Gross tons</i> 11,758	<i>Propulsion</i> Turbine
<i>Beam</i> 72' 0"	<i>Speed (knots)</i> 17	<i>Passengers</i> 2,439
<i>Draft</i> 30' 0"	<i>Radius (miles)</i> 14,000	<i>Cargo (cu. ft.)</i> ...104,000

*Built in 1944 by Sun Shipbuilding & Drydock Co., Chester, Pa.
Operated during World War II by American Export Lines.*

ORIGINALLY begun as a C4 type cargo ship, the MARINE PANTHER was completed as a troopship for Atlantic service.

Construction at Chester was completed on 30 October 1944, whereupon the ship went to New York preparatory to sailing for Europe. She left on 15 November and went to Avonmouth. Returning in mid-December, the vessel next visited Swansea, Wales, from where she sailed in January 1945 for New York, her home port. The next three trips, all to Le Havre and Southampton, terminated at New York on 9 March, 27 April and 20 May respectively. Following another voyage to Le Havre, the MARINE PANTHER returned to Boston in late June, then made one trip to Le Havre, to return to New York in late July.

During the ensuing three months the ship made trips to Europe as follows: (1) To Gibraltar and Marseilles, returning to New York in August; (2) to Le Havre and back to New York in September; (3) to Marseilles with return in October to Boston.

On 19 October 1945, the MARINE PANTHER sailed from Boston, via the Suez Canal, to Colombo (Ceylon) and Calcutta (India). She returned via the same route to New York in December. On 31 December, she left on an eastbound voyage, via Port Said, Calcutta and Manila, to Seattle, arriving on 27 February 1946. In early April the ship sailed westward, via Manila, for Calcutta, where she arrived in early May 1946.

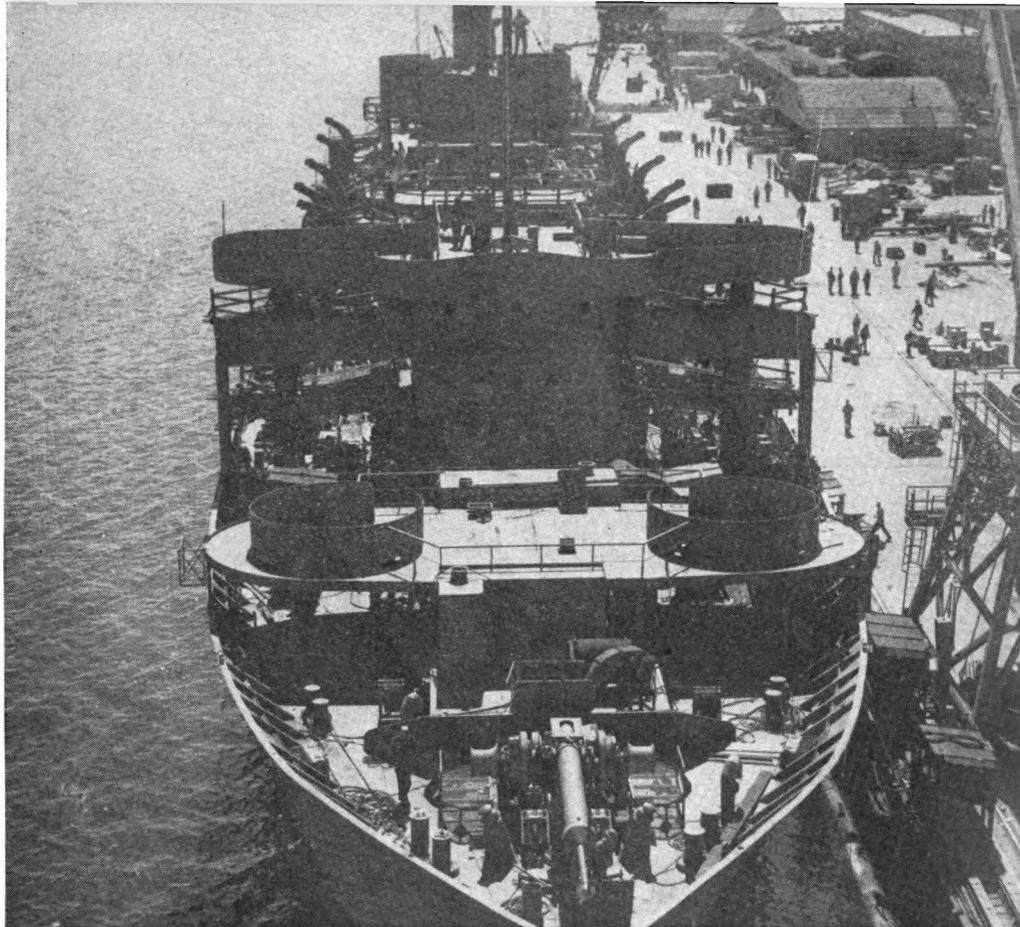


Photo courtesy U. S. Maritime Commission

MARINE PERCH

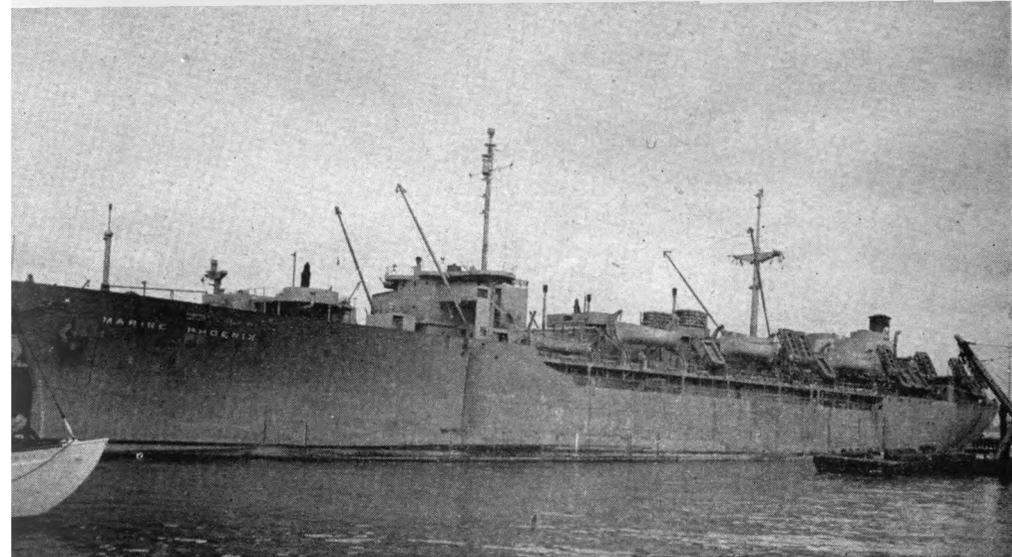
<i>Length, overall</i> 523' 0"	<i>Gross tons</i> 12,410	<i>Propulsion</i> Turbine
<i>Beam</i> 72' 0"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,485
<i>Draft</i> 29' 0"	<i>Radius (miles)</i> 12,000	<i>Cargo (cu. ft.)</i> 53,000

*Built in 1945 by Kaiser Co., Inc., Richmond, Calif.
Operated in World War II by Grace Line, Inc.*

THE MARINE PERCH was a C4 type troopship that was nearing completion when V-J Day occurred. She was a "Navy allocation." The ship left the building yard in late October 1945 and went to San Francisco from where she sailed in November for Tacloban, Leyte Island. Return to San Francisco was on Christmas Day 1945.

The ship next left the Golden Gate City for the Atlantic with a load of Italian prisoners of war. She transited the Panama Canal in late January 1946 and proceeded to Naples, Italy. She returned from there to New York in February, and was there released to the War Shipping Administration on 23 February 1946.

Following release by the Army the MARINE PERCH next voyaged from New York to Bremerhaven, Le Havre and Southampton under the jurisdiction of the War Shipping Administration.



MARINE PHOENIX

<i>Length, overall</i> .. 523' 0"	<i>Gross tons</i> 12,410	<i>Propulsion</i> Turbine
<i>Beam</i> 72' 0"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,485
<i>Draft</i> 29' 0"	<i>Radius (miles)</i> 12,000	<i>Cargo (cu. ft.)</i> 53,000

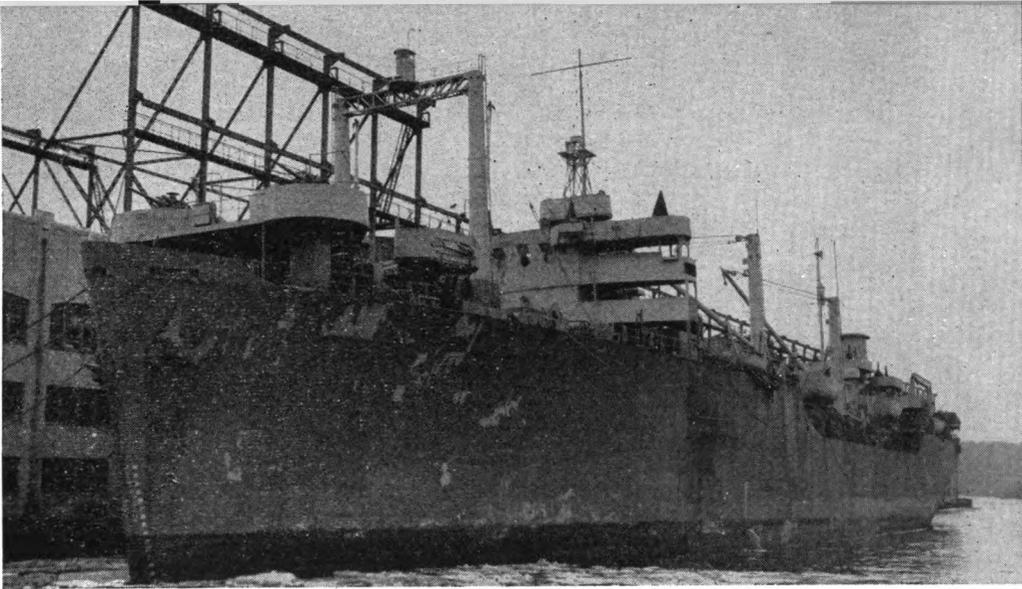
Built in 1945 by Kaiser Co., Inc., Vancouver, Wash.

Operated by Moore-McCormack Lines.

FOLLOWING completion at the building yard in November 1945, this C4 type troopship went to Seattle from where she sailed on 12 December for Nagoya, Japan. The vessel sailed from the Japanese port on 4 January 1946 and reached Seattle 12 days later, where three weeks' voyage repairs were undertaken.

From Seattle in late February the MARINE PHOENIX departed for Inchon (Korea), Shanghai and Yokohama. She returned again to Seattle in early April, and on 1 May 1946 sailed, via Honolulu, to Guam and Saipan, arriving at the latter on 20 May.

Use of the MARINE PHOENIX for troop-carrying is not expected to continue beyond the end of the Fiscal Year 1946.



MARINE RAVEN

<i>Length, overall</i> 520' 0"	<i>Gross tons</i> 11,757	<i>Propulsion</i> Turbine
<i>Beam</i> 72' 0"	<i>Speed (knots)</i> 17	<i>Passengers</i> 2,439
<i>Draft</i> 30' 0"	<i>Radius (miles)</i> 14,000	<i>Cargo (cu. ft.)</i>104,000

Built in 1944 by Sun Shipbuilding & Drydock Co., Chester, Pa.

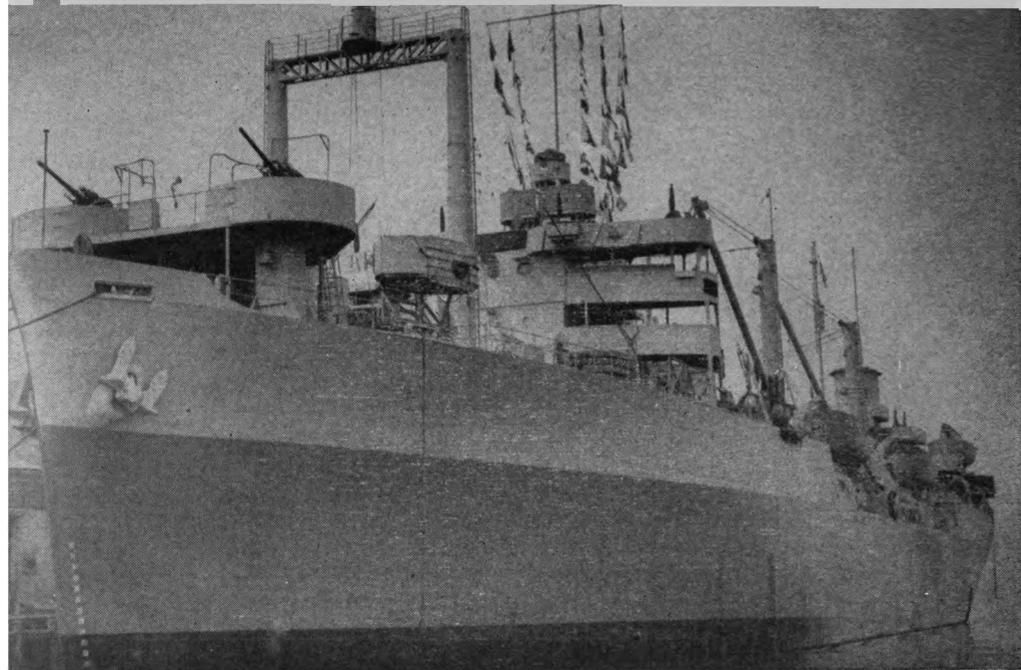
Operated during World War II by United States Lines Co.

THE MARINE RAVEN was the first C4 type vessel of the "Marine" class to carry troops. Following completion as a troopship at the building yard (where she was originally commenced as a freighter) in late January 1944, the ship went to New York from where she made 16 round trips to Europe before leaving on a voyage around the world.

The vessel's first six voyages were from New York to various ports in the United Kingdom, such as the Clyde, Belfast, Newport, Swansea, Barry and Southampton. From the last of these trips she returned to Boston in November and from there voyaged to Plymouth and Swansea. Return from that voyage was to New York in late December 1944.

In January 1945 the MARINE RAVEN sailed from New York on the first of six consecutive voyages that were to either or both, Le Havre and Southampton. Returning in late June from the last such voyage, the ship left in early July for the Mediterranean, visiting Naples, Leghorn and Gibraltar. Beginning in August, the vessel made two trips from New York to Marseilles, returning from the second to Hampton Roads in early October.

On 13 October the MARINE RAVEN departed from Newport News for Port Said, Egypt. She transited the Suez Canal, visited Colombo, stopped at Manila, and continued eastward to Seattle arriving there on 11 December 1945. In mid-January 1946, the ship left Seattle, via San Francisco (to embark German prisoners of war) for the Canal Zone. After passing through the Canal, she proceeded, via Bermuda, to Liverpool and Le Havre, and returned to New York on 18 February. From the latter port the vessel made two European cruises; the first to Downs, Antwerp and Le Havre during March; the second to Liverpool and Le Havre during April. The MARINE RAVEN was released by the Army on 9 May 1946.



MARINE ROBIN

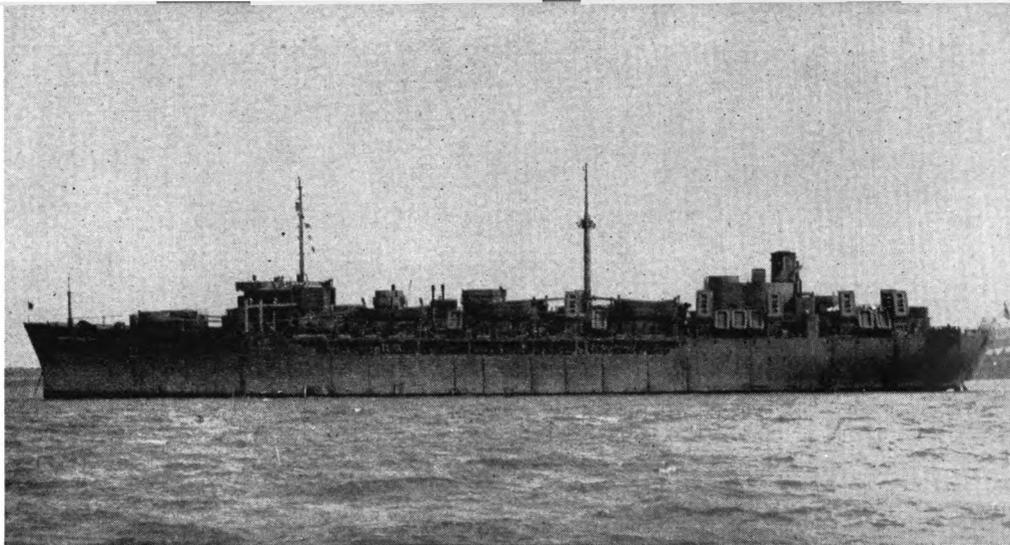
<i>Length, overall</i> 520' 0"	<i>Gross tons</i> 11,757	<i>Propulsion</i> Turbine
<i>Beam</i> 71' 6"	<i>Speed (knots)</i> 17	<i>Passengers</i> 2,439
<i>Draft</i> 22' 0"	<i>Radius (miles)</i> 14,000	<i>Cargo (cu. ft.)</i> ... 104,000

*Built in 1944 by Sun Shipbuilding & Drydock Co., Chester, Pa.
Operated during World War II by Grace Line, Inc.*

THE MARINE ROBIN was another of the C4 type transports that was constructed in time to see wartime service. Although originally intended to be a freighter, the design was changed during the building period and little delay was entailed by the yard's delivering the ship as a trooper rather than a cargo vessel.

The MARINE ROBIN's maiden voyage was from Norfolk, Va., to Naples where she was locally operated for two months before returning, via Gibraltar, to New York. She left New York on 14 October 1944 for the first of her next three voyages (to Plymouth, the Mersey or Swansea) and on 26 January 1945 departed on the first of the six succeeding voyages (to either or both Le Havre and ports in the United Kingdom), the last of which terminated in early August. Return from the preceding voyages was to New York or Boston. From the latter the vessel made two round trips to Marseilles, returning from the last in early October.

On 8 October the MARINE ROBIN headed east (via Port Said, Calcutta and Colombo) to Seattle, Washington, reaching the Puget Sound city on 1 December 1945. A week later she headed west as far as Shanghai, Singapore and Calcutta and returned to Portland, Oregon, in early February 1946. The ship went to Seattle before leaving (in late February), via Pearl Harbor, for Yokohama, Japan. She returned from that voyage, to San Francisco on 4 April 1946 and was thereupon released from further troop service.



MARINE SERPENT

<i>Length, overall</i>	523' 0"	<i>Gross tons</i>	12,420	<i>Propulsion</i>	Turbine
<i>Beam</i>	72' 0"	<i>Speed (knots)</i>	17	<i>Passengers</i>	3,485
<i>Draft</i>	29' 0"	<i>Radius (miles)</i>	12,000	<i>Cargo (cu. ft.)</i>	53,000

*Built in 1945 by Kaiser Co., Inc., Vancouver, Wash.
Operated in World War II by United Fruit Co.*

THE MARINE SERPENT was another C4 type vessel that was completed at the building yard as a troopship. Although she was nearing completion on V-J Day, she was not ready for troop service until several weeks later.

The MARINE SERPENT'S first voyage began from San Francisco on 31 October 1945 and took her via Honolulu, to Leyte, Agusan and Tacloban, Philippine Islands. She returned to San Francisco in December and left on 8 January 1946 for Manila, returning, via Honolulu, to San Francisco on 18 February.

From the California city the ship sailed, on 24 March for Yokohama. She returned to Seattle from that voyage on 21 April. On 14 May she began a round trip to Yokohama from Seattle, returning on 11 June. She is scheduled to leave on another similar voyage in early July.

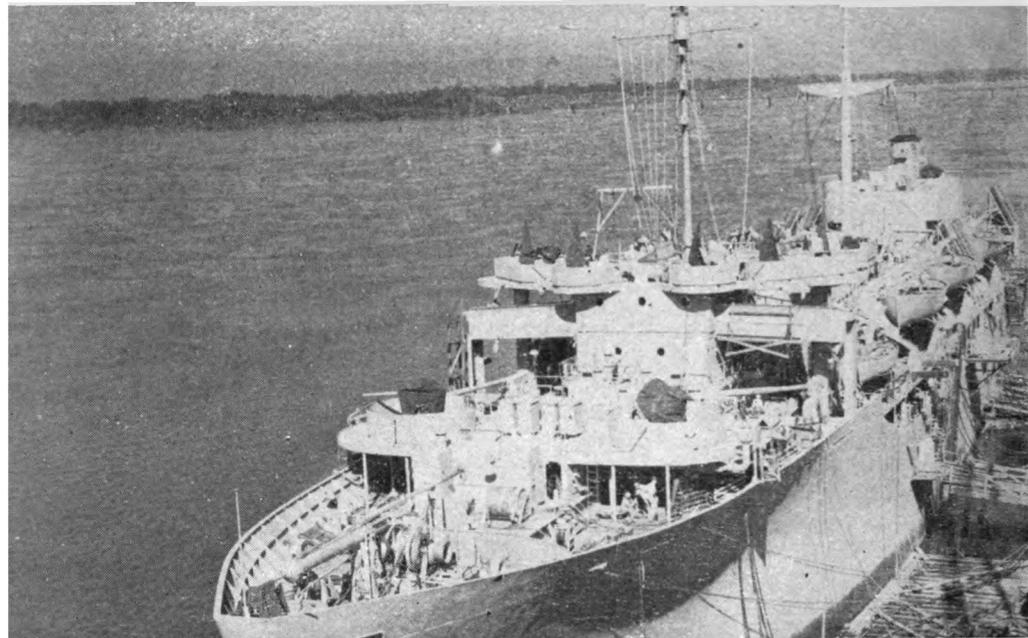


Photo courtesy U. S. Maritime Commission

MARINE SHARK

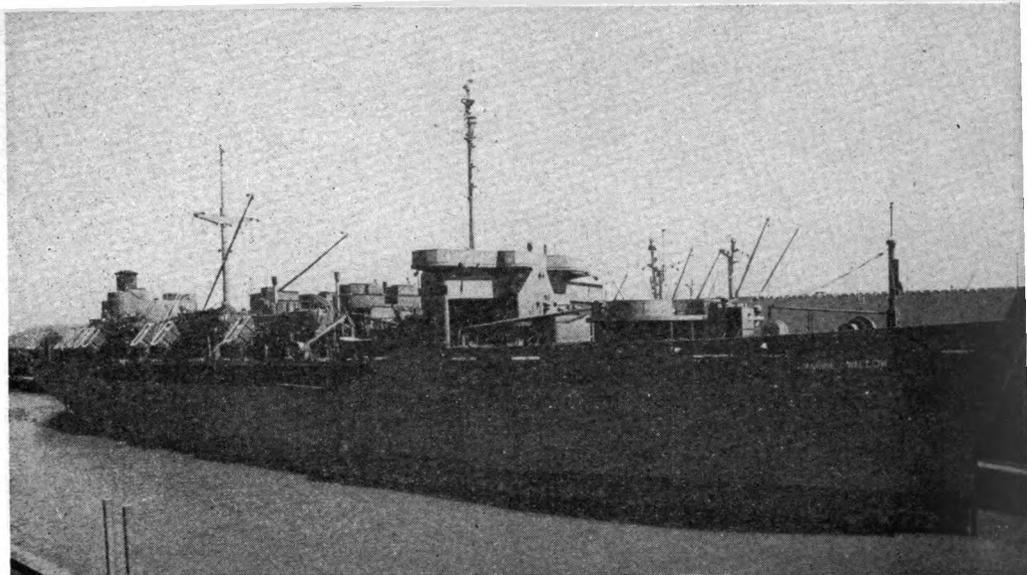
<i>Length, overall</i> .. 523' 0"	<i>Gross tons</i>	12,420	<i>Propulsion</i>	Turbine
<i>Beam</i>	<i>Speed (knots)</i>	17	<i>Passengers</i>	3,485
<i>Draft</i>	<i>Radius (miles)</i> ...	12,000	<i>Cargo (cu. ft.)</i>	53,000

*Built in 1945 by Kaiser Co., Inc., Vancouver, Wash.
Operated in World War II by American President Lines*

ALTHOUGH the MARINE SHARK, another C-4 type ship, was completed (at the building yard) shortly before V-J Day, she did not begin a voyage during hostilities. She was, however, used to return troops from abroad.

The vessel left San Francisco on 18 September 1945 and proceeded to Manila and return (via Honolulu). She next left San Francisco on 27 November, going to Manila and Okinawa. Return was to Seattle on 11 January 1946, but the ship went to San Francisco before departing on 21 February for Le Havre, France, via the Panama Canal. She left Le Havre on 18 March and reached New York on the 26th.

The MARINE SHARK sailed from New York on 2 May 1946 for Naples, Piraeus and Salonika. She returned to New York on the last day of May and on 8 June sailed for Alexandria, Egypt.



MARINE SWALLOW

<i>Length, overall</i> 523' 0"	<i>Gross tons</i> 12,410	<i>Propulsion</i> Turbine
<i>Beam</i> 72' 0"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,485
<i>Draft</i> 29' 0"	<i>Radius (miles)</i> 12,000	<i>Cargo (cu. ft.)</i> 53,000

*Built in 1945 by Kaiser Co., Inc., Richmond, Calif.
 Operated in World War II by American President Lines*

LIKE several other C4 type troopships which had been undergoing construction for several months preceding V-J Day, the MARINE SWALLOW was not yet completed when the War ended. She did, however, serve in helping return troops to the United States.

Following delivery in late November 1945, the vessel went to San Francisco from where she sailed on 23 December for Manila. She returned to San Francisco in mid-February 1946 and left in late March for Yokohama (making two calls there) and Inchon (Korea). The MARINE SWALLOW returned from that voyage to the Orient to Seattle on 6 May 1946.

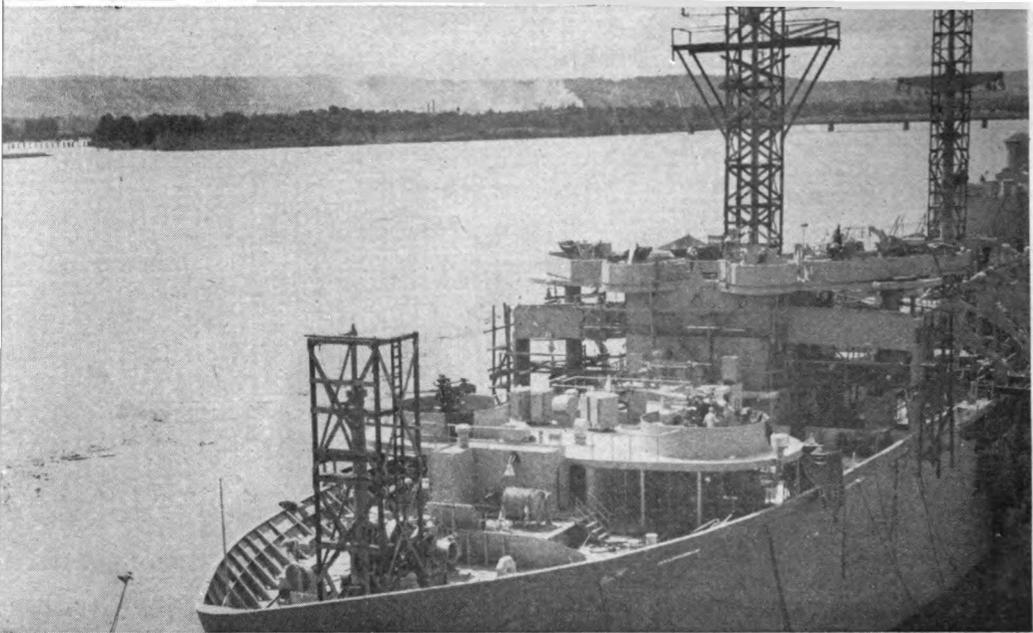


Photo courtesy U. S. Maritime Commission

MARINE TIGER

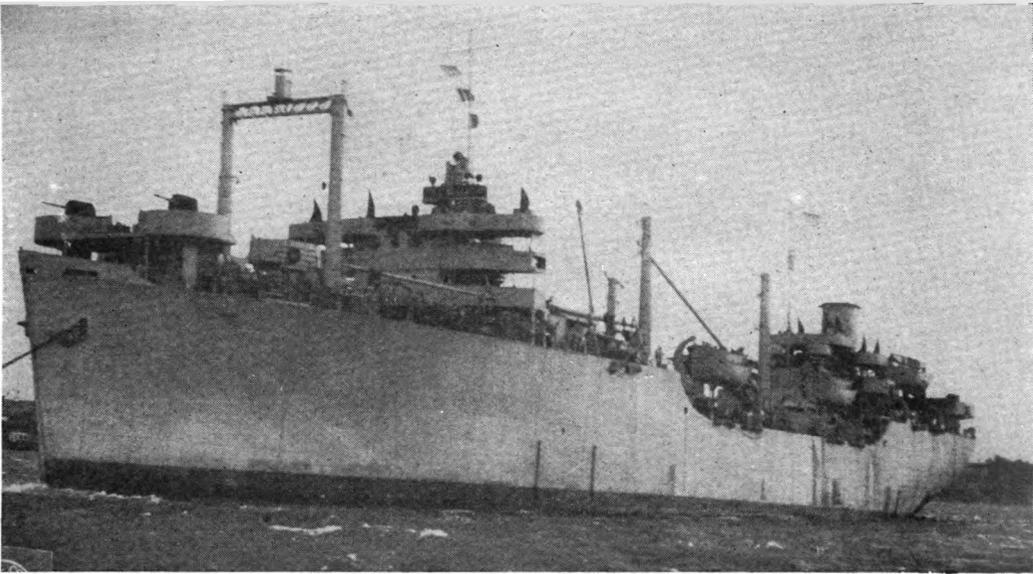
<i>Length, overall</i>523' 0"	<i>Gross tons</i> 12,420	<i>Propulsion</i>Turbine
<i>Beam</i> 72' 0"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,485
<i>Draft</i> 29' 0"	<i>Radius (miles)</i> 12,000	<i>Cargo (cu. ft.)</i> 53,000

*Built in 1945 by Kaiser Co., Inc., Vancouver, Wash.
Operated in World War II by Matson Navigation Co.*

ALTHOUGH the MARINE TIGER, a C4 type vessel, left the building yard before the Japanese surrender, she had practically no wartime service. Immediately following construction the ship went to San Francisco, from where she made a trip to the Canal Zone (going through the Canal to the Caribbean) and returned to San Francisco during the month of August 1945.

On 1 September the MARINE TIGER departed from San Francisco for Pearl Harbor, Eniwetok and Manila. Following return to the California city, she made another voyage to the Southwest Pacific for troops and returned to Los Angeles.

The ship sailed from Los Angeles in early December for Hollandia and Leyte, and returned to Los Angeles in early January 1946. With Italian prisoners of war on board, she then headed for the Panama Canal, through which she passed in February, and proceeded directly to Naples. The vessel stopped at Piraeus (Greece) and Gibraltar before arriving at New York in March where on the 20th of the month she was released to the War Shipping Administration. Ensuing operation, not under Army control, took the MARINE TIGER in late April to Capetown, South Africa, where she was due in mid-May 1946.



MARINE WOLF

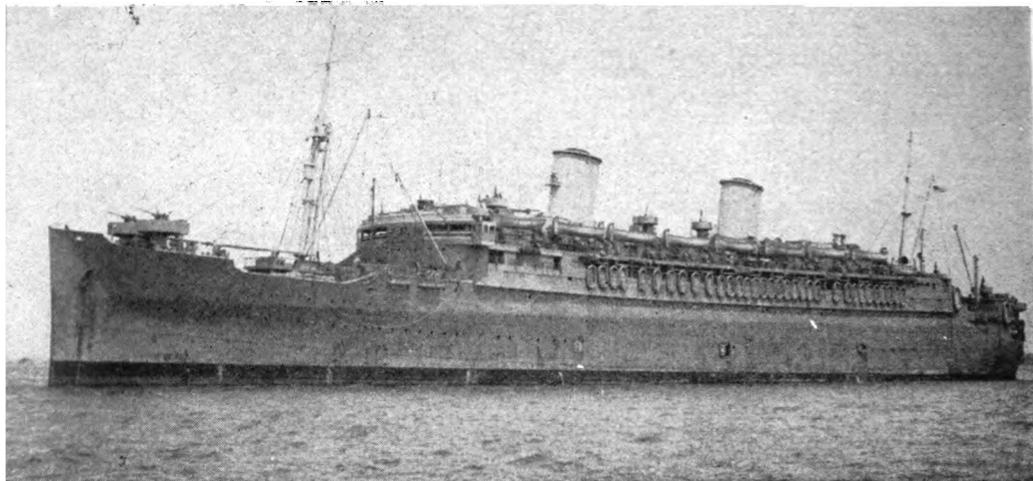
<i>Length, overall</i> ... 520' 0"	<i>Gross tons</i> 11,757	<i>Propulsion</i> Turbine
<i>Beam</i> 71' 0"	<i>Speed (knots)</i> ... 17	<i>Passengers</i> 2,407
<i>Draft</i> 25' 0"	<i>Radius (miles)</i> ... 14,000	<i>Cargo (cu. ft.)</i> .. 104,000

*Built in 1944 by Sun Shipbuilding & Drydock Co., Chester, Pa.
 Operated during World War II by Lykes Bros. Steamship Co.*

THE MARINE WOLF went to Norfolk following construction, and from there on 28 July 1944 sailed for Naples. The ship returned to New York on the last day of August and from that port made a voyage to Cherbourg and Great Britain, followed by one to the Mersey from where she returned (in November) to Boston. From the Massachusetts city the ship next made a trip to Southampton, then one to Le Havre, France, and Southampton, returning from the latter, to New York, in early February 1945.

A trip to Le Havre, Southampton and Plymouth during late February and March was followed by departure from New York on 31 March for Le Havre. From mid-April to early October, the MARINE WOLF made 52 shuttle trips between Le Havre and Southampton, then returned to New York.

After a round trip to Marseilles, which was made during November, the MARINE WOLF sailed from New York on 6 December 1945 to Port Said, Egypt. She transited the Suez Canal; stopped at Calcutta, Manila and Honolulu; and reached Los Angeles, California, on 6 February 1946. Following a month's repairs, the vessel made a trip to Honolulu and back to San Francisco, before leaving the Golden Gate in late April for Honolulu, Guam and Saipan.



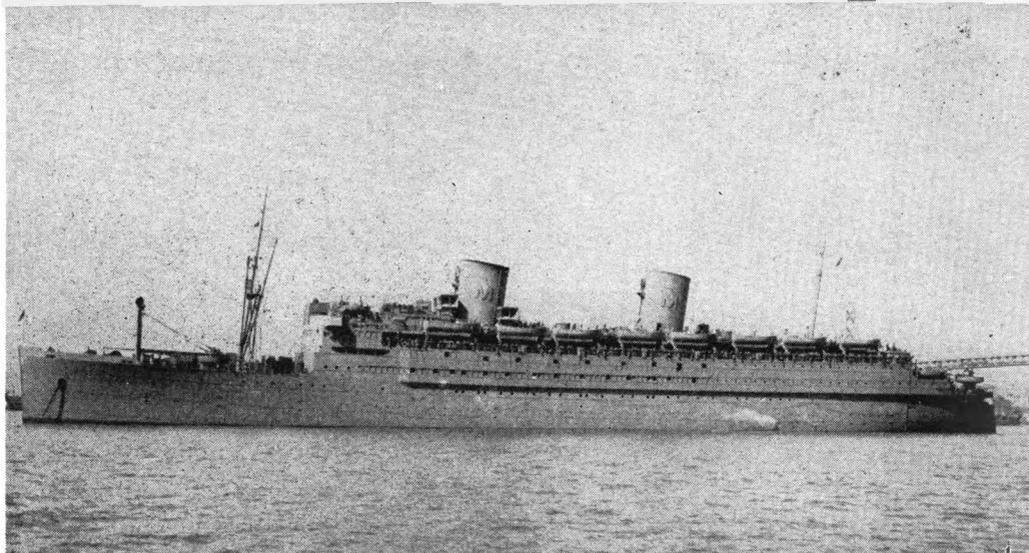
MARIPOSA

Length, overall...632' 0"
Beam79' 0"
Draft28' 2"
Gross tons18,152
Speed (knots)20
Radius (miles)...15,000
Propulsion..Turbines (2)
Passengers4,272
Cargo (cu. ft.)...188,507

Built in 1931 by Bethlehem Shipbuilding Corp., Quincy, Mass.
Operated during World War II by Matson Navigation Co. and WSA.

THE MARIPOSA experienced one of the most interesting and busy careers of all the troopships of World War II. It is difficult in a limited space to describe all the voyages the ship made. The highlights are, therefore, tabulated to show the intensive service rendered by this ship.

<i>From</i>	<i>Departure</i>	<i>Overseas Points Visited</i>
San Francisco	12 Jan. 1942	Melbourne, Brisbane
San Francisco	19 March 1942	Melbourne
San Francisco	8 May 1942	Panama Canal Zone
Charleston	28 May 1942	Freetown, Capetown, Karachi, Bombay
New York	20 Oct. 1942	Liverpool, Oran
New York	8 Dec. 1942	Rio de J., Aden, Massaua, Suez, Djibouti, Port Sudan, Bombay, Capetown, Freetown, Clyde.
New York	16 Apr. 1943	Casablanca
New York	23 May 1943	Liverpool
Norfolk	17 June 1943	Casablanca
Boston	10 July 1943	Casablanca
Boston	7 Aug. 1943	Reykjavik, the Clyde
New York	9 Sept. 1943	Rio de Janeiro, Bombay, Fremantle, Sydney
San Francisco	6 Dec. 1943	Hobart, Bombay, Melbourne, Wellington
Los Angeles	9 March 1944	Fremantle, Bombay, Melbourne, Panama
Boston	3 June 1944	The Clyde (Scotland)
Norfolk	15 July 1944	Oran
Boston	6 Aug. 1944	Liverpool
Boston	30 Aug. 1944	The Mersey (England)
Boston	22 Sept. 1944	The Mersey (England)
New York	27 Oct. 1944	Marseilles, Naples, Gibraltar
Boston	1 Dec. 1944	Gibraltar, Marseilles
Boston	8 Jan. 1945	Marseilles, Oran
New York	18 Feb. 1945	The Mersey
Norfolk	17 March 1945	Gibraltar, Oran, Naples
Boston	21 Apr. 1945	Marseilles, Naples, Gibraltar
Boston	21 May 1945	Cherbourg, Le Havre
Boston	13 June 1945	Le Havre
Boston	3 July 1945	Le Havre, Cherbourg
Boston	30 July 1945	Naples, Rio de Janeiro, Marseilles
Boston	20 Sept. 1945	Le Havre
Boston	9 Oct. 1945	Le Havre
Boston	1 Nov. 1945	Naples
Hampton Rds.	29 Nov. 1945	Marseilles



MATSONIA

<i>Length, overall</i>582' 0"	<i>Gross tons</i> 17,226	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i> 83' 0"	<i>Speed (knots)</i> 20	<i>Passengers</i> 2,976
<i>Draft</i> 29' 0"	<i>Radius (miles)</i> 9,000	<i>Cargo (cu. ft.)</i>118,000

Built in 1927 by Wm. Cramp & Sons Shipbuilding & Drydock Co., Philadelphia, Pa.

Former name: MALOLO

Operated prior to and during World War II by Matson Navigation Co.

THE MATSONIA was technically allocated to the Navy. She made 38 overseas voyages from the West Coast of the United States between February 1942 and April 1946. Of these, seven were to Australia; five were as far as New Zealand; three were to New Guinea and adjacent points; three were to distant islands, such as Noumea, Samoa and Guam; nineteen were to Hawaii; and one was to Yokohama, Japan.

Typical voyages made by the MATSONIA were:

- (1) From San Francisco in February 1942 to Brisbane and Sydney.
- (2) From San Diego in October 1942 to Auckland, Wellington, Noumea and Fiji Islands.
- (3) From San Francisco in December 1943 to Honolulu, Pago Pago, Tutuila, Guadalcanal and Espiritu Santo.
- (4) From Seattle in April 1944 to Honolulu, Espiritu Santo, Milne Bay and Finschhafen.
- (5) From Seattle in July 1945 to Eniwetok, Guam, Tinian, Saipan and Honolulu.



Photo courtesy U. S. Maritime Commission

METEOR

Length, overall.....459' 0"	Gross tons	6,221	Propulsion	Turbine
Beam	60' 0"	Speed (knots) ...	15½	Passengers
Draft	26' 0"	Radius (miles)...	11,000	Cargo (cu. ft.)...189,000

Built in 1943 by Moore Drydock Co., Oakland, Calif.

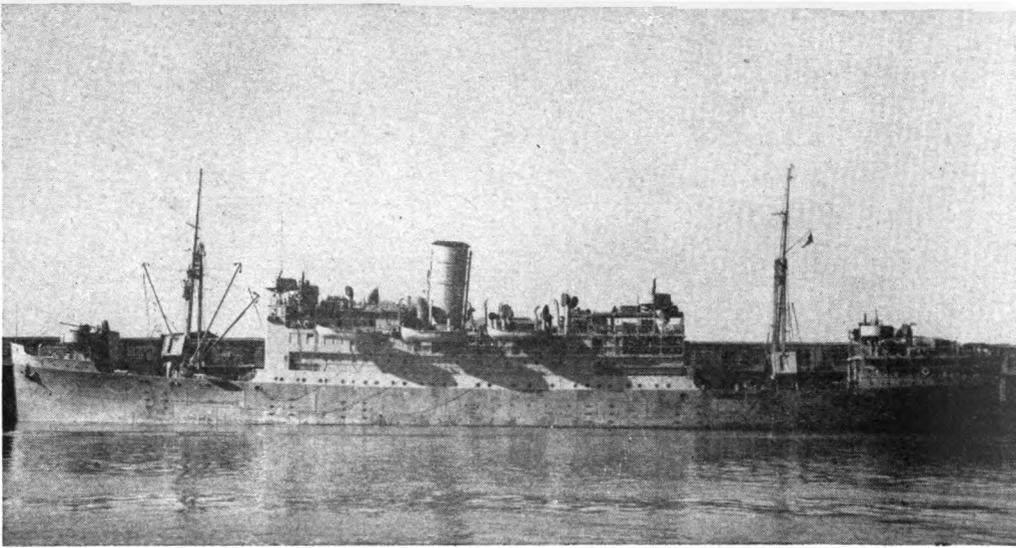
Operated during World War II by Mississippi Shipping Co., Inc.

THIS was a C2 type vessel that was converted for troop service immediately following delivery from construction in July 1943. On 26 September she sailed from San Francisco for Brisbane and returned on Armistice Day to the California port.

On 4 December 1943 the METEOR sailed from San Diego for Noumea, Nandi and Espiritu Santo. On 11 February 1944 she left the same California port for Funafuti, Noumea, Honolulu, Tarawa and Nawiliwili. Returning to San Francisco on 30 April, the ship next went to Hueneme before leaving in mid-May, for Honolulu from where she made two trips westward, the first to Noumea, the second to Kwajalein and Eniwetok. Return to San Francisco was in early September and departure therefrom in October was for Honolulu, Eniwetok, Ulithi, Homohon, Leyte and Hollandia. The vessel returned to San Francisco on 13 February 1945.

In March the METEOR made a round trip to Honolulu. Her next out-bound voyage, via Hueneme, took her to Pearl Harbor, Eniwetok, Ulithi, Okinawa, Saipan and Guam, with return to San Francisco on 20 July. On 7 August the ship sailed for Eniwetok, Ulithi and Leyte, returning to Seattle on 25 September. She went from there to Portland from where on 24 October she sailed for Yokohama, Nagasaki, Sasebo, Nagoya and Inchon, and returned to Los Angeles the day after Christmas.

On 18 January 1946 the METEOR sailed from Los Angeles to Hawaii and from there proceeded to the Panama Canal, thence to Naples and Le Havre. She left the French city on 11 March and reached New York on the 24th. The ship was placed in the Reserve Fleet at Lee Hall, Va., on 19 April 1946.



MEXICO

Length, overall...404' 0" *Gross tons* 5,236 *Propulsion*Turbine
Beam 57' 6" *Speed (knots)* 17 *Passengers* 1,130
Draft 23' 7" *Radius (miles)*.... 32,314 *Cargo (cu. ft.)*.... 32,314

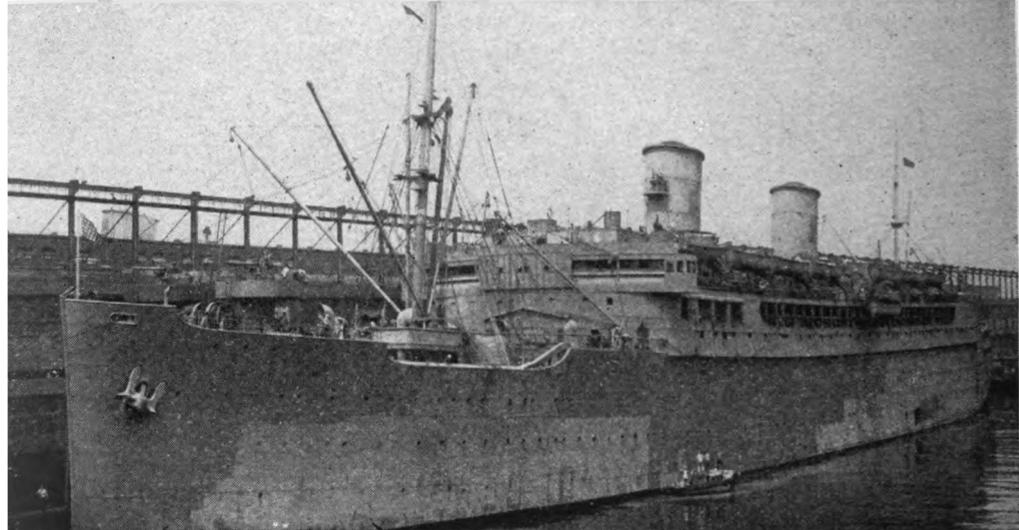
Built in 1932 by Newport News Shipbuilding & Drydock Co., Newport News, Va.
Former name: COLOMBIA

Operated prior to and during World War II by New York and Cuba Mail Steamship Co.

BETWEEN May 1942 and July 1944 the MEXICO made 13 voyages, as follows:

<i>From</i>	<i>Departure</i>	<i>Destination</i>
New York	30 Apr. 1942	Suez, Aden, Durban
New York	1 Oct. 1942	Cuba, Trinidad, Brazil, Ascension, Takoradi
Charleston	20 Dec. 1942	Cuba, Trinidad, Ascension, Takoradi, Free-town, Bathurst, Dakar
New York	5 March 1943	Casablanca
New York	29 Apr. 1943	Oran
New York	10 June 1943	Oran, Gibraltar, Casablanca
New York	5 Sept. 1943	United Kingdom
Boston	22 Oct. 1943	The Clyde River
New York	5 Dec. 1943	Swansea
New Orleans	26 Jan. 1944	Panama, Bora Bora, Milne Bay
Seattle	10 Apr. 1944	Honolulu
Seattle	15 May 1944	Honolulu
Seattle	9 June 1944	Honolulu

On 11 July the ship sailed from Seattle for the Southwest Pacific, where she was operated locally for the ensuing 10 months. Points visited include: Morotai, Lae, Oro Bay, Finschhafen, Woendi, Hollandia, Langelak, Aitape, Biak, Wakde, Noemfor, Leyte, Milne Bay, Manus, Manila and Eniwetok. The MEXICO left the last named place and, after passing through the Panama Canal, reached New Orleans from where she departed on 1 September 1945, via the Canal westbound, for Pearl Harbor and Manila. The vessel returned to Los Angeles in mid-November, and after undergoing much-needed repairs sailed on 8 January 1946 on a round trip to Honolulu. On 10 February she sailed from Los Angeles, went through the Panama Canal to Barranquilla (Colombia), and arrived at New York on the 28th, following which the ship underwent extensive repairs that were to be completed in May 1946.



MONTEREY *

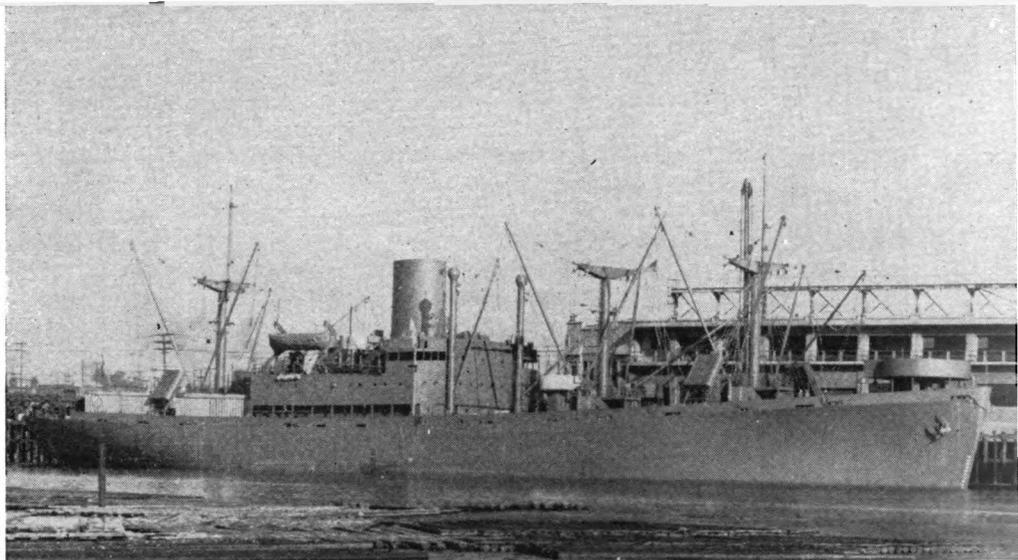
Length, overall... 632' 0"	Gross tons 18,017	Propulsion... Turbines (2)
Beam 79' 0"	Speed (knots) 20½	Passengers 4,296
Draft 28' 2"	Radius (miles).... 18,000	Cargo (cu. ft.).... 212,250

*Built in 1932 by Bethlehem Shipbuilding Corporation, Quincy, Mass.
Operated during World War II by Oceanic Steamship Co.*

SPACE does not permit complete details of the service rendered by the **MONTEREY** in World War II. The following are typical voyages:

<i>From</i>	<i>Departure</i>	<i>Destinations</i>
San Francisco	16 Dec. 1941	Honolulu
San Diego	6 Jan. 1942	Pago Pago
San Francisco	18 Feb. 1942	Melbourne, Fremantle
San Francisco	22 Apr. 1942	Adelaide, Panama, Key West
New York	1 July 1942	Halifax, Scotland
New York	9 Aug. 1942	Halifax, Scotland
New York	2 Nov. 1942	Casablanca
New York	14 Jan. 1943	Casablanca
New York	5 March 1943	Casablanca
New York	2 Apr. 1943	Casablanca
New York	29 Apr. 1943	Casablanca
New York	2 June 1943	Panama
San Francisco	26 June 1943	Brisbane, Panama
New York	21 Aug. 1943	Oran
New York	8 Oct. 1943	Liverpool, The Clyde, Palermo
New Orleans	31 Dec. 1943	Panama, Hono., Espiritu Santo, Milne, Noumea
San Francisco	8 March 1944	Milne Bay
Seattle	22 Apr. 1944	Honolulu, Langemak, Milne Bay
San Francisco	15 June 1944	Honolulu
San Francisco	3 July 1944	Honolulu, Milne Bay, Oro Bay, Guadalcanal
San Francisco	29 Aug. 1944	Honolulu
San Francisco	21 Sept. 1944	Brisbane, Oro Bay, Finschhafen, Humboldt
San Francisco	19 Nov. 1944	Noumea, Brisbane, Hollandia
San Francisco	20 Jan. 1945	Finschhafen, Hollandia, Leyte, Langemak
San Francisco	31 March 1945	New Guinea, Leyte, Manila, Honolulu
San Francisco	4 June 1945	Canal Zone, Le Havre
New York	11 July 1945	Gib., Marseilles, Panama, Ulithi, P. I., T. H.
San Francisco	6 Oct. 1945	Pearl Harbor
San Francisco	31 Oct. 1945	Honolulu
San Francisco	21 Nov. 1945	Manila
San Francisco	24 Jan. 1946	Hawaii, Samoa, New Zealand, Australia
San Francisco	16 March 1946	Auckland, Sydney, Honolulu
San Francisco	3 May 1946	Honolulu, Tutuila, Auckland, Sydney

*See page 46 for description of another vessel having the same name.



MORMACDOVE

<i>Length, overall</i>417' 9"	<i>Gross tons</i> 6,711	<i>Propulsion</i>Turbine
<i>Beam</i> 60' 0"	<i>Speed (knots)</i> 14	<i>Passengers</i> 1,171
<i>Draft</i> 27' 7"	<i>Radius (miles)</i> 23,000	<i>Cargo (cu. ft.)</i> ...129,468

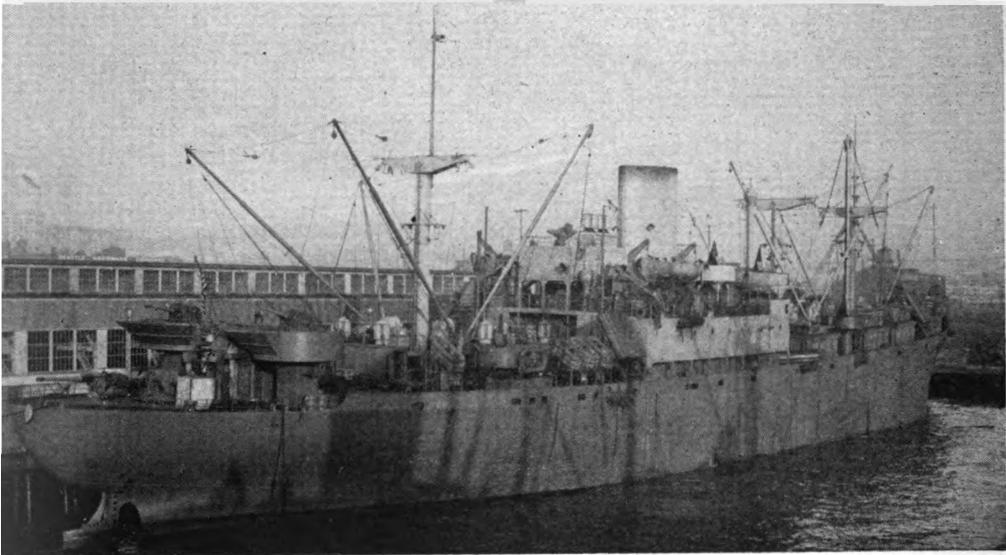
*Built in 1942 by Consolidated Steel Corporation, Wilmington, Calif.
 Operated during World War II by Moore-McCormack Lines, Inc., and War
 Shipping Administration.*

THE MORMACDOVE was a C1B type ship that was delivered as a cargo vessel in December 1942. She served in that capacity several months before being converted for troop-carrying between 11 October and 23 December 1943 by Todd's Hoboken yard at the Port of New York.

On 9 January 1944 the MORMACDOVE sailed from New York, via the Panama Canal and the Galapagos, for Bora Bora and Noumea. She returned to San Francisco in March, and in early April departed for Espiritu Santo and Efate, where she was locally operated awhile before again reaching San Francisco on 1 June. The ship next made a two months' voyage to various New Guinea ports, and in September again left San Francisco, via Honolulu, for three months, having visited Eniwetok and Saipan.

During 1945 the MORMACDOVE made the following cruises in succession: (1) from San Diego to Pearl Harbor, Eniwetok and Guam; (2) from Seattle to Hawaii, Eniwetok, Saipan and Iwo Jima; (3) from San Francisco to Pearl Harbor, Eniwetok, Ulithi and Leyte; (4) from San Francisco to Leyte and Manila; (5) from Los Angeles to Okinawa.

The ship returned to Seattle on 2 January 1946, then sailed on the 26th for the Atlantic stopping at Los Angeles before transiting the Panama Canal in February and going to Le Havre, France. She reached New York on 26 March and was released from troop service.



MORMACHAWK

<i>Length, overall</i>417' 9"	<i>Gross tons</i>	6,711	<i>Propulsion</i>	Turbine
<i>Beam</i>	<i>Speed (knots)</i>	14	<i>Passengers</i>	1,337
<i>Draft</i>	<i>Radius (miles)</i>	23,000	<i>Cargo (cu. ft.)</i>	142,217

*Built in 1942 by Consolidated Steel Corporation, Wilmington, Calif.
 Operated during World War II by Moore-McCormack Lines, Inc., and War
 Shipping Administration.*

THE MORMACHAWK was a C1B type vessel originally begun as a freighter, but completed (in December 1942) as a troopship. She began Army service in January 1943 by carrying troops to Alaska and continued operation in that area before reaching San Francisco from where in October she began trans-Pacific service, being technically allocated to the Navy.

In October 1943 the MORMACHAWK sailed from Los Angeles for Noumea, Efate and Espiritu Santo. On 29 January 1944 she sailed from San Francisco for Noumea, Espiritu Santo and Guadalcanal. In April the ship left San Diego for five months in the Southwest Pacific, having visited Noumea, Guadalcanal, Sasavele Island (New Georgia), Humboldt Bay, Biak, Hollandia, Langemak and Milne Bay. Although she returned to San Francisco, the vessel went to Seattle and Portland before making her next voyage—to Honolulu.

Departing from Seattle on 18 December 1944, the ship made the following voyages from West Coast ports in succession during 1945: (1) to Honolulu, Eniwetok, Saipan and Tinian; (2) to Pearl Harbor, Eniwetok, Kossol Roads, Leyte and Hollandia; (3) Pearl Harbor, Eniwetok, Ulithi, and Lingayen; (4) Tinian and Honolulu; (5) to Saipan, with return to Los Angeles in February 1946, and was there released from troop service. She subsequently sailed through the Panama Canal for Liverpool and Le Havre.

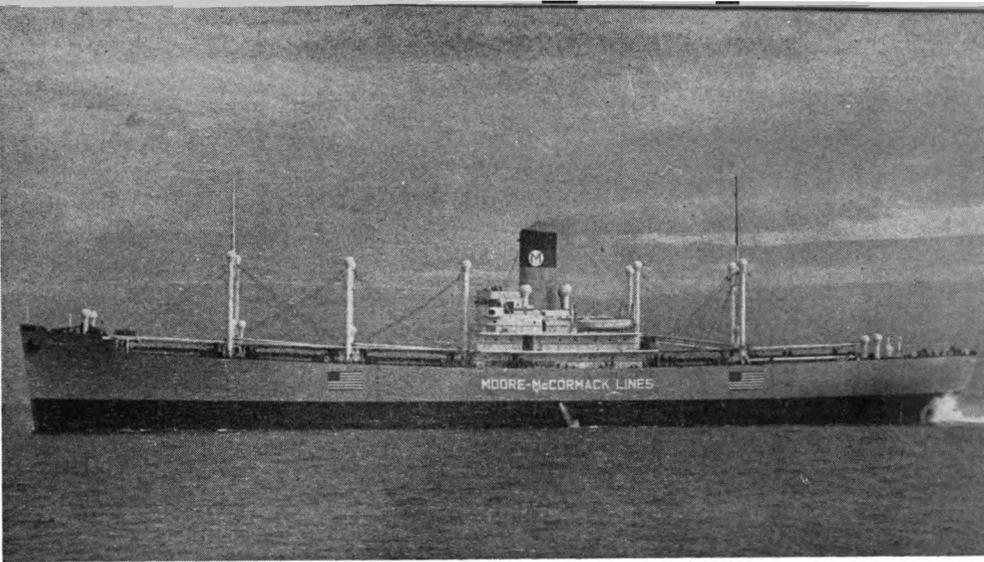


Photo courtesy U. S. Maritime Commission

MORMACMOON

Length, overall.....	492' 0"	Gross tons	7,939	Propulsion	Turbine
Beam	69' 6"	Speed (knots)	17	Passengers	549
Draft	28' 6"	Radius (miles).....	13,000	Cargo (cu. ft.).....	548,350

Built in 1940 by Ingalls Shipbuilding Corporation, Pascagoula, Miss.

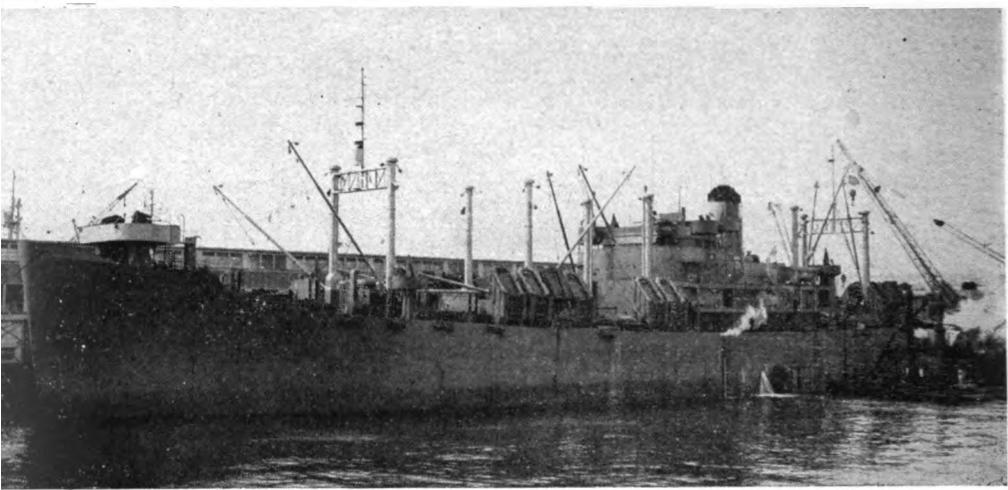
Former name: EXCHESTER

Operated during World War II by Moore-McCormack Lines.

THE MORMACMOON was used for nearly three years strictly as a freighter before being fitted in November 1943 to carry a limited number of troops. Typical voyages as a cargo ship were as follows: She sailed from New York in August 1942 for Durban, Aden, Port Sudan, Suez, Kilindini and Capetown. She returned, via Punta Arenas (Chile) and the Panama Canal, to New York on 6 March 1943 and a few weeks later made a trip to the Mersey and Avonmouth. Following return to Philadelphia from England she voyaged to Shatt-al-Arab and Bandar Shahpur.

Between October and early December 1943 the MORMACMOON was altered for 549 troops, by the East Coast Shipbuilding Co. at New York. She made a round trip to Barry (Wales) and Belfast, then departed on the following seven voyages from New York during 1944: (1) on 1 February to Barry; (2) on 28 March to Avonmouth; (3) on 14 May to Glasgow; (4) on 2 July to Barry, Cardiff and Bristol; (5) on 19 August to the Mersey, Bristol and Cardiff; (6) on 6 October to Gibraltar, Marseilles and Oran; (7) on 25 November to Marseilles.

The MORMACMOON returned to New York on Christmas Eve 1944, and during 1945 departed on voyages as follows, all from New York except one as noted: (1) on 18 January to The Solent, Le Havre and Mumbles; (2) on 15 March to Le Havre and Newport; (3) on 10 May to Antwerp, Downs and Le Havre; (4) from Philadelphia on 6 June to Antwerp and Downs; (5) on 19 August to Marseilles, Leghorn, Oran and Beni Saf (Algeria); (6) on 9 October to Genoa, Naples, Oran, Beni Saf and Marseilles; (7) on 29 November to Istanbul (Turkey) and Constanta (Romania), with return to New York on 23 January 1946. The ship next went to Baltimore where she underwent repairs which were completed in May. The vessel then sailed via Philadelphia, for Scandinavian ports—in normal cargo service.



MORMACPORT

<i>Length, overall</i> ... 492' 0"	<i>Gross tons</i> 7,773	<i>Propulsion</i> Turbine
<i>Beam</i> 69' 6"	<i>Speed (knots)</i> 17	<i>Passengers</i> 2,000
<i>Draft</i> 28' 7"	<i>Radius (miles)</i> ... 14,000	<i>Cargo (cu. ft.)</i> ... 209,087

Built in 1940 by Federal Shipbuilding and Drydock Co., Kearny, N. J.

Former name: SEA FOX

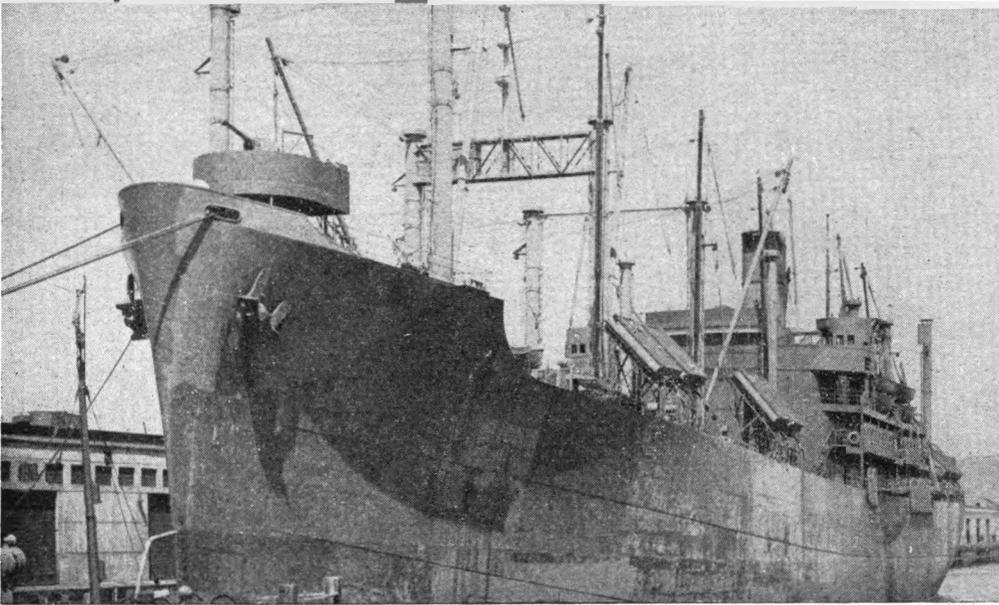
Operated during World War II by Moore-McCormack Lines.

THE MORMACPORT was a C3 type cargo vessel that was delivered by the building yard in March 1940. Following operation for over two years as a freighter, the ship was converted for carrying troops and allocated to the Navy for operation in the joint pool.

The MORMACPORT made the following voyages in succession from San Francisco during 1943: (1) to Noumea and Suva; (2) Wellington; (3) to Suva; (4) to Noumea and Auckland; (5) in August to the Southwest Pacific for four months local operation, with visits to Suva, Noumea, Auckland, Wellington, Apia, Tutuila, Honolulu and Kahului.

Following return to San Francisco, the ship made a round trip to Pearl Harbor, then went to San Diego in late January 1944, departing therefrom on 27 January for Honolulu, Roi, Eniwetok and Funafuti. She returned to San Francisco on 31 March. In April a trip was made to Honolulu and return, then on 19 May the ship again sailed from San Francisco for the Southwest Pacific—to be operated for five months, visiting Honolulu, Saipan, Eniwetok, Espiritu Santo, Guadalcanal, Pelelui, Manus Island and Russell Islands. In late November 1944 the vessel went from San Francisco to Seattle, and for the ensuing four months was operated for the Navy.

The MORMACPORT sailed from Seattle on 18 March 1945 for Pearl Harbor, Eniwetok, Guam, Saipan, Okinawa and Ulithi. In June she sailed southward from San Francisco, transited the Panama Canal, and arrived at New York, from where she made a round trip to Le Havre. On 28 August she sailed from New York to Gibraltar and Marseilles, returning in September to Boston. After a trip to Le Havre, from which the ship returned to New York in early October, she next voyaged, via the Suez Canal, to Karachi and return. Return was to New York on 26 November and departure therefrom for Marseilles was on 1 December. The ship returned to Hampton Roads the day before Christmas then went to Baltimore, being officially released from troop service in late January 1946.



MORMACSEA

<i>Length, overall</i> ...492' 0"	<i>Gross tons</i> 7,773	<i>Propulsion</i>Turbine
<i>Beam</i> 70' 0"	<i>Speed (knots)</i> 17	<i>Passengers</i> 1,664
<i>Draft</i> 28' 7"	<i>Radius (miles)</i> 33,000	<i>Cargo (cu. ft.)</i> ... 311,000

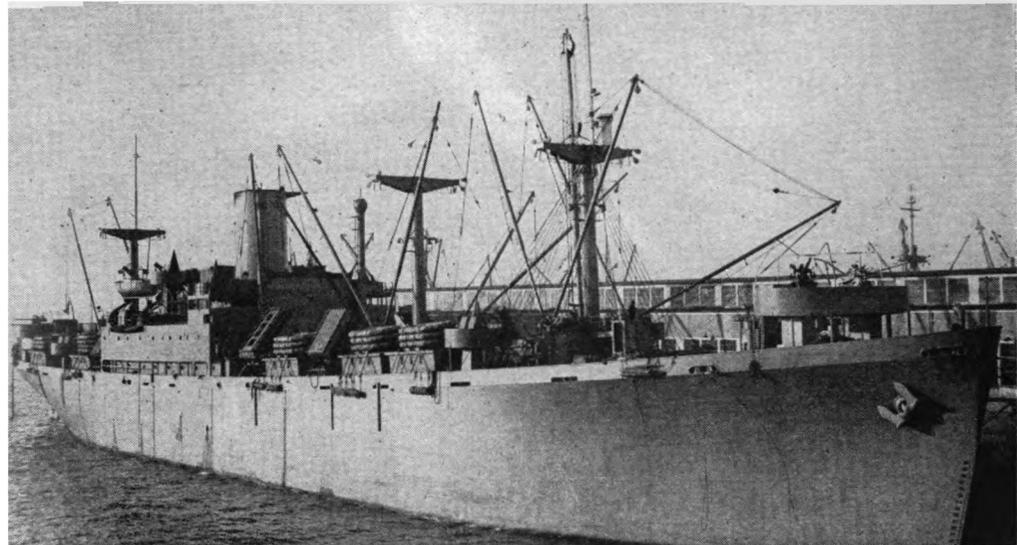
Built in 1941 by Moore Drydock Co., Oakland, Calif.

Operated during World War II by Moore-McCormack Lines, Inc., and War Shipping Administration.

THE MORMACSEA, a C3 type vessel, was delivered as a cargo ship in March 1941. She operated in that capacity several months before being altered to carry troops. On 8 February 1942 she sailed from San Francisco, to Melbourne and Fremantle, from where she went to Antofagasta and Chañaral (Chile) to reach San Pedro and San Francisco in May. Next, a voyage was made to Cold Bay and return; the ship then sailed on 12 August for Suva, Noumea, Vila and Sydney. In November she sailed for the Fiji Islands and Espiritu Santo. Returning to San Francisco in January 1943, the MORMACSEA next made a round trip to Auckland and Sydney, three round trips to Brisbane, and one to Townsville; then departed from San Francisco on 21 October for Noumea, Suva, Lautoka, Espiritu Santo and Guadalcanal.

Having returned in December 1943 to San Francisco, the vessel soon sailed for Espiritu Santo, Milne Bay, Buna, Langemak, Manus Island and Brisbane. She left Australia on 11 May 1944 and reached San Francisco on 5 June. After repairs, the ship went to San Diego from where she made a voyage to Guadalcanal, returning to San Francisco in September and leaving the same month for Bougainville, Finschhafen, Cape Gloucester, Hollandia, Lae, Torokina, Suva and Lautoka.

From San Francisco in late May 1945 the MORMACSEA departed, via Pearl Harbor, for three months in the southwestern Pacific. Ports visited include: Eniwetok, Ulithi, Leyte, Cebu, Palawan, Hollandia and Langemak. On 21 September the vessel again sailed from San Francisco, going to Manila and Okinawa. Having returned to Portland, the ship sailed from the Oregon port to Hollandia and returned to Los Angeles on 30 December 1945. On 24 January 1946 she headed south, transited the Panama Canal and proceeded to Liverpool and Le Havre. She left the French city in late February and reached New York on 2 March, where she was released from troop service on 14 March 1946.



MORMACWREN

<i>Length, overall</i>417' 9"	<i>Gross tons</i>	6,711	<i>Propulsion</i>	Turbine
<i>Beam</i>	60' 0"	<i>Speed (knots)</i>	14	<i>Passengers</i>
<i>Draft</i>	27' 7"	<i>Radius (miles)</i>	23,000	<i>Cargo (cu. ft.)</i>170,000

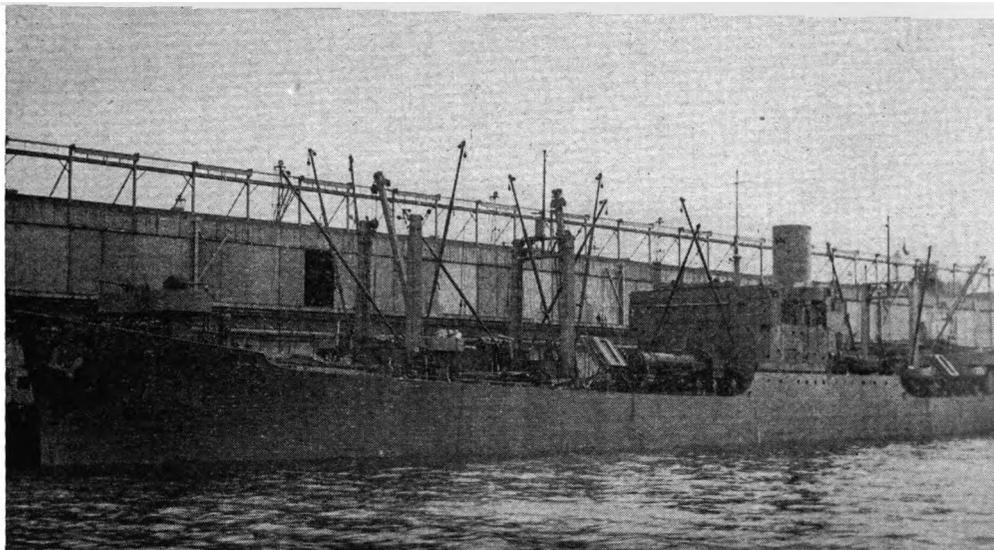
*Built in 1942 by Consolidated Steel Corporation, Wilmington, Calif.
 Operated during World War II by Moore-McCormack Lines, Inc., and War
 Shipping Administration.*

THE MORMACWREN was a C1B type ship that was delivered as a cargo vessel in December 1942. She was used in this capacity several months before being converted for troop service. She was allocated to the Navy for operation in the joint pool.

Departing from San Francisco in late September 1943, the ship visited Noumea, Espiritu Santo (three times), Nandi, Lautoka, Guadalcanal, Havannah and Vila before returning to California in December. In January 1944 she sailed via San Diego to Espiritu Santo, Guadalcanal and Auckland. Having returned to San Francisco in late March, the vessel left in early April, again via San Diego, for Espiritu Santo, Guadalcanal and Lautoka. She next made a round trip from San Francisco to Noumea and Milne Bay, then, from Los Angeles in August, the ship sailed via Honolulu to Eniwetok (three visits), Saipan and Guam.

Returning to San Francisco in late November, the MORMACWREN went to Seattle from where she departed on 18 December 1944 for Honolulu, Eniwetok and Guam. Return was to San Francisco in February 1945 and next overseas departure was from Seattle in March, the ship visiting Pearl Harbor, Eniwetok, Ulithi and Okinawa. Next leaving San Francisco in June, the MORMACWREN voyaged to Pearl Harbor, Eniwetok, Ulithi, Leyte, Manila, Subic and Batangas. The ship's next journey, begun at San Francisco in September, took her to Sasebo (Japan) and Okinawa and back to Seattle in November.

The MORMACWREN left the Puget Sound city on 13 December 1945 and arrived at Yokohama on 4 January 1946. Instead of returning across northern waters, however, she was directed to return to Los Angeles in view of not being suited to colder climates. She reached the Southern California port in late January and departed, via the Panama Canal, for New York, where she arrived on 21 February and was released from troop service.



OCEAN MAIL

<i>Length, overall</i>474' 0"	<i>Gross tons</i>	7,842	<i>Propulsion</i>	<i>Diesel</i>
<i>Beam</i>	63' 0"	<i>Speed (knots)</i>	15½	<i>Passengers</i>
<i>Draft</i>	27' 0"	<i>Radius (miles)</i>	27,000	<i>Cargo (cu. ft.)</i>428,000

Built in 1941 by Sun Shipbuilding & Drydock Co., Chester, Pa.

Former names: CHINA MAIL, EMPIRE PEREGRINE

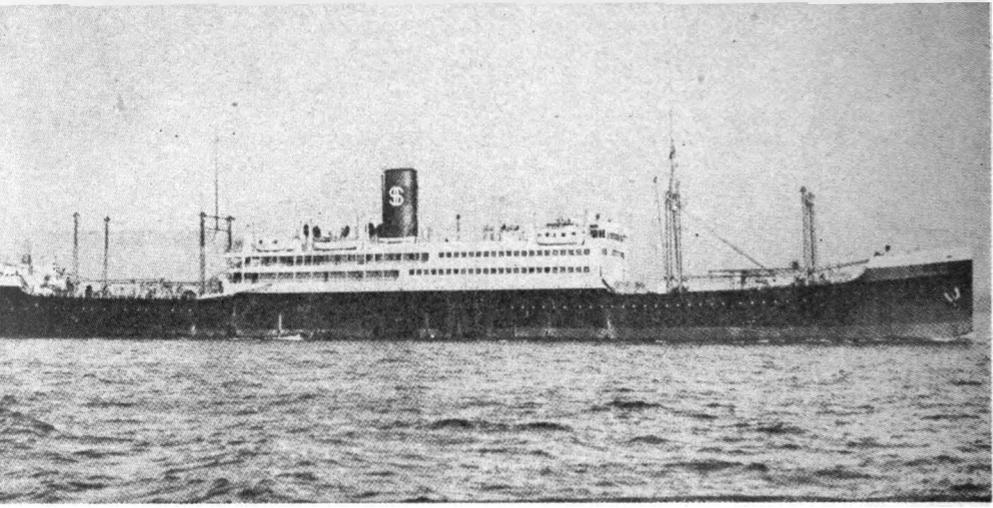
Operated during World War II by American Mail Line

THE OCEAN MAIL was a C2 type cargo vessel that was fitted for carrying a limited number of troops. Although her entire itinerary after conversion for World War II is given, she did not carry passengers on all trips.

Leaving New York on 23 November 1943, the OCEAN MAIL sailed around the world by way of the following ports: Capetown, Basra, Khorramshahr, Karachi, Bombay, Colombo, Hobart, and Panama Canal. She reached New York on 20 April 1943 and left in early June for a round trip to Oran and Algiers. Return to New York was in August and from there the ship made eight voyages to the European Theatre of Operations by the end of 1944—calling at Liverpool, Newport, Barry, Swansea, Loch Ewe, Cherbourg or Milford.

Voyages of 1945 made by the OCEAN MAIL from New York were: (1) on 3 January to Avonmouth; (2) on 19 February to Downs, Le Havre, Antwerp, Cherbourg and The Solent; (3) on 2 May to Le Havre, Oran and Marseilles, thence via the Panama Canal to Eniwetok, Ulithi and Okinawa.

The vessel returned to San Francisco in mid-October 1945 and following repairs went to Seattle from where she departed on 13 January 1946 for Guam, Saipan and Tinian, being operated locally from the latter port during March and April. The ship arrived at Manila on 25 April and from the Philippine port returned to San Francisco on 6 June 1946.



PRESIDENT FILLMORE

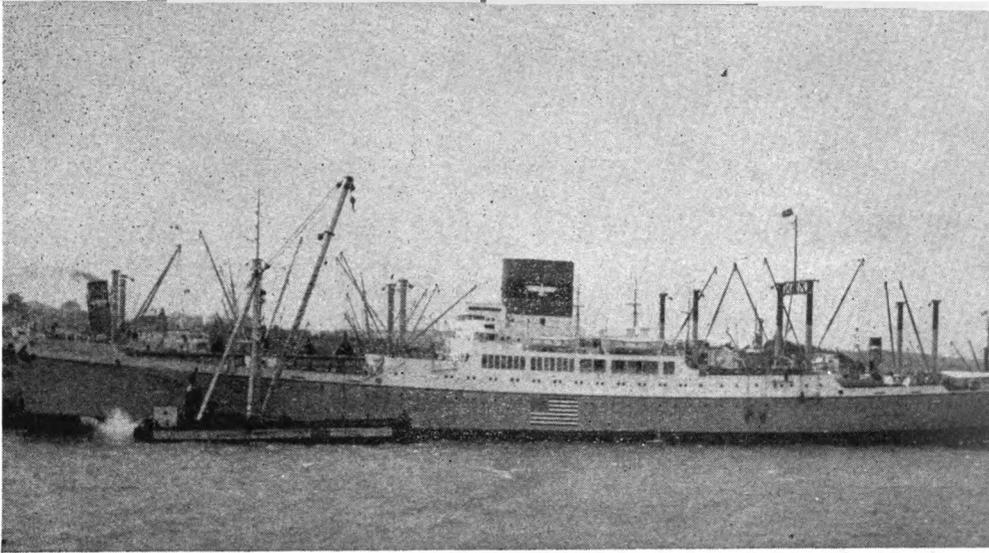
Length, overall.....522' 8"	Gross tons 10,533	Propulsion Recip.eng.(2)
Beam 62' 0"	Speed (knots) 12	Passengers 1,600
Draft 27' 2"	Radius (miles).... 10,000	Cargo (cu. ft.)....150,290

*Built in 1920 by New York Shipbuilding Corp., Camden, N. J.
Former names: OLD NORTH STATE, PRESIDENT VAN BUREN
Operated during World War II by American President Lines, Ltd.*

THE PRESIDENT FILLMORE was utilized for troop carrying soon after the attack on Pearl Harbor and remained in this service until October 1943 when she was selected for use as a hospital ship. For particulars of operation in this latter category see page 344, under the name MARIGOLD.

The PRESIDENT FILLMORE departed from New York on 17 March 1942, via the Panama Canal, for Tocopilla, Chile. From the Chilean port she proceeded to San Francisco, arriving on 4 May. The ship next went to Seattle from where, on 27 May, she sailed for Dutch Harbor, Cold Bay and other Alaskan ports. Return to Seattle was on 20 June and departure therefrom was on the 26th, the ship going to Seward, Nome, etc. The vessel made two more voyages to Alaska (departing on 2 August and 3 October, respectively), visiting Ketchikan, Kodiak, Dutch Harbor and many other Alaskan ports as well as Prince Rupert, B. C.

Following return to Seattle on Christmas Eve, the PRESIDENT FILLMORE went to San Francisco from where she made a round trip to Alaska (Kodiak, Dutch Harbor, Adak, etc.). On 27 June 1943 she again left San Francisco for numerous Alaskan ports, but called at Honolulu on return route to Seattle, arriving at the latter port on 29 September. The vessel was thereupon altered for use as a hospital ship as indicated above.



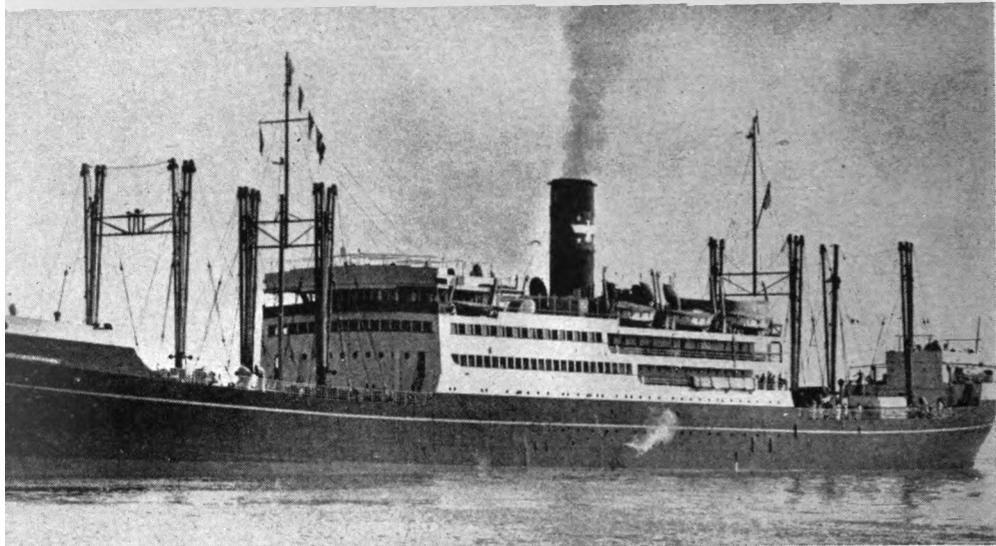
PRESIDENT GARFIELD

<i>Length, overall</i> 491' 10"	<i>Gross tons</i> 9,260	<i>Propulsion</i> Turbine
<i>Beam</i> 69' 6"	<i>Speed (knots)</i> — 16½	<i>Passengers</i> 1,146
<i>Draft</i> 27' 6"	<i>Radius (miles)</i> — 12,000	<i>Cargo (cu. ft.)</i> ...388,400

Built in 1941 by Newport News Shipbuilding & Drydock Co., Newport News, Va.

THE PRESIDENT GARFIELD was on time charter when the attack on Pearl Harbor occurred. She had departed from San Francisco on 6 December 1941 for Honolulu, but on the 8th turned back to port. She subsequently left on the 17th, reaching Honolulu on Christmas Eve. Return to San Francisco was on 6 January 1942 and departure therefrom (for Honolulu again) was on 10 January. After next returning to San Francisco on 29 January, the ship left in February for another round trip to Honolulu, with return on 1 March.

In May 1942 the PRESIDENT GARFIELD was purchased by the Navy and following alterations was renamed the USS THOMAS JEFFERSON (AP 60; later APA 30). All subsequent operation in World War II was exclusively for the Navy. ●



PRESIDENT GRANT

Length, overall... 523' 0"	Gross tons 6,214	Propulsion Turbine
Beam 62' 0"	Speed (knots) 14	Passengers 1,776
Draft 32' 0"	Radius (miles).... 15,000	Cargo (cu. ft.)... 166,000

Built in 1921 by New York Shipbuilding Corp., Camden, N. J.

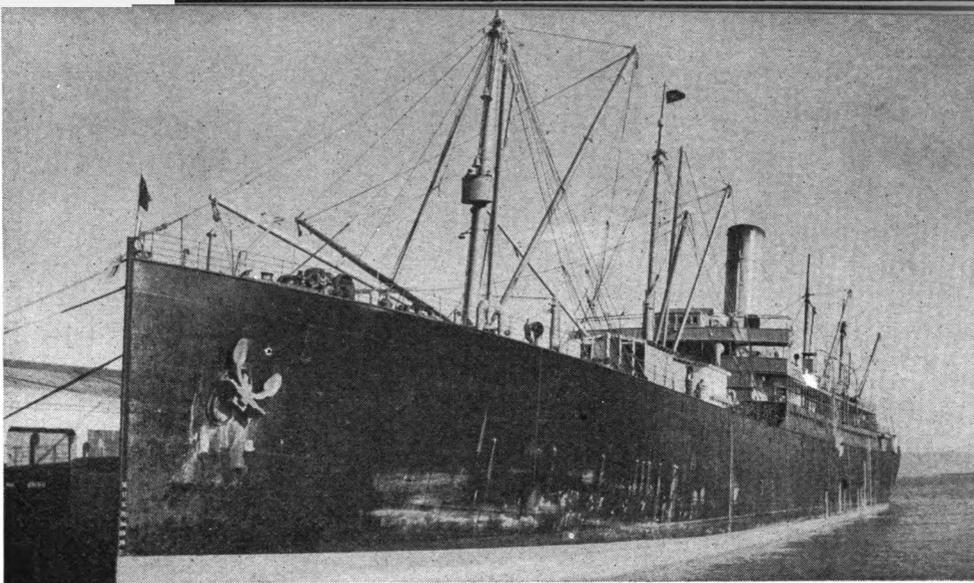
Former names: CENTENNIAL STATE, PRESIDENT ADAMS

Operated prior to and during World War II by American President Lines.

THE PRESIDENT GRANT first began operating for the Army when she sailed from San Francisco on 9 November 1941 for Manila. Following return she began a series of four voyages to Honolulu, all from San Francisco except the first which was from San Pedro. These voyages began on 8 March, 8 April, 9 May and 8 June 1942. Return to San Francisco from the last of these trips was on 29 June. The vessel next sailed on 21 July, for Noumea (New Caledonia) and Sydney (Australia), and returned to San Francisco on 14 September.

The ship next departed, on 1 October for Auckland and Noumea, and returned on 22 November to Honolulu, from where she turned back to the Fiji Islands, Guadalcanal and Espiritu Santo. Next return to San Francisco was on 30 January 1943, and departure therefrom was on 26 February, the vessel going to Brisbane, Port Moresby, Townsville and Sydney. Following arrival at San Francisco in early May, the PRESIDENT GRANT departed on the 22nd for Noumea and returned on the Fourth of July.

On 29 August, and again on 1 December 1943, the vessel sailed for Australia and return. Her last return to San Francisco was on 20 January 1944. On 2 February the ship sailed for Milne Bay but when within 70 miles of her destination grounded on Uluma Reef in the early morning of 27 February. She was subsequently abandoned following safe removal of passengers and part of the cargo.



PRESIDENT JOHNSON

Length, overall.....	615' 0"	Gross tons	16,111	Propulsion Recip.eng.(2)
Beam	65' 0"	Speed (knots)	12	Passengers
Draft	35' 0"	Radius (miles)....	8,000	Cargo (cu. ft.)....
				429,000

Built in 1904 by New York Shipbuilding Corp., Camden, N. J.

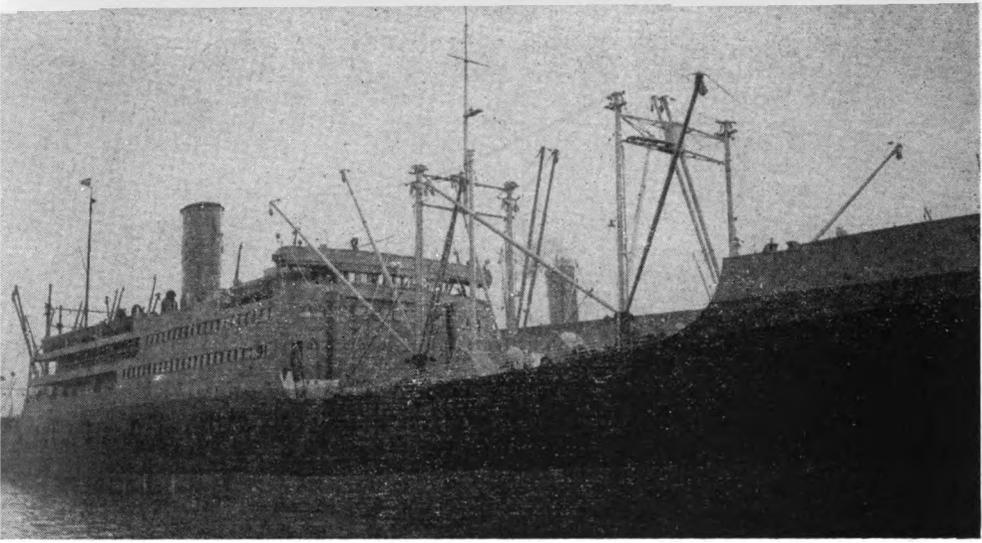
Former name: MANCHURIA

Operated prior to and during World War II by American President Lines.

THE PRESIDENT JOHNSON had sailed from San Francisco for Manila on 5 December 1941, but turned back upon learning of the Japanese attack on Pearl Harbor. On 27 December, however, she proceeded to Honolulu, with return on 21 January 1942. On 31 January she sailed from San Francisco for Christmas Island. She returned to San Francisco on 22 March, via Honolulu, and during the ensuing seven months made six round trips to Hawaii.

On 8 November the ship sailed, via Honolulu, for Noumea, Guadalcanal, Espiritu Santo and Suva. Following return to San Francisco in mid-January 1943, the PRESIDENT JOHNSON left on 26 February for a round trip to Brisbane. Her next outbound voyage, begun on 1 May, took her to Brisbane, Townsville and Port Moresby. She returned in mid-July and following repairs at San Francisco, departed on 7 September for Brisbane, Townsville, Milne Bay and Gladstone. The ship next sailed from San Francisco on 31 December 1943 and reached Espiritu Santo on 18 January 1944. She visited Guadalcanal in the Solomon Islands, then returned to San Francisco on 4 March. Additional voyages of 1944 were: from Los Angeles in April to Honolulu, Noumea and Milne Bay; from San Francisco on 21 July to Noumea, Milne Bay, Oro Bay and Langemak; from Seattle on 15 November to Honolulu, with return to San Francisco on 9 December.

The PRESIDENT JOHNSON sailed from Seattle on 28 December 1944 and during the ensuing four months visited the following before returning to San Francisco on 15 April 1945: Pearl Harbor, Eniwetok, Saipan, Guam, Ulithi, Kossol, Angaur, Pelelui and Kwajalein. On 5 June the vessel sailed from San Francisco, via Pearl Harbor, for Eniwetok, Ulithi, Leyte, Manila, Batangas and Subic. She returned from that voyage on 20 September and on 28 November departed, via Honolulu, for Manila. Following return to San Francisco on 14 January 1946, the vessel was released from further troop service.



PRESIDENT TAYLOR

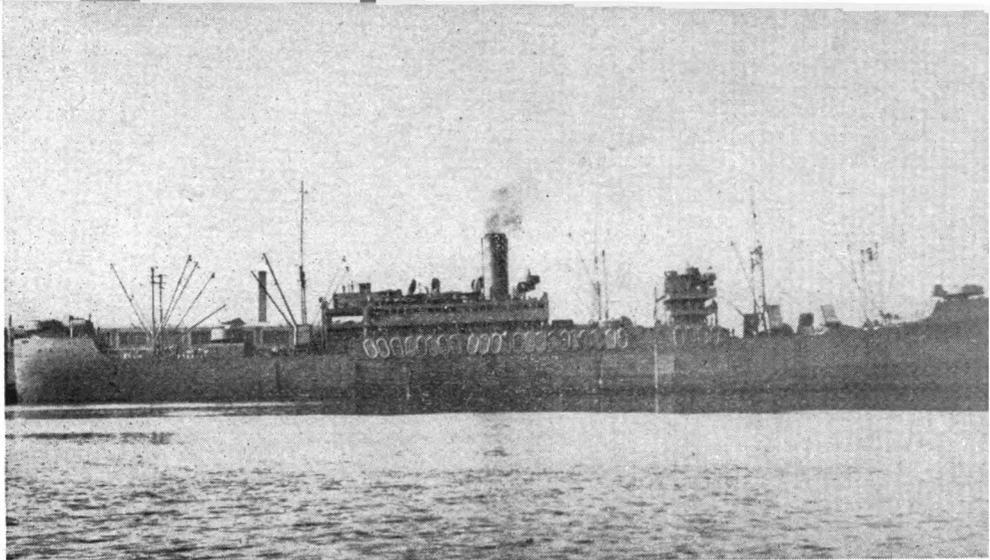
<i>Length, overall</i> ...522' 8"	<i>Gross tons</i> 10,508	<i>Propulsion Recip.eng.</i> (2)
<i>Beam</i> 62' 0"	<i>Speed (knots)</i> 13	<i>Passengers</i> 1,873
<i>Draft</i> 32' 3"	<i>Radius (miles)</i> 6,000	<i>Cargo (cu. ft.)</i> ...150,000

*Built in 1921 by New York Shipbuilding Corp., Camden, N. J.
 Former names: GRANITE STATE, PRESIDENT POLK
 Operated prior to World War II by American President Lines, Ltd.*

THE PRESIDENT TAYLOR had one of the briefest careers of all the troopships of World War II.

She had been in commercial operation prior to the Japanese attack on Pearl Harbor. In December 1941 she was hastily outfitted for troop-carrying and two days after Christmas sailed from San Francisco for Honolulu, arriving at the Hawaiian port on 7 January 1942.

The PRESIDENT TAYLOR returned to San Francisco on 21 January and on the 31st, departed for Canton Island. While there she went aground, and was abandoned, thus being among the first of such ship casualties in World War II.



PRESIDENT TYLER

<i>Length, overall</i>522' 8"	<i>Gross tons</i> 10,523	<i>Propulsion Recip.eng.(2)</i>
<i>Beam</i> 62' 0"	<i>Speed (knots)</i> 13½	<i>Passengers</i> 2,000
<i>Draft</i> 32' 3"	<i>Radius (miles)</i> 14,000	<i>Cargo (cu. ft.)</i>173,000

Built in 1920 by New York Shipbuilding Corp., Camden, N. J.

Former names: CREOLE STATE, PRESIDENT HAYES

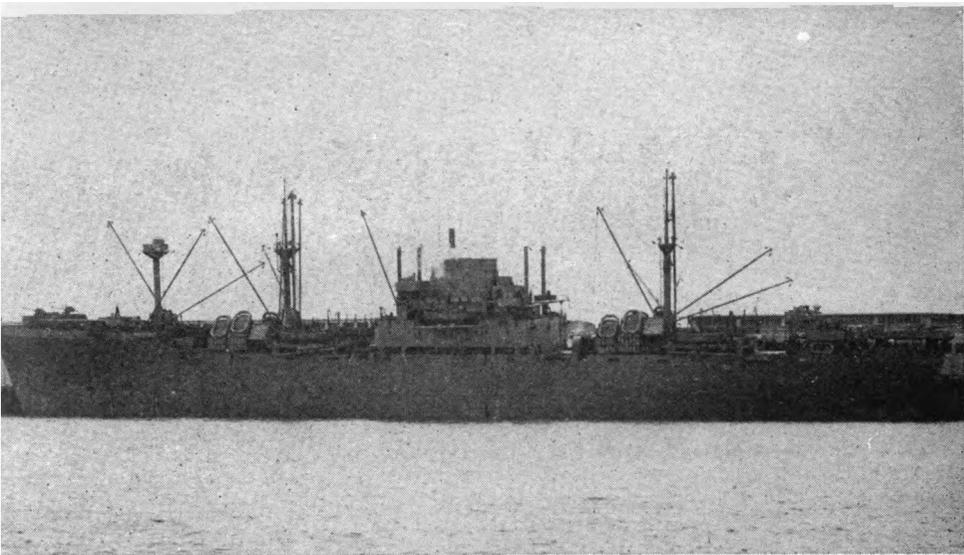
Operated prior to and during World War II (while allocated) by American President Lines.

THE PRESIDENT TYLER was allocated for use as a troopship in January 1942. Although technically allocated to the Navy the vessel carried principally Army troops in her three years in this capacity.

The ship left Charleston in late January 1942 and went through the Panama Canal to San Francisco. Leaving there in April, she made a trip to Australia and Efate, and then made five consecutive voyages between San Francisco and Honolulu.

In February 1943 the ship again left San Francisco on a two months voyage which took her to Honolulu, Espiritu Santo, Guadalcanal and Suva. After undergoing voyage repairs at San Francisco the TYLER next made six round trips to Honolulu, ending the last in January 1944. The ship then went to Los Angeles from where a trip was made to Noumea and Guadalcanal. She returned in March to San Francisco from where one trip was made to Honolulu.

The TYLER left in May for Noumea, Espiritu Santo, Guadalcanal, Tongareva, Lautoka, Suva and Milne Bay, returning to San Francisco in August 1944. After two more trips to Honolulu she went from the Islands directly to Panama. After a brief visit to New Orleans, the ship proceeded to Boston where work was begun by Bethlehem Steel Co. to convert the ship for Army use as outlined on page 50.



ROBIN DONCASTER

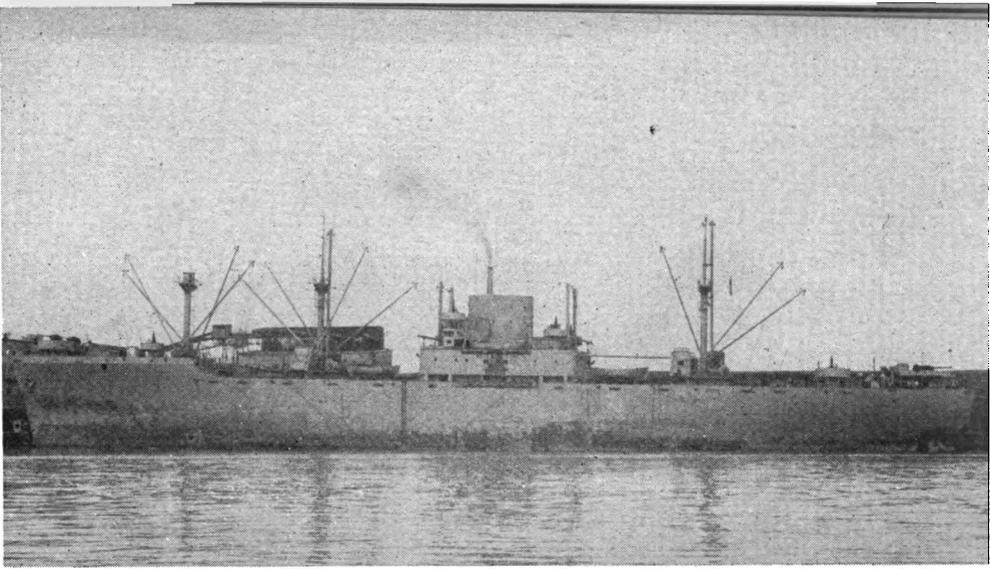
Length, overall... 479' 8"	Gross tons 7,101	Propulsion Turbine
Beam 60' 0"	Speed (kno's) .. 15½	Passengers 1,756
Drift 27' 1"	Radius (miles) ... 14,500	Cargo (cu. ft.)... 137,413

*Built in 1941 by Bethlehem Steel Co., Sparrows Point, Md.
 Former names: ROBIN DONCASTER, EMPIRE CURLEW
 Operated during World War II by Seas Shipping Co., Inc.*

THE ROBIN DONCASTER was a "special" C2 type vessel that operated 2½ years as a freighter before being converted for troop use. The alteration work was accomplished by Sullivan Drydock Co. at New York between 4 October 1943 and 4 January 1944.

As a "Navy allocation," the vessel began her troopship service on 20 January 1944 when she sailed from New York, via the Panama Canal, for Noumea, Guadalcanal and Russell Islands. The ship returned to San Francisco in March, and in April sailed from San Diego for Noumea, Espiritu Santo and Honolulu. Her next trip, begun at San Francisco in late June, took the ROBIN DONCASTER (via Hueneme and San Diego) to Honolulu, Eniwetok, Saipan and Espiritu Santo. Return was to San Francisco in October and departure there a month later was, via Honolulu, to Manus Island, Hollandia (two visits), Leyte and Biak. The ship returned to San Francisco in early April 1945 and late the same month commenced a three months voyage to Pearl Harbor, Eniwetok, Ulithi (two visits), Manila and Leyte.

Following return to San Francisco on 28 July and V-J Day, the ROBIN DONCASTER left in September and proceeded, via Pearl Harbor, to Okinawa. She returned to Seattle on New Year's Day 1946 and was subsequently released from troop service, having sailed on 13 February, via the Panama Canal, for the East Coast. She was transferred to the WSA Reserve Fleet at Lee Hall, Va., on 4 April 1946.



ROBIN SHERWOOD

<i>Length, overall</i> 479' 8"	<i>Gross tons</i> 7,101	<i>Propulsion</i> Turbine
<i>Beam</i> 63' 0"	<i>Speed (knots)</i> 15½	<i>Passengers</i> 487
<i>Draft</i> 27' 1"	<i>Radius (miles)</i> 16,000	<i>Cargo (cu. ft.)</i> 502,685

*Built in 1941 by Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Md.
Operated during World War II by Seas Shipping Co., Inc., and War Shipping Administration.*

THE ROBIN SHERWOOD was operated strictly as a cargo ship for over two years before being altered to carry a limited number of troops. Conversion work was done at New York by Atlantic Basin Iron Works between 28 September and 23 October 1943. She was a "special" C2 type vessel. Although she remained essentially a freighter, she carried troops on most of the voyages indicated below.

Departing from New York on 24 October 1943, the ROBIN SHERWOOD made a round trip to the Mersey and Cardiff. Return was on 5 January 1944. The ship made the following voyages during 1944 (all from New York): (1) on 18 January to Swansea, Cardiff, English ports and Argentina; (2) on 26 April to Newport (England) and Belfast; (3) on 21 May to Belfast, Cardiff and UK; (4) on 18 to Cardiff and Liverpool; (5) on 24 August (via Boston) to Cherbourg and UK; (6) on 22 October to various English ports; (7) on 10 December to Marseilles and Oran, with return to New York on 11 January 1945.

During 1945 the ROBIN SHERWOOD made the following voyages from New York: (1) on 26 January to The Solent, Le Havre and Newport (England); (2) on 4 April to Le Havre, The Solent, Mumbles and Cardiff; (3) on 25 May to The Solent and Le Havre; (4) on 16 July to Bremerhaven, the Downs and Le Havre; (5) on 20 September to Bremerhaven and Antwerp; (6) on 1 November to Casablanca, Tangiers, Beni Saf and Leghorn, with return to New York on 30 December 1945.

No longer operated for Army account, the ROBIN SHERWOOD sailed from New York on 20 January 1946 for Trinidad and Capetown, South Africa. She has continued in commercial operation since.

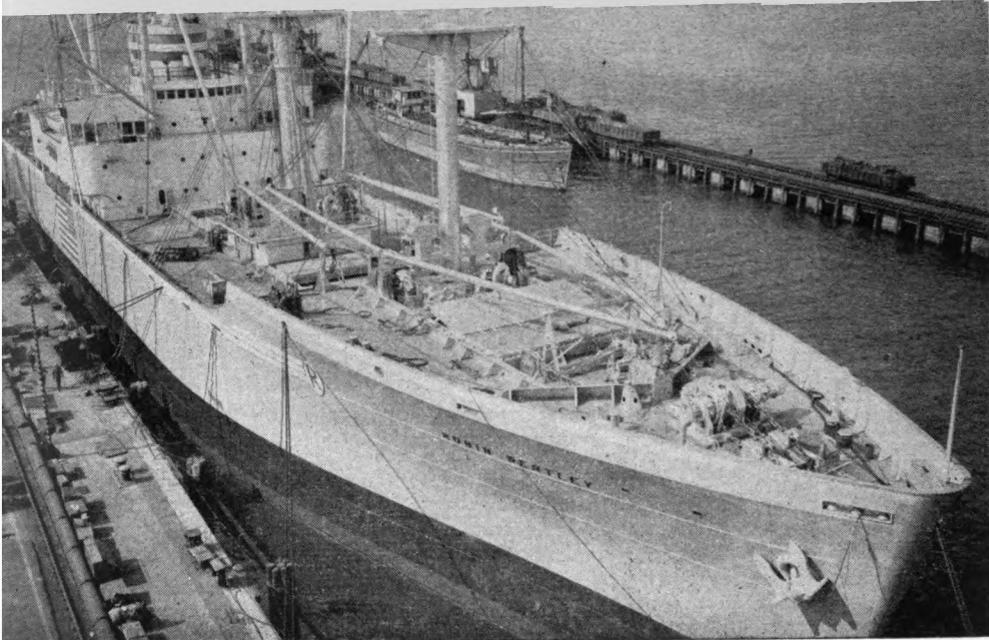


Photo courtesy U. S. Maritime Commission

ROBIN WENTLEY

Length, overall... 479' 8"	Gross tons 7,101	Propulsion Turbine
Beam 66' 0"	Speed (knots) 15½	Passengers 1,610
Draft 27' 1"	Radius (miles).... 13,608	Cargo (cu. ft.).... 254,607

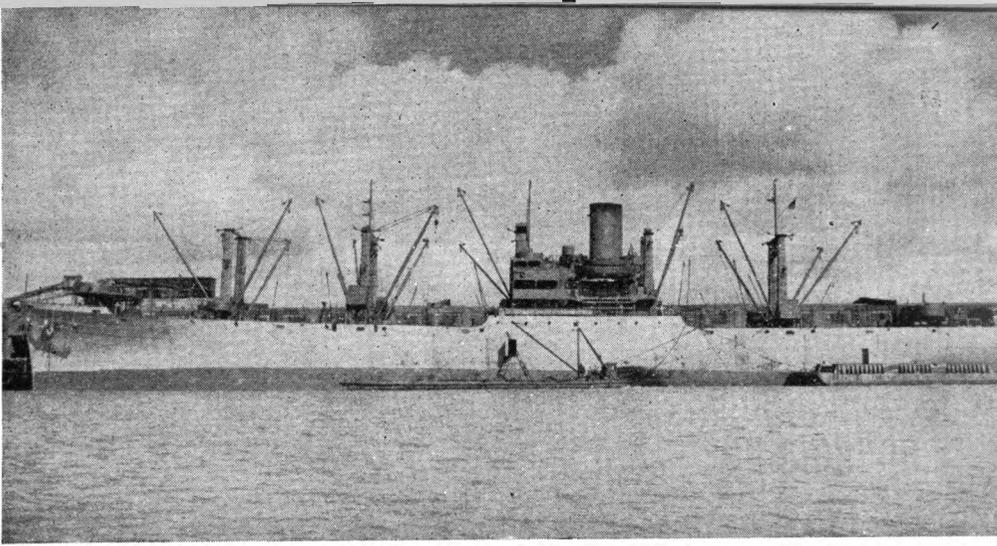
*Built in 1941 by Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Md.
Operated during World War II by Seas Shipping Co., Inc. and War Shipping Administration.*

THE ROBIN WENTLEY was a "special" C2 type ship of Maritime Commission design that operated nearly two years as a freighter before being converted to carry troops. She was allocated to the Navy for operation in the joint pool.

On 23 August 1943 the vessel sailed from San Francisco (via Hueneme) for Noumea. She returned to Los Angeles in December, then went to San Francisco from where she departed Christmas Eve for Honolulu. Following return to San Francisco in March 1944, the ROBIN WENTLEY made a round trip to Honolulu, then one to Honolulu and Eniwetok. In September the ship again went to Hawaii and Eniwetok but also visited Guam. She returned to San Francisco in November but went to Seattle in December. Her next voyage began on 13 February 1945 and took her to Pearl Harbor, Honolulu, Eniwetok and Saipan.

In early May the ship left San Francisco for nearly three months in the Pacific, having visited Pearl Harbor, Eniwetok, Ulithi, Okinawa and Saipan. Following return to San Francisco in late July, the vessel left a month later, via Pearl Harbor, for Manila. She returned to San Francisco in late October and left in November for Hollandia and Manus Island.

Having returned to San Pedro on 30 December 1945, the ROBIN WENTLEY sailed from there on 19 January 1946, via the Panama Canal, for Naples and Casablanca. She reached New York on 8 March 1946 and on 19 April bids were opened for reconverting the vessel. The ship went to Baltimore for the restoration work, which was scheduled to be completed on 12 July 1946.



SANTA BARBARA

<i>Length, overall</i>459' 2"	<i>Gross tons</i>	6,508	<i>Propulsion</i>	<i>Turbine</i>
<i>Beam</i>	63' 0"	<i>Speed (knots)</i>	15½	<i>Passengers</i>
<i>Draft</i>	25' 9"	<i>Radius (miles)</i>	16,000	<i>Cargo (cu. ft.)</i>431,334

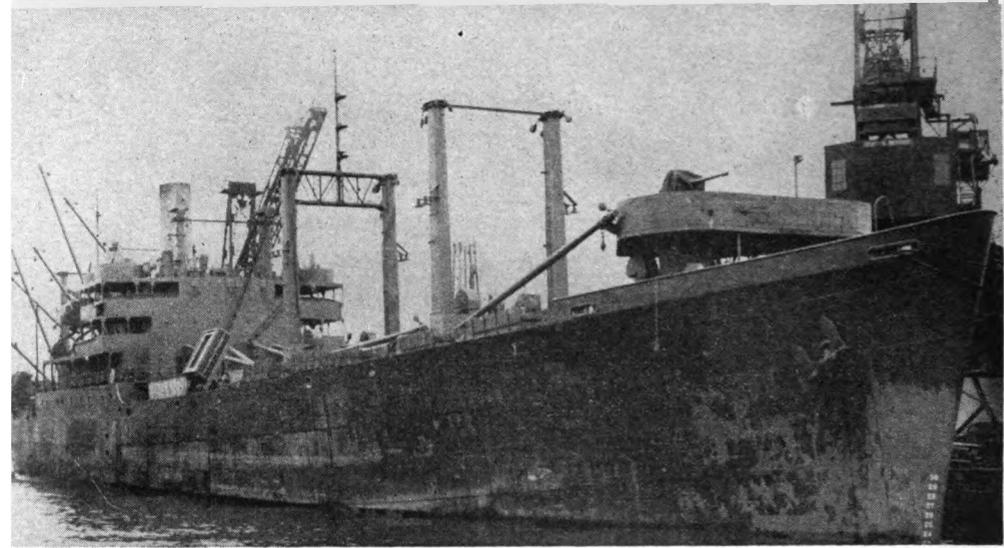
*Built in 1943 by Federal Shipbuilding & Drydock Co., Kearny, N. J.
Operated during World War II by Grace Line, Inc., and War Shipping
Administration.*

THE SANTA BARBARA, a C2 cargo ship, was delivered in January 1943 and was altered for carrying a limited number of troops by Bethlehem's 56th St. yard at New York between 19 October and 5 November 1943. However, she did not carry troops on all the voyages listed herein.

After making a round trip to Liverpool with return on 3 December, the ship made the following trips in 1944 (all originating at New York): (1) on 9 January to Liverpool; (2) on 22 February to Swansea; (3) on 15 April to Cardiff, Barry, Belfast and United Kingdom; (4) on 30 May to Belfast, Barry and Avonmouth; (5) on 13 July (via Charleston and Norfolk) to Port Said, Suez, Aden, Khorramshahr, Shatt-al-Arab (and return via same route); (6) on 30 October to Bristol, Barry and UK; (7) on 17 December to Liverpool, with return to New York in January 1945.

During 1945 the ship voyaged to Europe as follows: (1) on 2 February to The Solent, Le Havre and Rouen; (2) on 16 April from New York to Antwerp, Le Havre and UK, returning to New York in late May; (3) on 18 June from Boston to Le Havre, returning to New York; (4) on 7 August from Norfolk to Naples; (5) on 5 October from Hampton Roads to Marseilles, Leghorn and Naples; (6) on 13 December to Naples and Marseilles, returning to New York on 15 January 1946.

On 16 February the SANTA BARBARA sailed from New York, via Cape Henry and Baltimore, for Trinidad and return. In early April she departed for Recife and Rio de Janeiro, being then in commercial service. She was subsequently renamed NORSEMAN, in view of the appearance of a newly-constructed vessel having the name SANTA BARBARA.



SANTA CECILIA

<i>Length, overall</i> ...459' 2"	<i>Gross tons</i> 6,507	<i>Propulsion</i>Turbine
<i>Beam</i> 63' 0"	<i>Speed (knots)</i> 15½	<i>Passenger</i> 354
<i>Draft</i> 25' 9"	<i>Radius (miles)</i> ... 19,440	<i>Cargo (cu. ft.)</i> ... 378,509

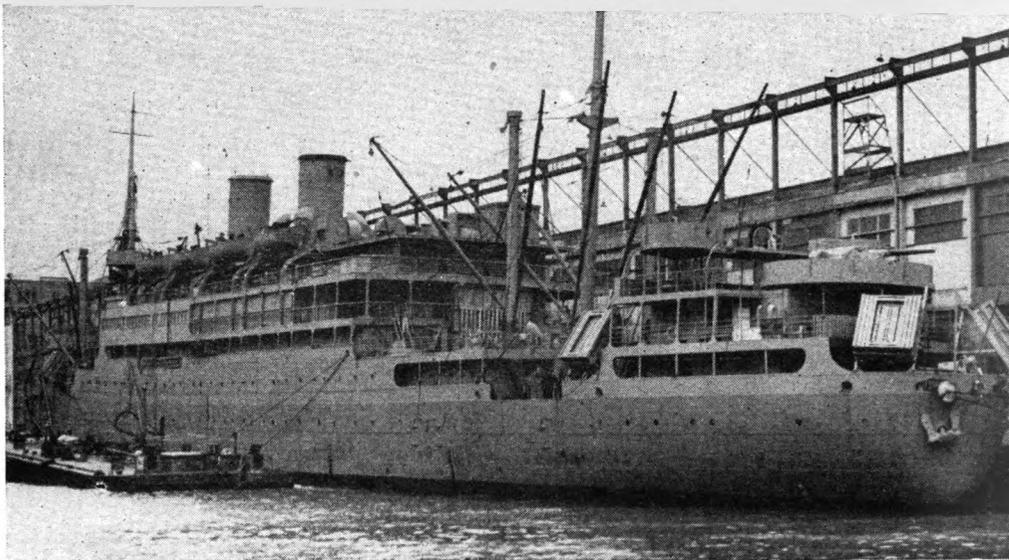
*Built in 1942 by Federal Shipbuilding & Drydock Co., Kearny, N. J.
Operated during World War II by Grace Line, Inc., and War Shipping
Administration.*

THE SANTA CECILIA was another C2 type cargo ship that was fitted for transporting a limited number of troops, although she had operated as a freighter more than a year before being altered. Conversion work was accomplished at New York by Arthur Tickle Engineering Co. between 13 October and 11 November 1943. The vessel remained in the East Coast-European run throughout the War.

Following conversion the SANTA CECILIA made a round trip from New York to England before the end of the year, having returned on 30 December. During 1944 she made seven trips from New York as follows: (1) to Barry, Wales; (2) to Liverpool; (3) to United Kingdom and Belfast; (4) to Belfast, Newport and Liverpool; (5) to the Mersey and Swansea; (6) to Bristol and Swansea; (7) to Cardiff. Return from the last of these trips was to New York on 12 December 1944.

In early January 1945 the ship went to Boston, from where on the 10th of the month, she began a voyage to The Solent, Le Havre and Mumbles. She next sailed from New York on 7 March for Cardiff and UK. On 10 May she left New York for Le Havre, and on 29 June for Antwerp and the Downs. Following return to New York in late July the vessel began another voyage to the Downs and Antwerp in August, returning to Boston in September. She touched at New York before leaving Boston on a third trip to the Downs and Antwerp, returning to New York on 30 October. Before the year had ended the ship also completed a round trip to Naples.

On 15 January 1946 the SANTA CECILIA sailed from New York for Falmouth, Verdon, Pauillac and Bordeaux. She returned to New York in late February, and following alterations to restore her for commercial operation, was renamed SILVER STAR in the Spring of 1946.



SANTA CLARA

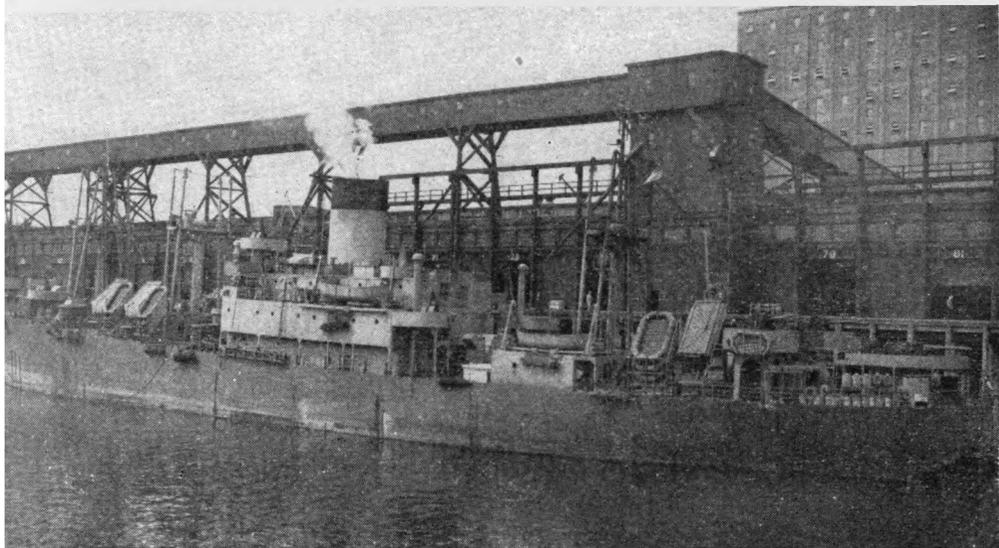
<i>Length, overall</i> .. 504' 0"	<i>Gross tons</i> 8,101	<i>Propulsion</i> Turb-elec.(2)
<i>Beam</i> 63' 9"	<i>Speed (knots)</i> 19	<i>Passengers</i> 2,074
<i>Draft</i> 25' 0"	<i>Radius (miles)</i> 8,900	<i>Cargo (cu. ft.)</i> ...122,560

*Built in 1930 by New York Shipbuilding Co., Camden, N. J.
Operated in World War II by Grace Line, Inc.*

THIS is the same vessel that later became the USS SUSAN B. ANTHONY, data concerning which appears on page 142. Having been in commercial operation prior to "Pearl Harbor Day," 1941, the SANTA CLARA was soon pressed into troop-carrying service. She was converted by Robins Dry Dock & Repair Company at New York in late February 1942.

On 4 March 1942 the vessel sailed from New York, transited the Panama Canal, and proceeded to Bora Bora. From the latter she visited Melbourne, Townsville, Brisbane and Wellington, before reaching San Francisco on 11 May. On the 26th of that month the SANTA CLARA departed from San Francisco for Auckland, Bora Bora and Buenaventura (Colombia). From Buenaventura she headed northward to Panama, arriving at the Canal on 9 July. After transiting the canal, the vessel proceeded to New York and was placed under Navy jurisdiction.

As indicated elsewhere, this vessel was mined and sank on 7 June 1944 in the English Channel near Cherbourg, France.



SANTA CRUZ

<i>Length, overall</i>417' 9"	<i>Gross tons</i>	6,761	<i>Propulsion</i>	Turbine
<i>Beam</i>	60' 0"	<i>Speed (knots)</i>	14	<i>Passengers</i>
<i>Draft</i>	27' 7"	<i>Radius (miles)</i>	25,760	<i>Cargo (cu. ft.)</i>
				115,759

Built in 1941 by Bethlehem Steel Co., San Francisco, California

Former name: CAPE SAN MARTIN

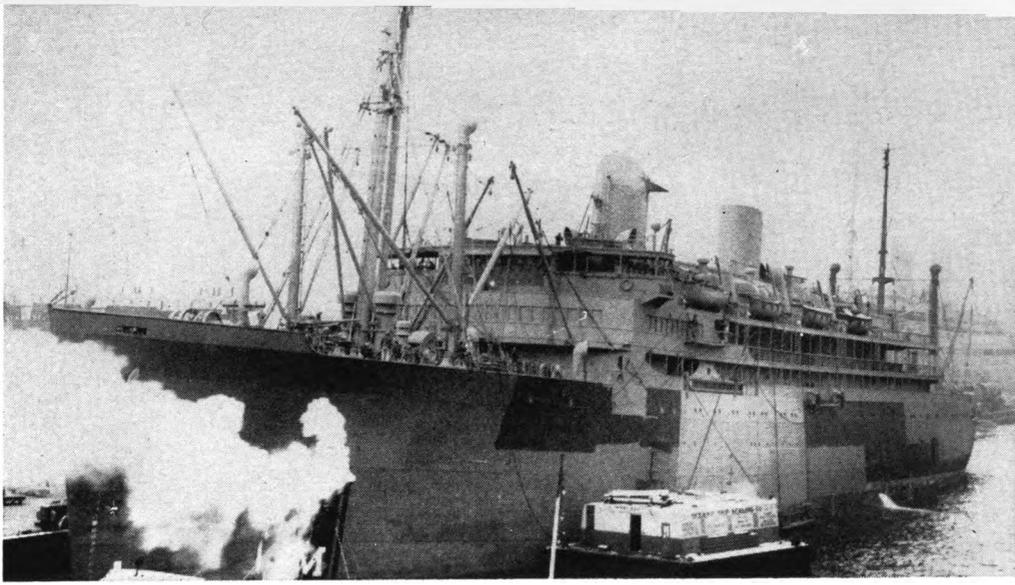
Operated during World War II by Grace Line, Inc., and War Shipping Administration.

THE SANTA CRUZ, a C1B type vessel, operated as a freighter nearly two years before being converted to a troopship at Bethlehem's Hoboken yard between 20 September and 15 November 1943.

Following conversion, the ship sailed from New York on 9 December, via the Panama Canal, for Noumea, Espiritu Santo, Guadalcanal, Russell Islands, Suva, and Tarawa. She returned, via Pearl Harbor, to San Francisco on 18 March 1944 and during April made a round trip to Honolulu. On 3 May she sailed from the Golden Gate for Milne Bay and Oro Bay, and on 17 July, for Honolulu and return.

In August the SANTA CRUZ went from San Francisco to Portland from where on the 14th she departed for Noumea, Tutuila and Honolulu. She returned to San Francisco in late September and made one more Pacific voyage (to Honolulu, Eniwetok and Saipan) before returning on 4 January 1945. During 1945 the vessel made three extended voyages, namely, on 6 February from San Francisco to Honolulu, Finschhafen, Hollandia, Leyte and Manila; on 28 May from San Francisco, via Pearl Harbor, to Eniwetok, Ulithi, Leyte and Manila; on 20 August from Los Angeles, via Pearl Harbor, to Eniwetok, Manila, Leyte and Tokyo.

On 7 December 1945 the SANTA CRUZ sailed from San Pedro for Manila and Batangas, arriving at the latter on 4 January 1946. From there she visited Eniwetok and Kwajalein before returning, via Honolulu, to San Francisco on 2 February. The vessel was released from troop-carrying and in mid-February began stripping for restoration to commercial freight service.



SANTA ELENA

<i>Length, overall</i>508' 0"	<i>Gross tons</i>	9,135	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i>	72' 0"	<i>Speed (knots)</i>	19
<i>Draft</i>	25' 11"	<i>Radius (miles)</i>	11,000
			<i>Passengers</i>
			2,412
			<i>Cargo (cu. ft.)</i>115,542

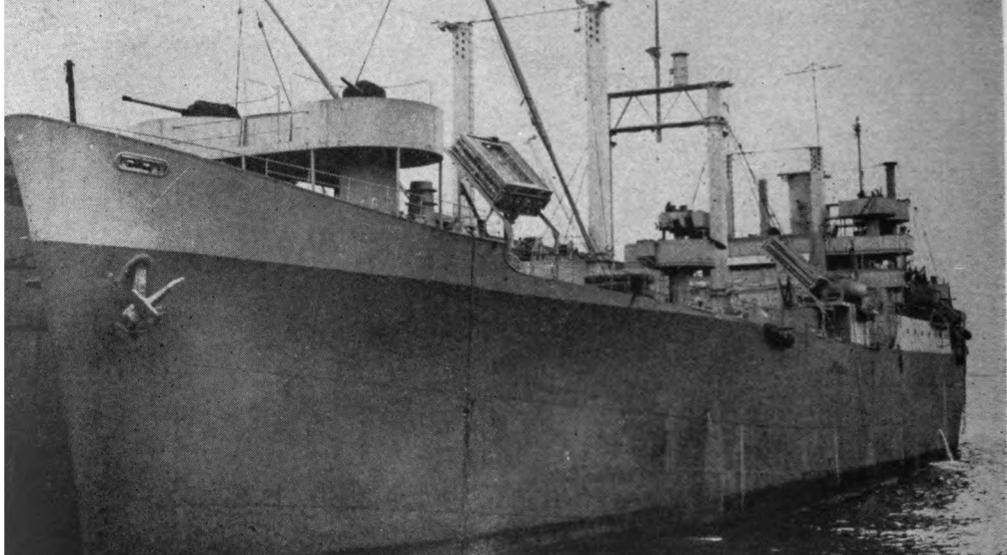
*Built in 1933 by Federal Shipbuilding & Drydock Co., Kearny, New Jersey
Operated prior to and in World War II by Grace Line, Inc.*

THE SANTA ELENA was in active commercial operation when the Japanese attack on Pearl Harbor occurred. She was quickly outfitted for Army service and on 23 January 1942 left New York, via the Panama Canal, for the Southwest Pacific. She arrived at Melbourne on 25 February and left there on 7 March for Noumea, where she stopped briefly before visiting Bora Bora.

The ship returned, via the Panama Canal, to New York in mid-April, and next made a four months voyage that took her (in the order given) to Iceland, Glasgow, Suez Canal, Aden, Durban, Capetown and back across the Atlantic to New York in late August.

While in New York the SANTA ELENA, along with numerous other vessels to be assigned similar duty, was readied for the history-making invasion of North Africa in November 1942 in which she engaged. She returned from Casablanca to New York on 12 December 1942, and from New York on 14 January 1943 departed for Casablanca again, arriving at the African port on 26 January. Following return to New York in February, the ship next made a trip to Oran and Gibraltar, and then one to Oran only, from which she returned to Boston on 30 May. A trip from the Massachusetts city to Argentia (Newfoundland) with return to New York was followed by a voyage to the Clyde (with return to New York in August) and one to Bizerte and Oran (with return to New York in September).

In early October the SANTA ELENA sailed from Boston to Liverpool and the Clyde. On 6 November 1943, while near Philippeville (Algeria) the vessel was struck on the port side by an aerially launched torpedo and sank at a point approximately 37° North Latitude and 6° East Longitude.



SANTA ISABEL

<i>Length, overall</i>459' 3"	<i>Gross tons</i> 7,169	<i>Propulsion</i>Turbine
<i>Beam</i> 63' 0"	<i>Speed (knots)</i> 15½	<i>Passengers</i> 1,706
<i>Draft</i> 25' 10"	<i>Radius (miles)</i> 24,812	<i>Cargo (cu. ft.)</i> 67,053

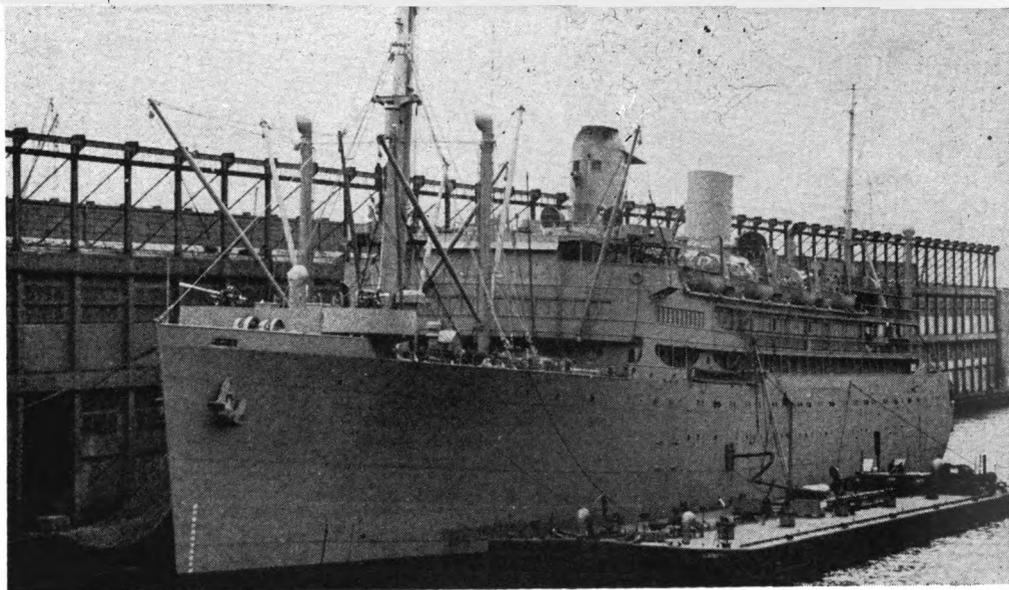
*Built in 1939 by Newport News Shipbuilding & Drydock Co.
Former names: NIGHTINGALE, EMPIRE EGRET, NIGHTINGALE
Operated during World War II by Grace Line, Inc., and War Shipping
Administration.*

THE SANTA ISABEL was a C2 type freight vessel that was delivered in October 1939. During the period from then until she was converted for troop-carrying, the vessel made several voyages in the war effort, among which were the following: from New York in July 1942 via Halifax to Liverpool; on 2 November from New York to Casablanca; on 6 January 1943 from New York, via the Panama Canal, to Fremantle, thence to Abadan, Basra, Bombay, Colombo and Calcutta and return via the same route; on 2 August to Takordi, Accra and Dakar.

The ship was converted at New York between 7 October 1943 and 20 January 1944 by Brewer Dry Dock Co. Voyages made during the ensuing year were: from New York on 5 February, via Norfolk and the Panama Canal, to Galapagos, Bora Bora, Noumea and Guadalcanal; on 26 April from San Francisco (via Hueneme) to Noumea, Milne Bay, Morobe, Finschhafen and Seadler; on 20 July and 11 August from San Francisco to Honolulu; in September from San Diego to Milne Bay and Finschhafen; on 23 November from San Diego to Honolulu, Majuro, Kwajalein and Eniwetok.

Voyages made by the SANTA ISABEL during 1945 were (all from San Francisco except as noted): on 7 February, via Honolulu, to Eniwetok, Iwo Jima and Guam; on 27 April to Honolulu; on 20 May, via Hueneme and Pearl Harbor, to Eniwetok, Guam, Ulithi, Okinawa and Saipan; on 27 September to Manila; on 30 November from Los Angeles to Saipan, Tinian and Leyte, with return to Los Angeles on 16 January 1946.

On 13 February the vessel departed from the Southern California port, via the Panama Canal, for Liverpool and Le Havre. She returned to New York on 26 March and in April was placed in the Reserve Fleet at Lee Hall, Va.



SANTA LUCIA

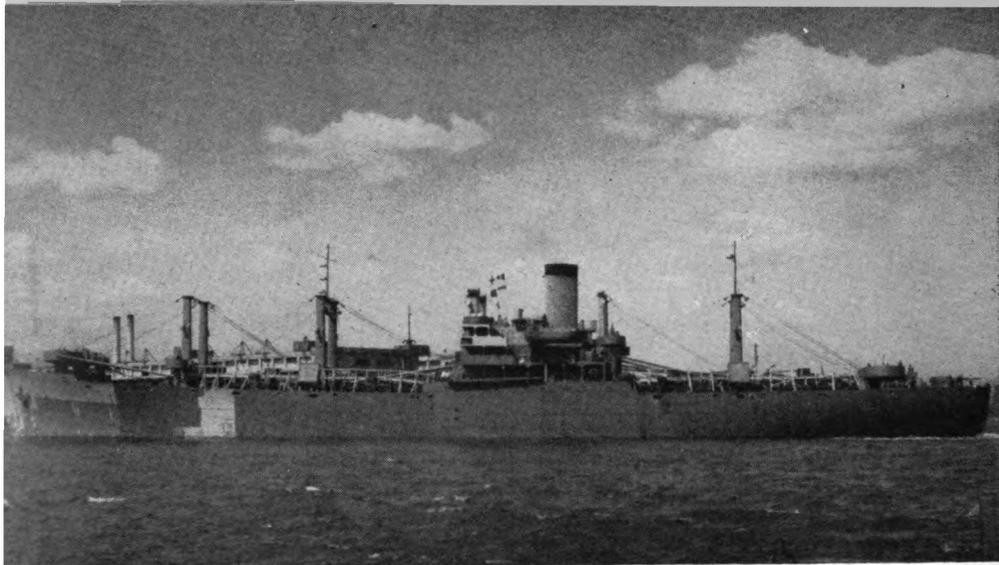
<i>Length, overall</i>508' 0"	<i>Gross tons</i> 9,135	<i>Propulsion Turbines</i> (2)
<i>Beam</i> 72' 0"	<i>Speed (knots)</i> 18	<i>Passengers</i> 2,505
<i>Draft</i> 26' 2"	<i>Radius (miles)</i> 11,000	<i>Cargo (cu. ft.)</i>122,480

*Built in 1933 by Federal Shipbuilding & Drydock Co., Kearny, New Jersey.
Operated prior to World War II by Grace Lines, Inc.*

THE SANTA LUCIA was in commercial operation prior to the attack on Pearl Harbor. She first entered Army service when she departed from New York on 4 March 1942, via the Panama Canal, for Australia. After visits to Townsville and Brisbane the vessel returned to San Francisco on 10 May.

Following departure from San Francisco on 26 May for the Fiji Islands, the SANTA LUCIA left the Southwest Pacific for the Panama Canal, arriving there on 3 July. Before transiting the canal, however, she visited Buenaventura (Colombia), then proceeded through the canal to New York, arriving on 16 July.

At New York the vessel was turned over to the Navy, following which she was renamed the USS LEEDSTOWN. After a voyage to Cochin and Karachi, India, from which she returned to New York on 21 September, the ship sailed five days later for Belfast, Ireland, arriving on 7 October. During the invasion of North Africa, the ship was torpedoed on 9 November 1942. She was beached to avoid sinking, but was not refloated.



SANTA MARIA

<i>Length, overall</i>459' 2"	<i>Gross tons</i> 6,505	<i>Propulsion</i>Turbine
<i>Beam</i> 63' 0"	<i>Speed (knots)</i> 15½	<i>Passengers</i> 1,791
<i>Draft</i> 25' 9"	<i>Radius (miles)</i> 20,000	<i>Cargo (cu. ft.)</i> 47,585

Built in 1942 by Federal Shipbuilding & Drydock Co.

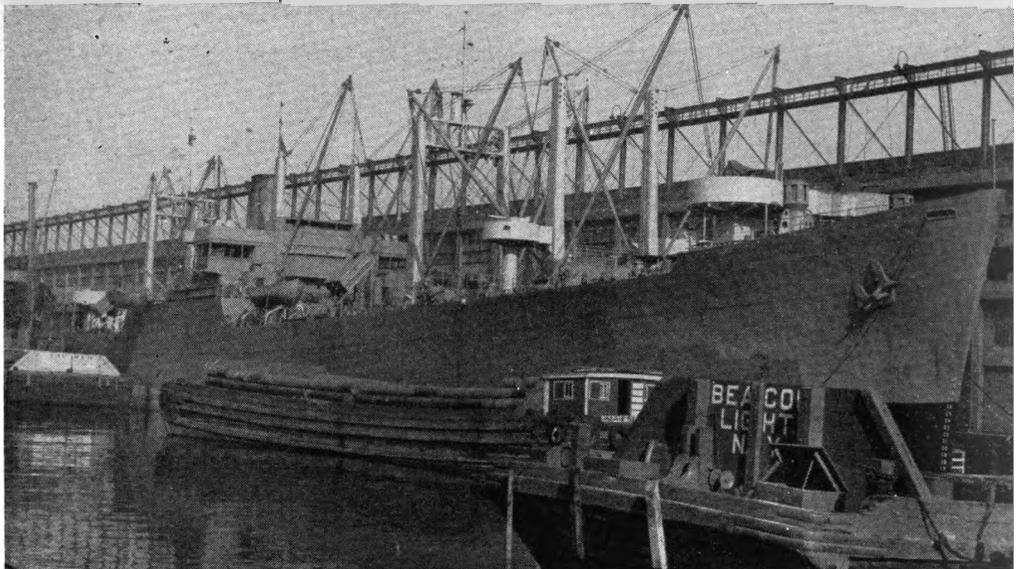
Operated during World War II by Grace Line, Inc., and War Shipping Administration.

THE SANTA MARIA operated as a standard C2 type freighter for more than a year before becoming a troopship, having made voyages to North Africa, the European Theatre of Operations and via Dakar to Rio de Janeiro, thence via Guantanamo to New York in late December 1943. She was converted at Bethlehem's Hoboken yard between 16 February and 23 June 1944.

Following conversion, the ship went to Newport News from where on 1 July she proceeded to Naples. She returned to New York on 14 August and left on the 27th for Cherbourg and United Kingdom. Following return to New York in late September the vessel next made a round trip to Bristol, Marseilles and Oran, then one to Southampton, returning from the latter to Boston on 11 December. A week later she sailed for Bristol and Swansea, and returned to Boston in mid-January 1945. Her next trip was to The Solent, Le Havre and Plymouth from where she returned to Norfolk in mid-January. On 1 March the SANTA MARIA sailed from Hampton Roads for Freetown, Takoradi, Marshall (Liberia), Casablanca, Naples and Oran. She returned from Africa to New York on 28 April.

Subsequent voyages of 1945 were: (1) on 10 May from New York to Le Havre and Southampton; (2) on 13 June from Boston to Le Havre; (3) on 6 July the same; (4) on 10 August from New York to Marseilles; (5) on 6 September from Boston to Marseilles; (6) on 12 October from Boston to Marseilles and Gibraltar; (7) on 9 November from Boston to Marseilles; (8) on 8 December from Boston, via the Panama Canal, to Leyte where she arrived 12 January 1946.

The SANTA MARIA returned to San Francisco in mid-February and in early March left the California city, via the Panama Canal, for Le Havre and Antwerp with prisoners of war. She returned to New York on 2 April and following change of name to CHERUBIM, underwent minor repairs before being laid up in the James River Fleet in May 1946.



SANTA MONICA

<i>Length, overall</i>459' 0"	<i>Gross tons</i> 7,194	<i>Propulsion</i>Turbine
<i>Beam</i> 63' 0"	<i>Speed (knots)</i> 15	<i>Passengers</i> 1,520
<i>Draft</i> 25' 10"	<i>Radius (miles)</i> 22,320	<i>Cargo (cu. ft.)</i>109,795

Built in 1939 by Federal Shipbuilding & Drydock Co., Kearny, N. J.

Former name: RED JACKET

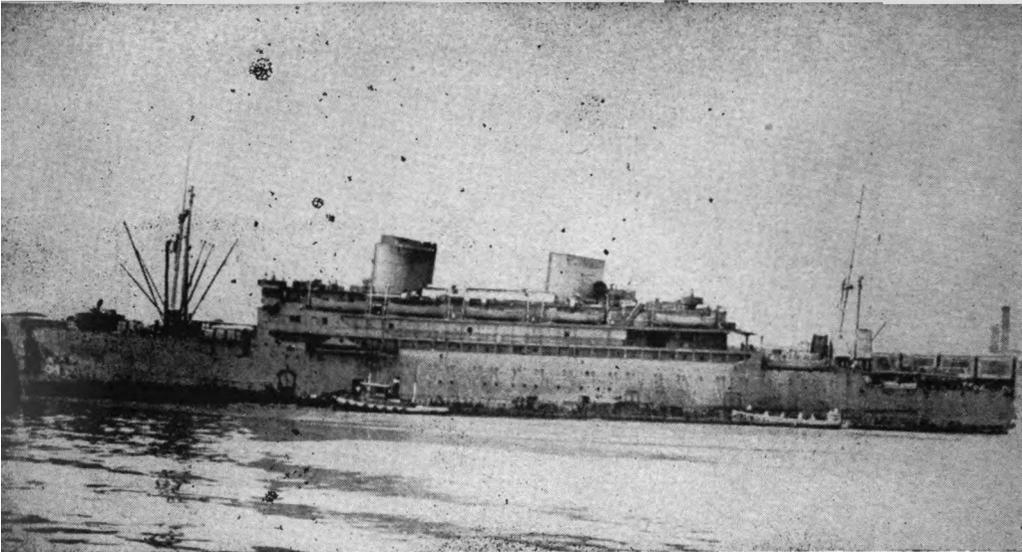
Operated during World War II by Grace Line, Inc., and War Shipping Administration.

THE SANTA MONICA, a C2 type vessel, operated over two years as a freighter under her former name RED JACKET, before becoming a troop-carrier.

On 12 January 1943 the ship left Baltimore and proceeded to India and the Persian Gulf and return as follows: Panama Canal, Fremantle, Karachi, Basra, Bandar Shahpur, Colombo, Calcutta, Vizagapatam, Colombo, Fremantle and Panama. She returned to New York on 22 July and on 15 September sailed from that port via Guantanamo and the Panama Canal, for Noumea, Russell Islands and Auckland. She reached San Francisco on 26 November 1943.

During the first half of 1944 the SANTA MONICA made the following voyages: (1) on 31 January 1944 via San Diego to Kahului (Hawaii) returning to San Francisco; (2) on 1 March from Los Angeles to Honolulu with return to San Francisco; (3) on 8 April to Noumea, Espiritu Santo, Cape Gloucester and Honolulu. Shortly following her return to San Francisco on 26 June, the vessel left on a six months' cruise which took her, via Honolulu, to the following places: Eniwetok, Saipan, Espiritu Santo, Manus Island, Hollandia, Madang, Bougainville, Cairns, Milne Bay, Torokina and Guadalcanal.

The SANTA MONICA returned to San Francisco on 5 January 1945. In February she sailed for Hawaii, Eniwetok and Saipan and return. In April she departed for Eniwetok, Ulithi and Okinawa. In July she proceeded from San Francisco to Eniwetok, Ulithi and various ports in the Philippines. Following return to Los Angeles in October she next visited Saipan and Leyte before the end of the year. In February 1946 she sailed for the Philippines again, and in April for Yokohama. She returned to San Francisco in late May, was renamed BONITA, and designated for assignment to the WSA laid-up fleet at Suisun Bay, Calif,



SANTA PAULA

Length, overall .. 508' 0"	Gross tons 9,135	Propulsion Turbines (2)
Beam 72' 0"	Speed (knots) 19	Passengers 2,209
Draft 25' 11"	Radius (miles).... 12,000	Cargo (cu. ft.)...115,499

*Built in 1932 by Federal Shipbuilding & Drydock Co., Kearny, N. J.
Operated during World War II by Grace Line, Inc., and War Shipping
Administration.*

THE record shows the SANTA PAULA to be one of the most active transports of World War II. In four years she made 28 overseas voyages from the east coast of the United States, including three trips to India, two of which lasted over three months each.

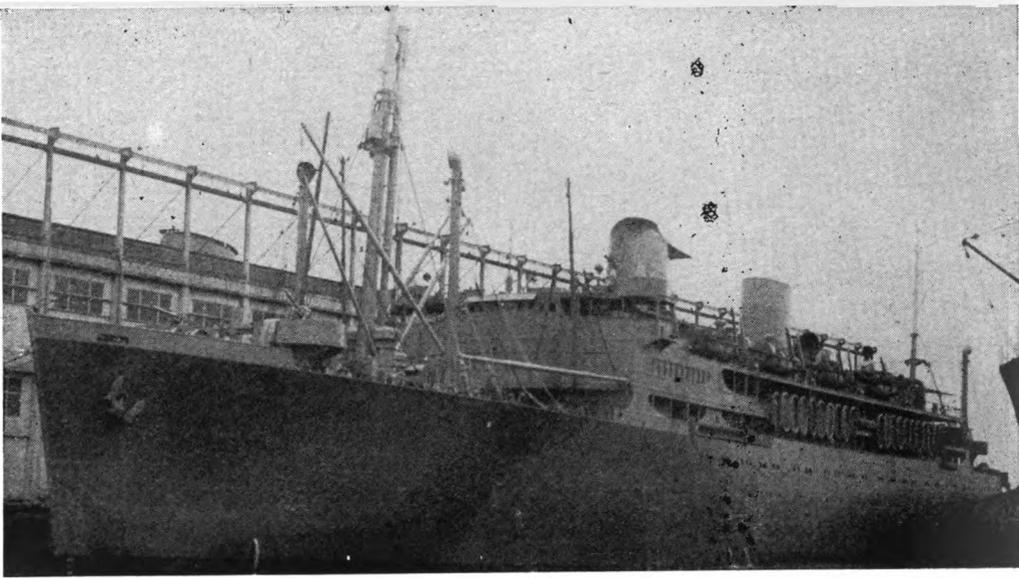
Commencing first with a voyage to Australia via the Panama Canal in early 1942, the ship next voyaged from Charleston on 28 May to Free-town, Karachi, Bombay and Capetown, and reached New York on 11 September. On 2 November 1942 the SANTA PAULA left New York to participate in the history-making invasion of North Africa. From Casablanca she returned to New York in mid-December.

Voyages made by the vessel during 1943 were uneventful, consisting (in the order given) of a round trip to Oran, one to Oran and Gibraltar and Casablanca, one (via Norfolk) to Argentia, the Mersey and Liverpool, and one (via Boston) to Cardiff, Belfast, The Clyde, Palermo and Newport (England).

Voyages of 1944 were also of a routine nature, consisting of the following: (1) from Boston to Swansea; (2) from New York to Cardiff, returning to Boston; (3) from New York and Norfolk to Naples; (4) from New York to Cherbourg and United Kingdom; (5) from New York to Leghorn and Naples; (6) from Boston to Avonmouth with return to Norfolk on New Year's Day 1945.

On 6 January 1945 the SANTA PAULA left Norfolk and visited the following during the ensuing three months: Naples, Oran, Port Said, Suez, Massaua, Aden, Bahrein, Abadan, Suez Canal, Naples, Marseilles and Oran. From April to late December the ship made five round trips from New York to one or more of the following: Le Havre, Southampton, Cherbourg—in addition to a voyage, via the Suez Canal, to Karachi with return to New York on 28 December.

During the first six months of 1946 the SANTA PAULA completed six round trips from New York to Le Havre, with two stops at Southampton,



SANTA ROSA

Length, overall.....508' 0"	Gross tons 9,135	Propulsion..Turbines (2)
Beam 72' 0"	Speed (knots) 19	Passengers 2,426
Draft 25' 11"	Radius (miles).... 12,000	Cargo (cu. ft.)....145,593

*Built in 1932 by Federal Shipbuilding & Drydock Co., Kearny, N. J.
Operated during World War II by Grace Line, Inc., and War Shipping
Administration.*

THE SANTA ROSA was in commercial operation upon entry of the United States into the war. She was, however, soon pressed into troop service and made 21 round trips from the East Coast of U. S. to Europe, 1 to Australia, 1 to India and 3 to Africa during the four calendar years 1942-1945. All departures were from New York except as noted.

Voyages of 1942 were: on 23 January from New York, via the Panama Canal, to Melbourne and Noumea; in late April to Suez, Massaua, Aden, Durban; in early September to the Clyde; on 2 November to Casablanca.

Voyages of 1943 were: on 14 January to Casablanca; on 25 February to Bermuda and Casablanca; on 29 April to Casablanca, Gibraltar, the Clyde, Algiers and Philippeville; on 21 August to Oran; on 8 October from Boston to Swansea, the Clyde, Palermo and Newport (England); via Boston on 29 December to Bristol and Newport.

Voyages of 1944 were: on 11 February to Belfast; on 24 March from Boston to Avonmouth and Cardiff; on 12 May via Norfolk to Naples and Gibraltar; on 1 July from Norfolk to Oran, Naples and Cape Henry; on 14 October to Marseilles, Oran and Gibraltar; on 2 December from Boston to Swansea, with return to Boston on 27 December.

Voyages of 1945 were: on 3 January to Le Havre and Southampton; on 5 February to Le Havre and Plymouth; on 15 March to The Solent, Le Havre and Southampton; on 2 May to Le Havre and Southampton; on 3 June to Southampton; on 1 July to Le Havre and Cherbourg, with return to Hampton Roads on the 19th; on 25 July to Plymouth and Le Havre; on 28 August the same; on 20 September to Marseilles; on 20 October from New York, via Port Said, to Karachi; on 10 December the same, with return to New York on 20 January 1946.

The ship subsequently went to the yard of the Newport News Shipbuilding & Drydock Company for extensive repairs incident to redelivery to the owners, which is scheduled for October 1946.

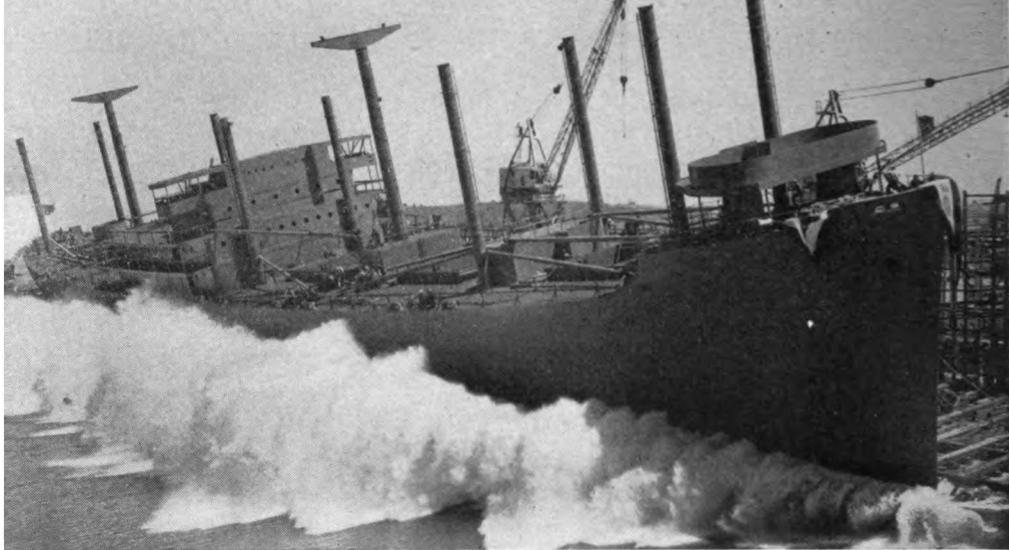


Photo courtesy Western Pipe & Steel

SEA BASS

<i>Length, overall</i>492' 0"	<i>Gross tons</i>	7,949	<i>Propulsion</i>	<i>Turbine</i>
<i>Beam</i>	<i>Speed (knots)</i>	16½	<i>Passengers</i>	2,838
<i>Draft</i>	<i>Radius (miles)</i>	21,000	<i>Cargo (cu. ft.)</i>	184,900

Built in 1943 by Western Pipe & Steel Co., San Francisco, Calif.

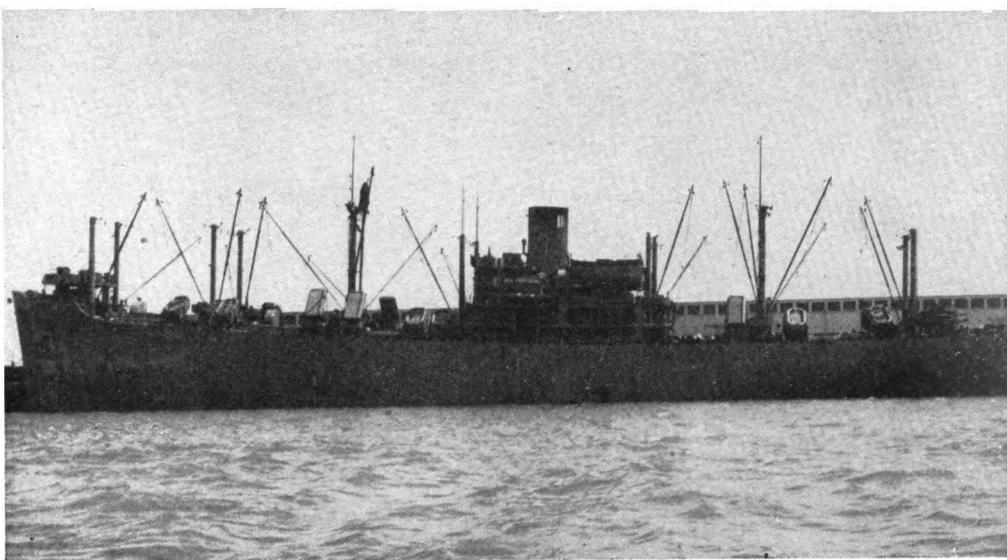
Operated during World War II by Matson Navigation Co.

THE SEA BASS was a C3 type vessel that operated as a freighter a few months before becoming a troopship. She was converted by Moore Drydock Co., Oakland, California, between 9 February and 6 July 1944, and was technically allocated to the Navy.

The vessel sailed from San Francisco on 12 July 1944 and visited the following New Guinea ports: Milne Bay, Morobe, Finschhafen, Humboldt Bay and Langemak. She returned to San Francisco in September, and after extensive repairs went to San Diego on Christmas Day, departing two days later for Guadalcanal, Tulagi, Noumea and Espiritu Santo. The SEA BASS returned to San Francisco on 30 January 1945 and left on 1 March for another trans-Pacific voyage, during which she visited Espiritu Santo, Noumea, Russell Islands, Guadalcanal, Eniwetok, Okinawa and Saipan.

Having returned to San Francisco, the ship next departed on 8 June, via the Panama Canal, for Le Havre. She sailed from the French port on 3 July and reached New York on the 12th. On the 21st of July the SEA BASS sailed for Avonmouth to redeploy troops to the Pacific. She sailed from the English port on 2 August, transited the Panama Canal on the 13th and 14th, and sailed directly to Hollandia. V-J Day having occurred, the ship headed north for Manila, Lingayen and Okinawa before proceeding east via Hawaii to San Pedro, to arrive on 2 November.

In early December 1945 the SEA BASS began a voyage to Okinawa, returning via Pearl Harbor to San Francisco on 11 January 1946. She next went to Seattle from where on 25 February she departed on a journey to Yokosuka, Okinawa and Yokohama—being operated locally about three months before proceeding to San Francisco where she arrived on 3 June.



SEA CORPORAL

<i>Length, overall</i>492' 0"	<i>Gross tons</i> 8,008	<i>Propulsion</i>Turbine
<i>Beam</i> 69' 6"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 2,165
<i>Draft</i> 28' 6"	<i>Radius (miles)</i> 17,817	<i>Cargo (cu. ft.)</i>227,536

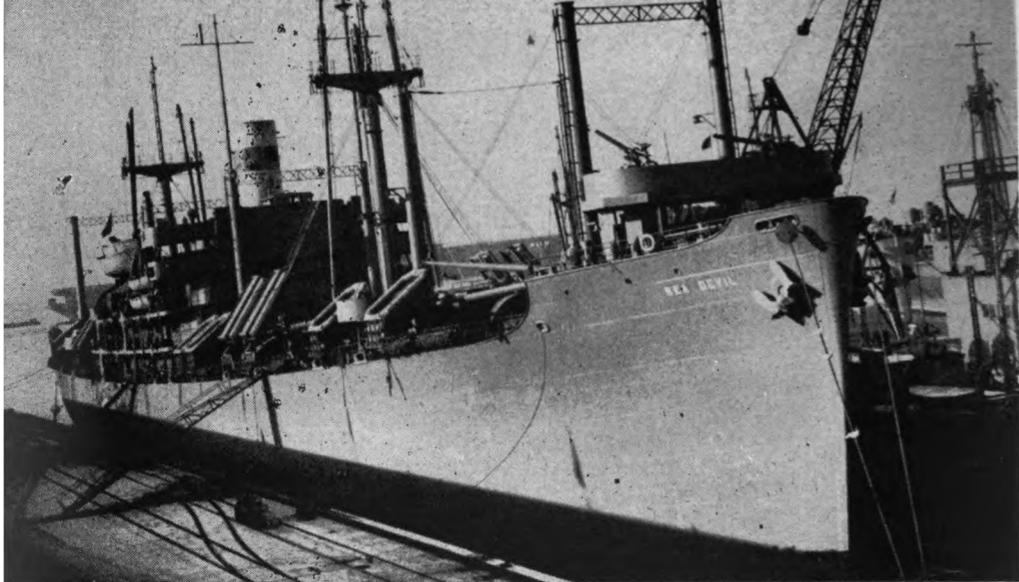
Built in 1944 by Western Pipe & Steel Co., San Francisco, Calif.

Operated during World War II by American President Lines

EXCEPT for one trip from San Francisco to Honolulu, as indicated below, the SEA CORPORAL made only long transpacific voyages. She was a C3 type vessel that was converted at the building yard before being placed in operation.

On 7 February 1944 the ship sailed from San Francisco on a round trip to Brisbane, returning on 17 March. On the last day of that month she left on a voyage to Noumea and Guadalcanal and return. On 2 June she proceeded to Honolulu. While in the Hawaiian Islands she also visited Kauai, then left Honolulu for Eniwetok and Saipan. She touched at Maui and Pearl Harbor on the way back to San Francisco, where she returned on 2 September. After the Honolulu trip first referred to above, from which she next reached San Francisco on 2 October, the SEA CORPORAL soon departed (via Los Angeles and Honolulu) for Eniwetok and Guam. From that voyage, the ship returned to San Francisco the day before Christmas 1944 and on 24 January 1945 began a four months' voyage to the Southwest Pacific. Ports visited include Finschhafen, Hollandia, Leyte, Lingayen, Subic, Manila, Biak, Manus Island and Guadalcanal.

The SEA CORPORAL sailed from San Francisco on 25 May for Eniwetok, Ulithi, Manila, Batangas and Leyte. In early August she sailed from Los Angeles to Eniwetok, Ulithi, Leyte, Subic, Lingayen and Aparri. She reached San Francisco again in late September, and following a cruise to Lingayen and Eniwetok, returned to Los Angeles on 12 December 1945. On 16 February 1946 the vessel sailed from Los Angeles with 2,000 prisoners of war. She passed through the Panama Canal and reached Le Havre on 11 March. From the French city the SEA CORPORAL returned to New York in late March and was there released from further troop service. On 25 April 1946 she was laid up in the WSA Reserve Fleet at Lee Hall, Virginia.



SEA DEVIL

<i>Length, overall</i>492' 0"	<i>Gross tons</i> 7,949	<i>Propulsion</i>Turbine
<i>Beam</i> 69' 6"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 2,101
<i>Draft</i> 28' 6"	<i>Radius (miles)</i> 20,000	<i>Cargo (cu. ft.)</i> ... 250,000

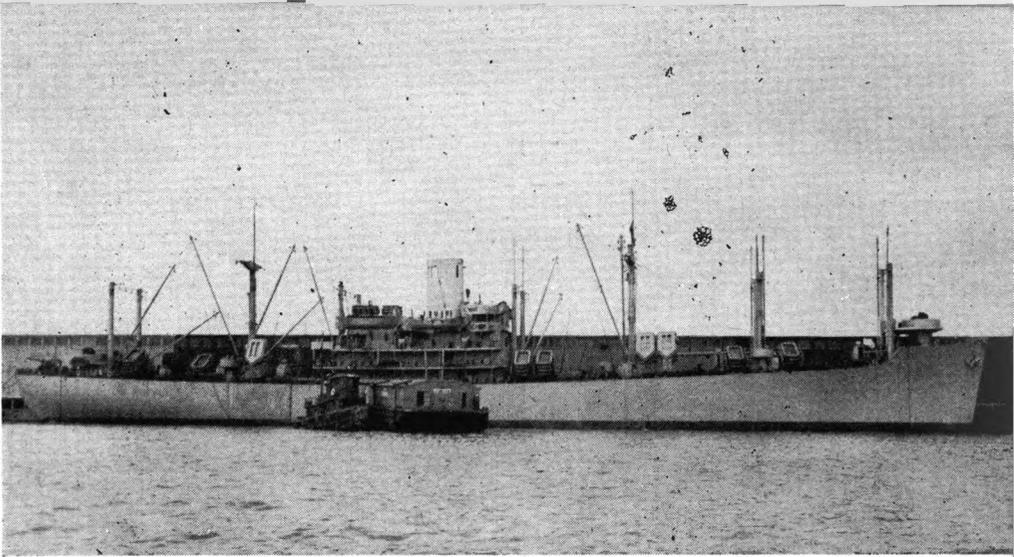
Built in 1943 by Western Pipe & Steel Co., San Francisco, Calif.

Operated during World World War II by American Hawaiian Steamship Co.

THE SEA DEVIL was a C3 type Maritime Commission design vessel that was completed as a troopship at the building yard. She was completed on 8 December 1943 and one week later sailed for Gladstone, Townsville and Milne Bay. She returned to San Francisco in April 1944.

In early May the SEA DEVIL sailed from San Francisco for a stay of nearly eight months in the Southwest Pacific. Ports visited include the following (most of them more than once): Oro Bay, Milne Bay, Lae, Finschhafen, Hollandia, Wakde, Auckland, Morobe, Aitape, Cape Gloucester and Noumea. The ship reached San Francisco again on Christmas Day 1944 and left in late January 1945 for a voyage to New Guinea and the Philippines. She returned in May to San Francisco and left late in the same month for Eniwetok, Ulithi and Okinawa. Returning on 26 August, the vessel next left San Francisco a month later, and went to Eniwetok and Yokohama. She departed from the Japanese city on Armistice Day 1945 and reached Seattle ten days later. The vessel then made a round trip to Yokohama, and following return on 22 January 1946 departed from Seattle with 2,040 prisoners of war. She touched at San Francisco, transited the Panama Canal in late February, and proceeded to Le Havre, France.

The SEA DEVIL returned to New York in early April. On the 24th of the month she departed for Le Havre, and returned in mid-May. She began a succeeding voyage to Le Havre on 26 May 1946.



SEA FIDDLER

<i>Length, overall</i>492' 0"	<i>Gross tons</i> 7,886	<i>Propulsion</i>Turbine
<i>Beam</i> 69' 6"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 2,107
<i>Draft</i> 28' 6"	<i>Radius (miles)</i> 17,000	<i>Cargo (cu. ft.)</i>258,000

*Built in 1944 by Western Pipe & Steel Co., San Francisco, Calif.
Operated during World War II by Isthmian Steamship Co.*

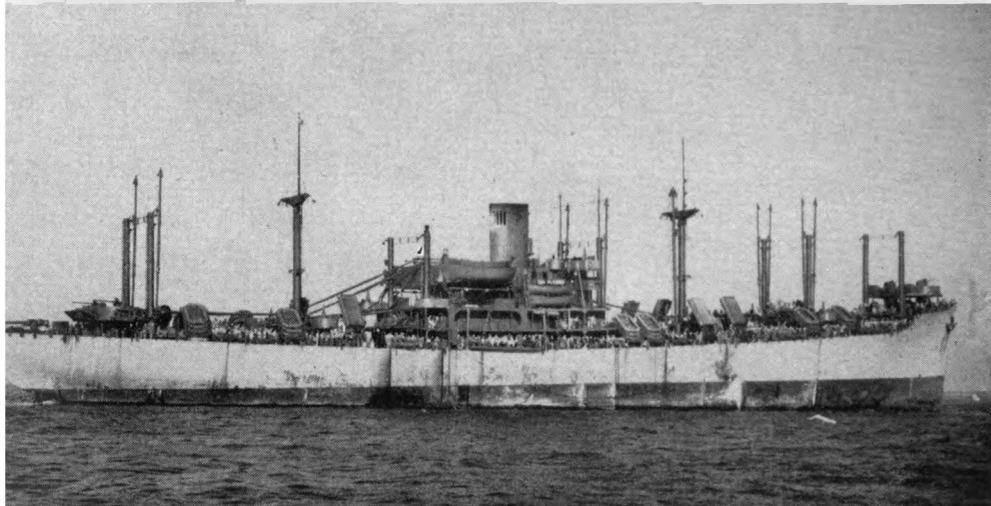
THE SEA FIDDLER was one of the most active C3 type transports that served in World War II. She was another vessel that was completed as a troopship by the building yard.

On 1 June 1944 the SEA FIDDLER sailed from San Francisco and was gone exactly four months, visiting the following Southwest Pacific ports: Milne Bay, Oro Bay, Finschhafen, Espiritu Santo, Guadalcanal (twice), Eniwetok (twice) and Guam. Return to San Francisco was on 30 September and departure therefrom on 27 October. The ensuing voyage took her to the Southwestern Pacific for five months. Points visited include: Honolulu, Eniwetok, Kossol Roads, Manus Island, Leyte and Ulithi.

The SEA FIDDLER next left San Francisco on 8 May 1945, going to Hollandia and Leyte. She returned to San Francisco in late June and in mid-July sailed, via the Panama Canal and Gibraltar, to Naples and Leghorn. The ship stopped at Gibraltar again on the return trip to Boston, where she arrived on 21 August.

During the remainder of the calendar year 1945, the SEA FIDDLER made the following trips: (1) on 28 August from Boston to Marseilles; (2) on 30 September from Hampton Roads to Marseilles; (3) on 1 November from New York to Casablanca; (4) on 26 November from Hampton Roads to Casablanca and return.

On 30 December 1945 the SEA FIDDLER departed, via the Panama Canal, for Yokohama. She returned to Los Angeles on 14 February 1946 and after going to San Francisco, proceeded eastward through the Panama Canal to Le Havre, France. She returned to New York in April and left late the same month with 2,000 prisoners of war for Le Havre. She returned to New York in mid-May and was released from troop service.



SEA FLASHER

<i>Length, overall</i> ...492' 0"	<i>Gross tons</i> 7,949	<i>Propulsion</i>Turbine
<i>Beam</i> 69' 6"	<i>Speed (knots)</i> ... 16½	<i>Passengers</i> 2,086
<i>Draft</i> 28' 6"	<i>Radius (miles)</i> ... 17,088	<i>Cargo (cu. ft.)</i> ... 226,590

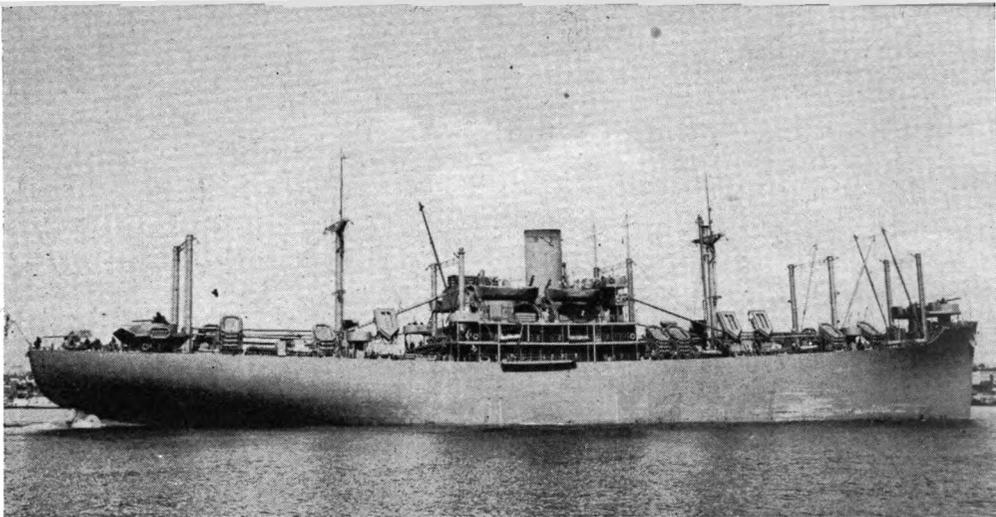
*Built in 1943 by Western Pipe & Steel Co., San Francisco, Calif.
 Operated during World War II by Isthmian Steamship Co.*

THE SEA FLASHER was another C3 type vessel of Maritime Commission design that was completed as a troopship at the building yard.

On 10 January 1944 the SEA FLASHER began her active troop service of World War II. This initial voyage and others were as follows:

<i>From</i>	<i>Departure</i>	<i>Destinations</i>
San Francisco	10 Jan. 1944	Noumea, Milne Bay, Brisbane, Goodenough Island, Oro Bay, Townsville
San Francisco	28 March 1944	Noumea, Milne Bay, Langemak, Seeadler Harbor, Lae, Brisbane
Seattle	9 July 1944	Honolulu
Seattle	1 Aug. 1944	Honolulu, Eniwetok, Guam, San Francisco
Seattle	15 Nov. 1944	Honolulu, Eniwetok, Saipan, Guam, Pelelui, Tinian, Kossol, Manus, Noumea, San Francisco
Seattle	26 March 1945	Honolulu, Eniwetok, Ulithi, Okinawa, Guam, Pearl Harbor
San Francisco	4 July 1945	Balboa, Marseilles, Panama, Hollandia, Manila, Subic, Seattle
San Francisco	7 Nov. 1945	Yokohama
Portland	19 Dec. 1945	Tacloban, Manila, Cebu, Honolulu
San Francisco	15 March 1946	Panama, Hampton Roads, New York

The SEA FLASHER was officially released from troop service on 28 February 1946 at San Francisco and following transfer to the East Coast was assigned to the WSA Reserve Fleet at Lee Hall, Virginia, on 17 April 1946.



SEA FLIER

<i>Length, overall</i>492' 0"	<i>Gross tons</i> 7,959	<i>Propulsion</i>Turbine
<i>Beam</i> 69' 6"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 2,027
<i>Draft</i> 28' 6"	<i>Radius (miles)</i> ... 18,000	<i>Cargo (cu. ft.)</i> ...242,136

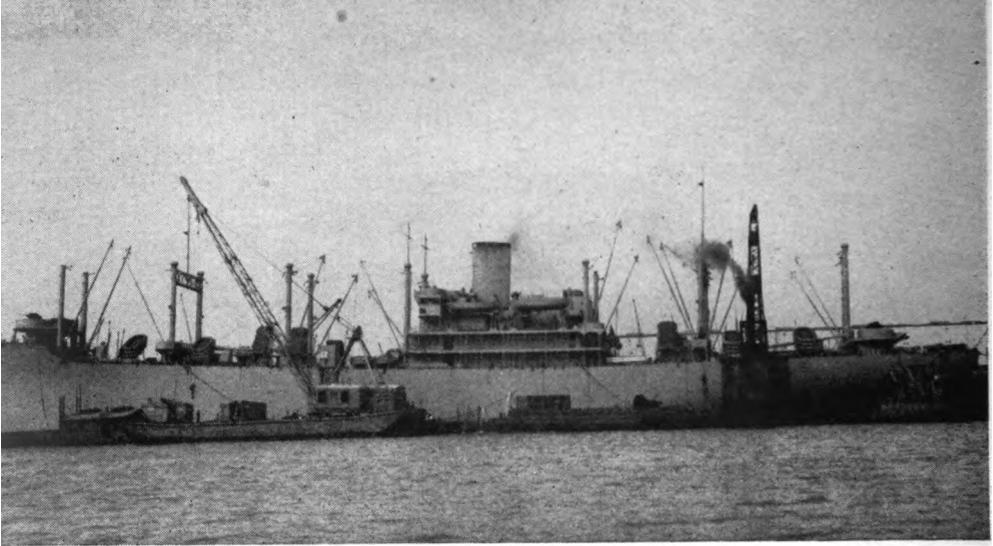
*Built in 1944 by Western Pipe & Steel Co., San Francisco, Calif.
Operated during World War II by Moore-McCormack Lines, Inc.*

THIS was one of the C3 type troopships that was originally begun as a freighter but completed at the building yard for passenger service. She was delivered on 27 May 1944 and at once began carrying troops.

The SEA FLIER went from San Francisco to Seattle, from where on 10 June she departed for Honolulu and Eniwetok. She returned to San Pedro, then went to Seattle for repairs before leaving on 9 February 1945, via Honolulu, for Eniwetok, Saipan, Noumea, Guadalcanal and Okinawa. Return to San Francisco was on 6 June. Six days later the ship headed, via the Panama Canal, for New York.

On 19 July the SEA FLIER left New York for Marseilles to redeploy troops to the Pacific. She sailed from Marseilles on 30 July; transited the Panama Canal, and soon reached Hollandia. She also visited Manila, Okinawa and Leyte before returning to Seattle on 31 October. On 22 November she departed for Okinawa, with return to Portland on 3 January 1946.

The ship next went to Los Angeles, from where, on 8 March, she again headed for the Panama Canal, proceeding directly to Le Havre. She returned to New York on 15 April and from there made two more voyages to Europe: the first, begun on 1 May, to Le Havre; the second, begun on 27 May, to Bremerhaven, with return on 18 June. The SEA FLIER is expected to continue in this service awhile longer.



SEA MARLIN

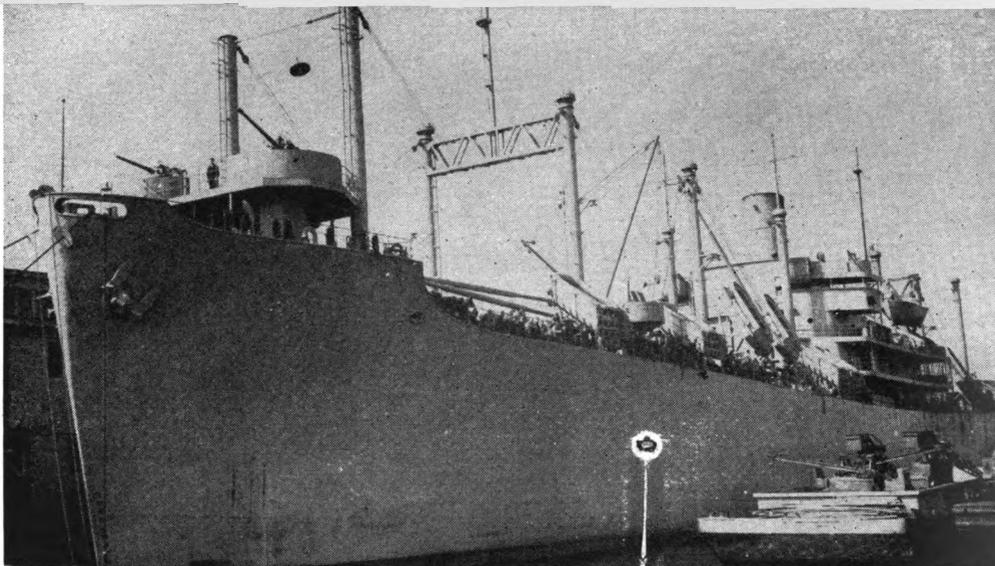
<i>Length, overall</i>492' 0"	<i>Gross tons</i> 7,886	<i>Propulsion</i>Turbine
<i>Beam</i> 69' 6"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 2,111
<i>Draft</i> 28' 6"	<i>Radius (miles)</i> 19,800	<i>Cargo (cu. ft.)</i>215,040

*Built in 1944 by Ingalls Shipbuilding Corporation, Pascagoula, Miss.
Operated during World War II by Grace Line, Inc.*

FOLLOWING completion as a troopship at the building yard on 1 February, the SEA MARLIN, a C3 type vessel, went to New Orleans from where she sailed on 9 February 1944, via the Panama Canal, to the Southwest Pacific. She visited Townsville, Brisbane, Milne Bay, Langelak, Sydney and Auckland before reaching San Francisco on 28 April. In mid-May she departed for Milne Bay, Oro Bay, Finschhafen, Langelak and Seadler, returning to San Francisco on 8 July.

The vessel next made two round trips to Honolulu (from San Francisco); the first begun on 23 July; the second on 15 August. She returned on 30 August and proceeded to Eniwetok and Saipan, via Honolulu both ways, and returned on 29 October. She next went to Seattle from where she departed, on 30 November, for Honolulu, Eniwetok, Saipan, Tinian, Ulithi, Angaur, Pelelui, Manus Island, Guadalcanal, Noumea and Espiritu Santo. Return to San Francisco was on 15 February 1945 and departure therefrom was on 10 March for Pearl Harbor, Eniwetok, Saipan, Noumea, Guadalcanal, Ulithi and Okinawa. The ship returned to San Francisco on 19 July.

On 31 July the SEA MARLIN again left San Francisco westbound—via Eniwetok and Ulithi to Manila. While in the Philippines she suffered minor damage in a collision with a U. S. tanker and was detained awhile at Manila for repairs, before reaching Los Angeles on 13 November. On 12 December the ship left for Okinawa and returned from that voyage, on 18 January 1946, to Portland. In February the vessel headed for the Panama Canal, transited the Canal in early March, and proceeded to Liverpool and Le Havre. She returned to New York on 1 April, and from there reached Norfolk on 2 May to be laid up in the WSA Reserve Fleet.



SEA OWL

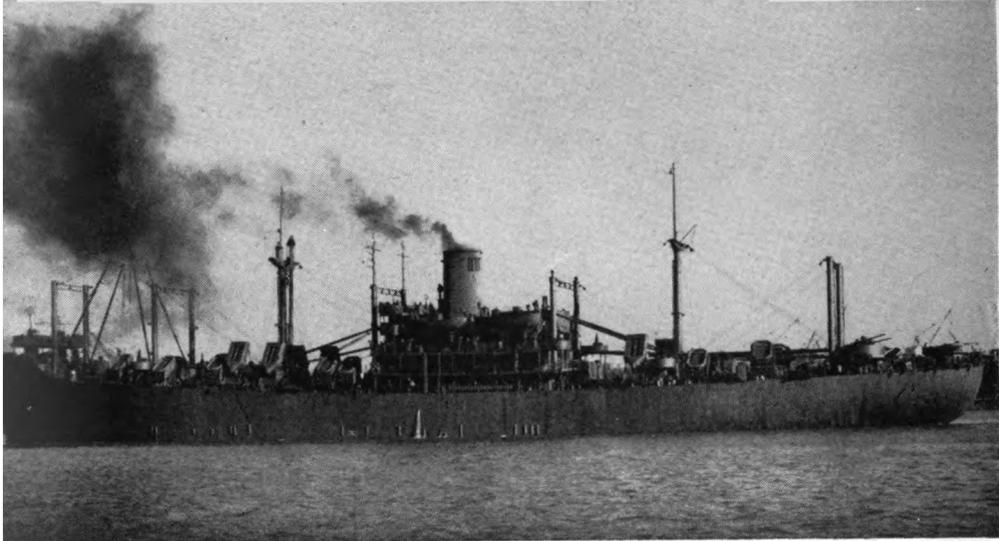
<i>Length, overall</i> ...492' 0"	<i>Gross tons</i> 7,886	<i>Propulsion</i>Turbine
<i>Beam</i> 69' 6"	<i>Speed (knots)</i> ... 16½	<i>Passengers</i> 2,156
<i>Draft</i> 28' 6"	<i>Radius (miles)</i> ... 25,000	<i>Cargo (cu. ft.)</i> ...233,000

*Built in 1944 by Ingalls Shipbuilding Corporation, Pascagoula, Miss.
Operated during World War II by American Export Lines, Inc.*

THE SEA OWL was a C3 type vessel that was completed at the building yard on 27 June 1944 as a troopship. Following delivery, the ship went to Newport News from where, on 27 July, she sailed for Naples. She returned to New York on 31 August and from there next made two voyages to the European Theatre of Operations—the first, commenced on 12 September, was to Milfordhaven and Cherbourg; the second, commenced on 22 October, was to the Mersey, Bristol Channel and Avonmouth.

Having returned to Boston on 16 November the SEA OWL sailed on the 24th to Southampton and returned to New York three days before Christmas 1944. By 5 December 1945, she had completed 10 European voyages as follows, the first four from New York: on 10 January to The Solent, Le Havre, Plymouth and Southampton; on 27 February to Le Havre and The Solent; on 4 April to Southampton; on 10 May to Le Havre and Southampton; on 8 June from Boston to Le Havre; on 22 July from New York to Gibraltar, Leghorn and Naples to redeploy troops to the Pacific but diverted to Boston; on 24 August from Boston to Le Havre; on 15 September from Boston to Marseilles; on 13 October from Hampton Roads to Marseilles; on 10 November to Naples and Marseilles, with return to Hampton Roads on 5 December.

On 15 December 1945 the SEA OWL sailed from Hampton Roads, via the Panama Canal, to Nagoya, where she arrived on 14 January 1946. She went on to Jinsen (Korea) and returned to Seattle on 14 February, and shortly thereafter was released from further troop service.



SEA PARTRIDGE

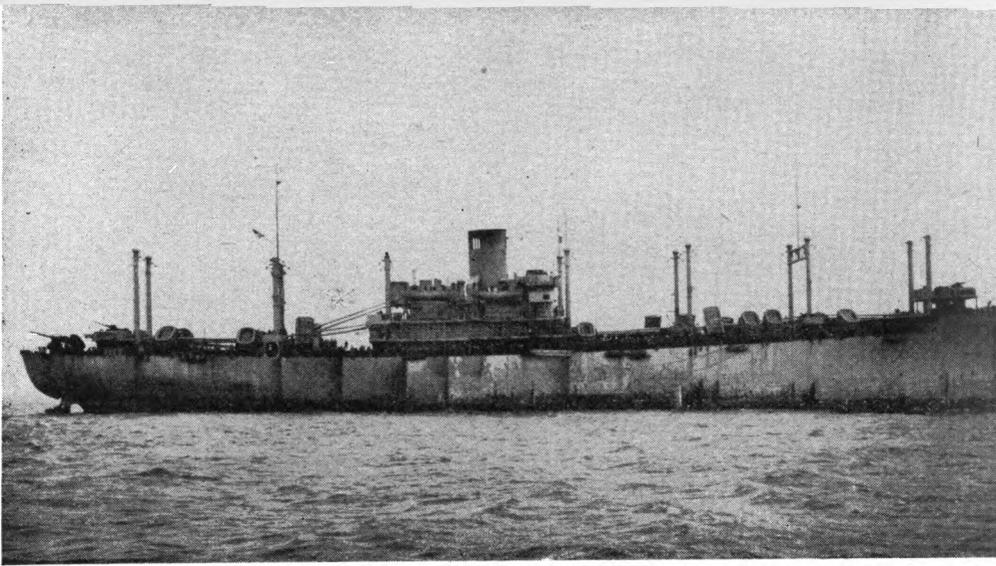
<i>Length, overall</i>492' 0"	<i>Gross tons</i> 7,958	<i>Propulsion</i>Turbine
<i>Beam</i> 69' 6"	<i>Speed (knots)</i> ... 16½	<i>Passengers</i> 1,906
<i>Draft</i> 28' 6"	<i>Radius (miles)</i> 17,000	<i>Cargo (cu. ft.)</i>185,446

*Built in 1944 by Western Pipe & Steel Co., San Francisco, Calif.
Operated during World War II by American President Lines*

FOLLOWING completion on 2 October 1944 as a C3 type troopship at the building yard, the SEA PARTRIDGE began her troop service by sailing from San Francisco on 21 October 1944, via Puget Sound, for Honolulu. She returned to San Francisco on 15 November, then went to Astoria, from where she sailed on 22 January 1945, for Honolulu, with return to San Francisco on 8 February. The ship again went to Seattle from where she sailed for Honolulu on the 24th, to return to San Francisco on 11 March.

The SEA PARTRIDGE once more went to Seattle and from there left on 7 April, via Pearl Harbor, for Eniwetok, Saipan and Okinawa. She returned to San Francisco on 10 June and departed on the Fourth of July for Eniwetok, Ulithi, Subic and Leyte. Return to the California city was on 9 September.

The next two outbound voyages made by the SEA PATRIDGE were to Alaska; the first from San Francisco on 15 September to Adak, Dutch Harbor and Kodiak; the second from Seattle on 25 October to Adak and Amchitka. On 20 November the ship sailed from Seattle to Manila, returning to San Francisco the day after Christmas 1945. On 10 February 1946 the vessel departed, via the Panama Canal, for Liverpool and Le Havre. She reached New York on 21 March and in April was released from troop service.



SEA PERCH

<i>Length, overall</i>492' 0"	<i>Gross tons</i> 7,886	<i>Propulsion</i>Turbine
<i>Beam</i> 69' 6"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 2,056
<i>Draft</i> 28' 6"	<i>Radius (miles)</i> 30,450	<i>Cargo (cu. ft.)</i>205,000

*Built in 1944 by Ingalls Shipbuilding Corporation, Pascagoula, Miss.
Operated during World War II by United Fruit Co.*

THE SEA PERCH was completed at the builder's yard as a troopship although she was originally begun as a C3 type freighter. She was completed on 27 April 1944.

Following construction, she went to New Orleans in early May and from there went to Hampton Roads, from where she sailed for Oran on 17 May, returning on 14 June. On 3 July the ship left the Virginia port, via the Panama Canal, for the Southwest Pacific. Before returning to San Francisco on 26 September, the ship visited the following, in the order named: Espiritu Santo, Noumea, Finschhafen, Hollandia, Sansapor, Biak, Hollandia, Finschhafen and Milne Bay. On 30 October the SEA PERCH began a round trip to Finschhafen, Biak and Hollandia, returning to San Francisco on 28 December.

During her next trans-Pacific voyage which began on 27 January 1945, the SEA PERCH was in continuous operation nearly eight months before again reaching her home port in the United States. Points visited include the following, many of them three or more times: Finschhafen, Oro Bay, Hollandia, Leyte, Lingayen, Subic Bay, Manila, Espiritu Santo, Kossol, Batangas, Cebu, Guadalcanal, Tulagi, Ulithi and Eniwetok. The ship returned to San Francisco on 2 August and on the 29th sailed again for Eniwetok, Manila and Lingayen. Starting on 8 November the vessel made a round trip to Manila, returning to Los Angeles on 17 December.

On 8 February 1946 the SEA PERCH left Los Angeles with 2,300 prisoners of war, transited the Panama Canal, reached Le Havre and returned to New York on 19 March. She left in April for Liverpool and returned on 10 May. On 19 May the ship sailed for Bremerhaven and on 6 June left the German port, via Liverpool, for the United States.



SEA PIKE

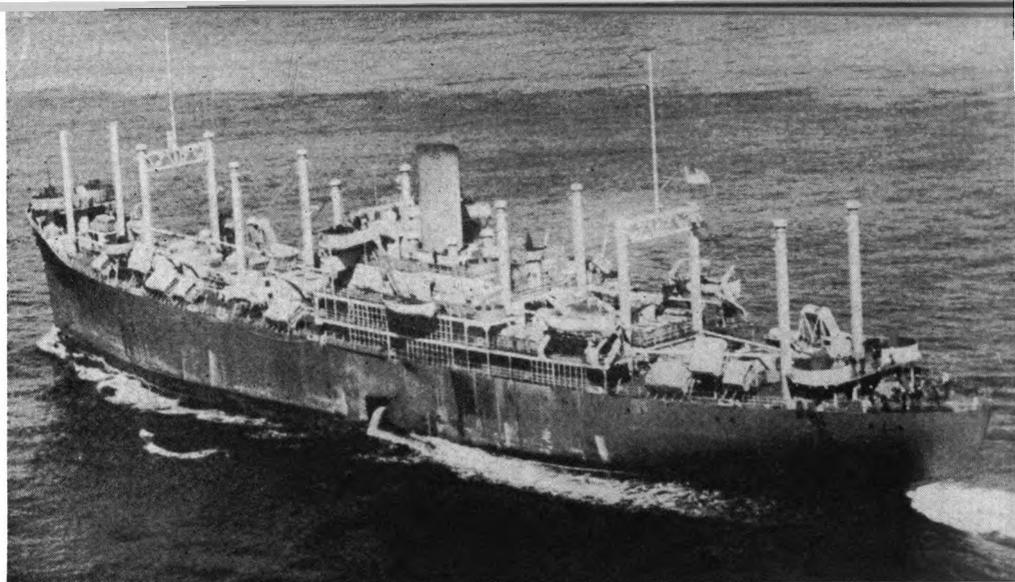
<i>Length, overall</i>	492' 0"	<i>Gross tons</i>	7,949	<i>Propulsion</i>	Turbine
<i>Beam</i>	69' 6"	<i>Speed (knots)</i>	17	<i>Passengers</i>	2,109
<i>Draft</i>	28' 6"	<i>Radius (miles)</i>	23,760	<i>Cargo (cu. ft.)</i>	235,170

*Built in 1943 by Western Pipe & Steel Co., San Francisco, Calif.
 Operated during World War II by Moore-McCormack Lines, Inc.*

THE SEA PIKE, a C3 type vessel, was completed in February 1943. She made a voyage as a freighter before being converted for troop use. Voyages of 1943 from San Francisco were as follows: (1) on 4 March to Brisbane and Townsville without troops; (2) on 21 July via Honolulu to Gladstone, Brisbane and Noumea; (3) on 10 October to Brisbane; (4) on 5 December to Gladstone, Townsville, Milne Bay and Brisbane, returning to San Francisco on 3 February 1944.

In late February the ship went to Honolulu for local operation. After return to San Francisco in late April, the ensuing three months were spent on a voyage that included the following destinations: Milne Bay, Oro Bay, Finschhafen, Hollandia, Wakde, Auckland and Lae. Returning to San Francisco in late August, the SEA PIKE departed again for the Southwest Pacific and remained there until returning to San Francisco on 15 January 1945. Points visited include Honolulu, Eniwetok (three times), Ulithi, Manus Island, Guadalcanal and Saipan. On 23 February 1945 the SEA PIKE sailed for Finschhafen, Hollandia, Leyte, Manila, Eniwetok and Pearl Harbor. She returned to San Francisco in May and in June headed for the Canal Zone. After going through the Canal, the ship steamed to Le Havre, and then returned to New York on 10 July. She made a round trip to Le Havre, followed by one to Marseilles, and then sailed in late September for shuttle service between Southampton and Le Havre. She returned to New York on 3 November.

On 9 November 1945 the SEA PIKE's name was changed to MORMACWAVE. On 10 November the vessel left New York for a trip to Marseilles, with return to Hampton Roads. On 17 December she sailed from Newport News, via the Panama Canal for Tacloban and Nagoya. Following return to San Francisco in late February 1946, the MORMACWAVE was released from troop service.



SEA PORPOISE

<i>Length, overall</i> ...492' 0"	<i>Gross tons</i>	7,934	<i>Propulsion</i>	Turbine
<i>Beam</i>	69' 6½"	<i>Speed (knots)</i>	16½	<i>Passengers</i>
<i>Draft</i>	28' 6"	<i>Radius (miles)</i>	20,000	<i>Cargo (cu. ft.)</i>
				248,000

Built in 1944 by Ingalls Shipbuilding Corporation, Pascagoula, Miss.

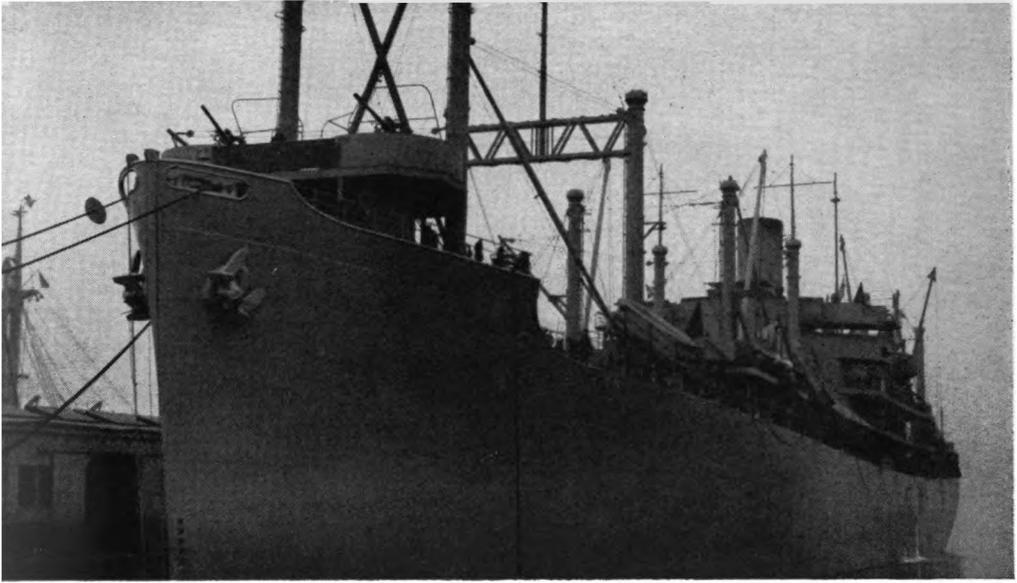
Operated during World War II by United States Lines Co.

FOLLOWING construction as a C3 type freighter, the SEA PORPOISE went to Galveston, Texas, where she was converted to a troopship by Todd Shipyards Inc., between 4 August 1943 and 4 February 1944. After going to New York, the vessel left that port on 27 February for the Clyde. She returned to Boston on 25 March and left in early April for a voyage to Newport (England), with return to New York on 1 May. On 21 May the ship sailed for Liverpool, Glasgow and Belfast.

On 1 July 1944 the SEA PORPOISE left Belfast, and on 5 July, reached Capelle Roadstead, France. In an assault area in the English Channel she was damaged by an underwater explosion on 6 July. She arrived at Tynemouth on 21 July and remained in and near the United Kingdom for the ensuing 10 months. She returned to New York on 7 May 1945, and from that port made three successive round trips to Le Havre (begun on 20 May, 28 June and 25 July respectively). All following voyages were begun at New York.

On 13 September the SEA PORPOISE sailed for Naples and Marseilles; on 18 October for Naples, Leghorn and Marseilles; and on 2 December for Alexandria.

In early 1946 the ship made three round trips from New York to Le Havre, begun successively on 22 January, 28 February, and 9 April. Return was to New York on 25 April, and in May reconversion work on the vessel was undertaken. As of June 1946 alterations were incomplete.



SEA QUAIL

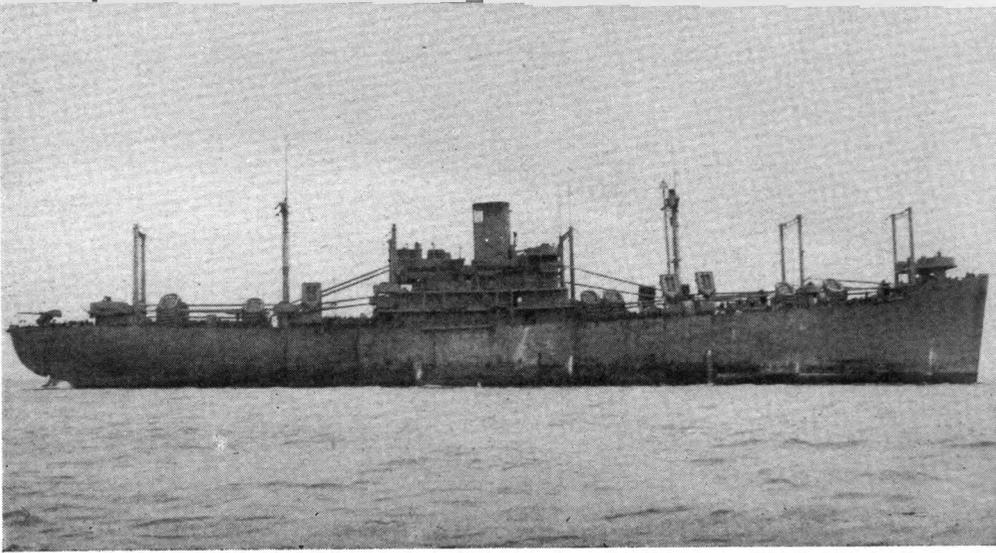
<i>Length, overall</i>492' 0"	<i>Gross tons</i> 7,886	<i>Propulsion</i>Turbine
<i>Beam</i> 69' 6"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 2,075
<i>Draft</i> 28' 6"	<i>Radius (miles)</i> ... 19,300	<i>Cargo (cu. ft.)</i> ...233,000

*Built in 1944 by Ingalls Shipbuilding Corporation, Pascagoula, Mississippi
Operated during World War II by Moore-McCormack Lines, Inc.*

THE SEA QUAIL was another C3 type ship that was completed at the building yard as a troopship in September 1944. Following construction she went to New York from where she sailed on 7 November to Liverpool, The Solent and Southampton. She next sailed outbound from Hampton Roads on 10 December for Naples and Oran. Following return to New York on 11 January 1945, the ship left one week later for Le Havre and Southampton.

Having returned to New York on 17 February, the SEA QUAIL departed on the 24th (via San Juan, the Canal Zone and San Francisco) for Seattle, where she arrived on 3 April. Five days later, the vessel sailed to Honolulu, Eniwetok, Ulithi and Okinawa. Return was to San Francisco on 15 June and departure therefrom was on the 23rd, via the Panama Canal, to Marseilles. The ship left the French port on 19 July to redeploy troops to the Pacific. She transited the Panama Canal westbound and reached Hollandia. V-J Day having occurred, the vessel sailed via Leyte and Batangas for Yokosuka, from where she reached Seattle on 22 November.

Leaving Seattle on 21 December 1945, the SEA QUAIL arrived at Yokohama on 5 January 1946. Following return to Seattle, the ship left on 18 February, via San Pedro and the Canal Zone, for Liverpool and Le Havre. She returned to New York on 27 March and shortly thereafter proceeded to Hampton Roads for lay up in the Reserve Fleet, Lee Hall, Va., on 19 April 1946.



SEA RAY

<i>Length, overall</i> ...492' 0"	<i>Gross tons</i> 7,958	<i>Propulsion</i>Turbine
<i>Beam</i> 69' 6"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 2,158
<i>Draft</i> 28' 6"	<i>Radius (miles)</i> ... 19,000	<i>Cargo (cu. ft.)</i> ...246,086

*Built in 1944 by Western Pipe & Steel Co., San Francisco, Calif.
 Operated during World War II by Hawaiian Steamship Co.*

THIS was another C3 type vessel that was completed as a troopship at the building yard. She left San Francisco in August 1944; visited Guadalcanal and Espiritu Santo; and returned to San Francisco in September. On 29 September she sailed for Milne Bay, Oro Bay and Hollandia, returning on 30 November to San Francisco.

On 20 December 1944 the SEA RAY departed for Finschhafen, arriving there on 6 January 1945. She spent the ensuing seven months in the Southwest Pacific, having visited Hollandia, Leyte, Biak, Brisbane, Morotai and Finschhafen—most of these places three or more times. Return to San Francisco was on 27 July 1945.

The SEA RAY next sailed outbound from San Francisco on 22 August and went to Ulithi, Manila, Subic Bay and Yokohama. She returned to San Francisco in late October and in December departed for Saipan, Manila, Lingayen, Korea and Okinawa. The ship returned to San Francisco on 5 March 1946, and from there went to New York, thence to the Reserve Fleet at Lee Hall, Va., being laid up on 1 July.

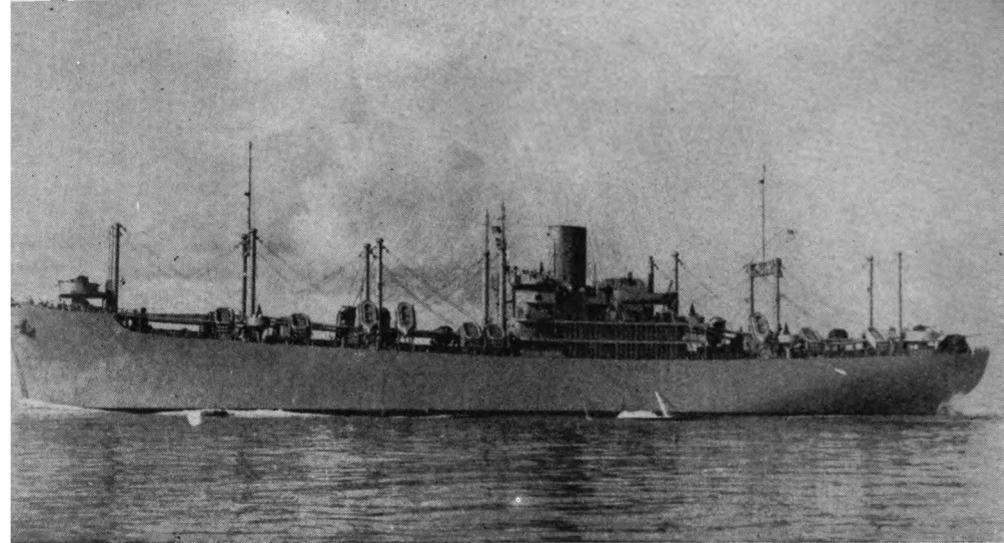


Photo courtesy Ingalls Shipbuilding Corp.

SEA ROBIN

<i>Length, overall</i>492' 0"	<i>Gross tons</i> 7,886	<i>Propulsion</i>Turbine
<i>Beam</i> 69' 6"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 2,045
<i>Draft</i> 28' 6"	<i>Radius (miles)</i> 25,000	<i>Cargo (cu. ft.)</i>142,170

*Built in 1944 by Ingalls Shipbuilding Corporation, Pascagoula, Mississippi
Operated during World War II by United States Lines Co.*

THE SEA ROBIN was one of the several C3 type vessels that were completed as troopships by the builders, being placed in commission on 1 September 1944.

Following construction, she proceeded to New York, from where she departed on 14 October for Marseilles, Oran and Gibraltar. Returning to New York on 17 November, the vessel made a round trip to Marseilles and Oran; then on 3 January 1945 sailed for The Solent, Le Havre and Southampton—to return to New York on 4 February. Between 19 February and 1 April the ship repeated the preceding voyage, and from mid-April to mid-May made another voyage to Le Havre and Southampton, and back to New York.

The SEA ROBIN next made three successive voyages to Le Havre (the second from Hampton Roads), begun on 20 May, 16 June and 10 July, respectively. Following return to New York on 28 July the ship next made five round trips to Marseilles (the second one from Boston), begun on 20 August, 13 September, 8 October, 1 November, and 2 December 1945, respectively. She returned to New York the day before Christmas 1945 and in early 1946 made three round trips to Le Havre (begun 24 January, 23 February and 31 March respectively), followed by one to Naples from where she once more reached New York on 6 June.

The SEA ROBIN is scheduled to go to the United Kingdom, thence for four months' operation from Casablanca to Naples in the interest of British National Progress.

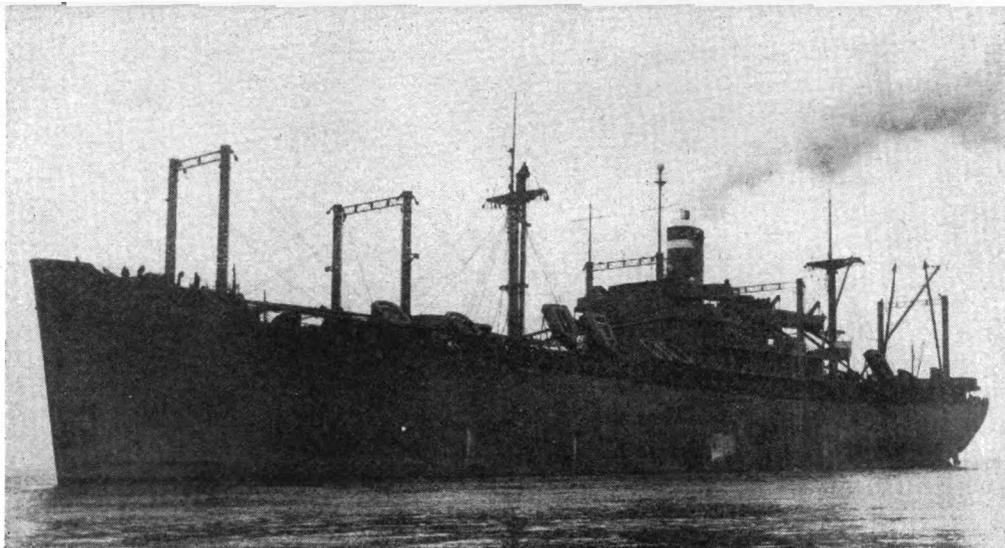


Photo courtesy Liberty Picture Co.

SEA RUNNER

Length, overall.....	492' 0"	Gross tons	7,958	Propulsion	Turbine
Beam	69' 6"	Speed (knots)	16½	Passengers	2,154
Draft	28' 6"	Radius (miles).....	15,000	Cargo (cu. ft.)...	246,086

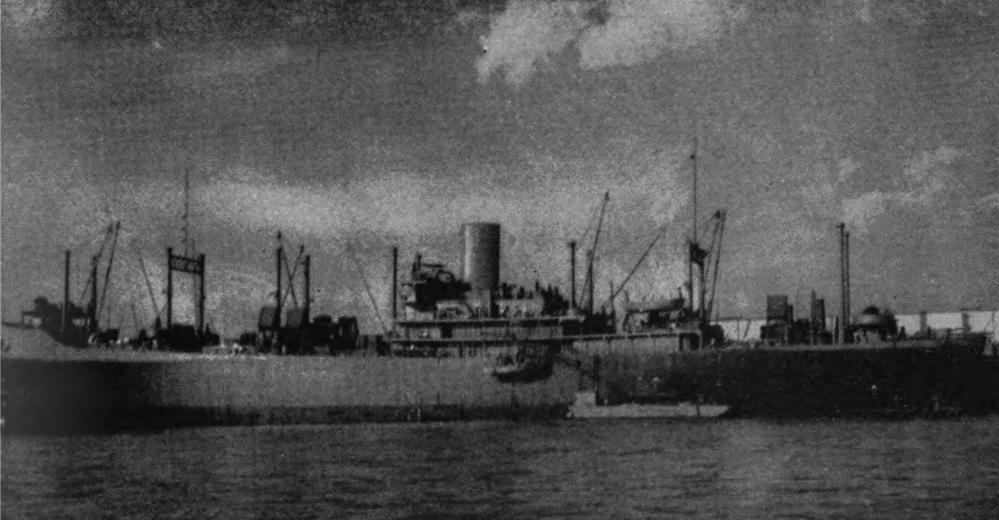
Built in 1944 by Western Pipe & Steel Co., San Francisco, Calif.

Operated during World War II by Grace Lines, Inc.

THE SEA RUNNER, a C3 type vessel that was begun as a freighter but completed on 20 July 1944 as a troopship, left San Francisco on 23 July for Honolulu and Manus Island. Following return to San Francisco in December, the ship next began a six months' cruise in the Western Pacific. Points visited include: Honolulu, Eniwetok, Saipan (five times), Ulithi (also five times), Guam (twice), and Okinawa (twice). She returned via Pearl Harbor, to San Francisco on 7 June 1945, and on 7 July proceeded to Eniwetok, Ulithi, Manila, Leyte, Guadalcanal, Noumea and Espiritu Santo. Return to San Francisco was on 20 September.

On 15 October the SEA RUNNER sailed for Yokohama and returned to Seattle in mid-November. She next went to Portland from where she made a round trip to Yokohama, completing same on 19 December. Her next and last outbound voyage from Portland began on 30 December 1945 and took her to Yokohama on 17 January 1946. From the Japanese city the ship returned to Los Angeles on 1 February, then went to San Francisco from where she voyaged to Shanghai and Tsingtao, returning again to San Francisco in March, during which month she also sailed for Taku, Guam, Pelelui and Manus Island.

Upon return to the West Coast, the SEA RUNNER was to be placed in the Reserve Fleet at Suisun Bay in early July 1946.



SEA SCAMP

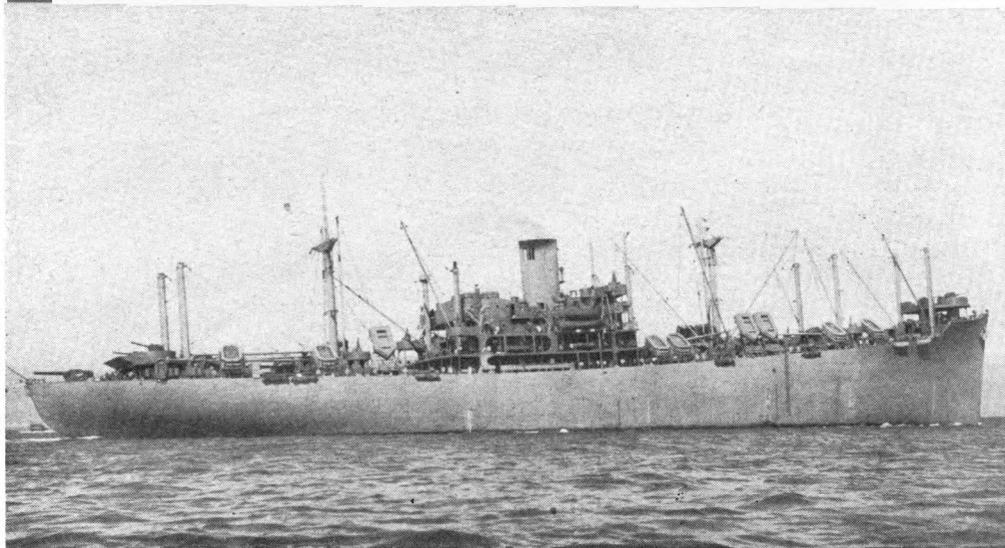
<i>Length, overall</i>492' 0"	<i>Gross tons</i> 8,348	<i>Propulsion</i>Turbine
<i>Beam</i> 69' 6"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 2,779
<i>Draft</i> 28' 6"	<i>Radius (miles)</i> 18,000	<i>Cargo (cu. ft.)</i>114,515

*Built in 1943 by Ingalls Shipbuilding Corporation, Pascagoula, Miss.
Operated during World War II by Lykes Bros. Steamship Co., Inc.*

THE C3 type troopship SEA SCAMP was constructed as a freighter but went immediately into conversion for troop-carrying service. Alteration was partially accomplished by the Todd-Johnson Shipyard and partially by Higgins Industries, Inc., at New Orleans, La., between 8 August 1943 and 8 January 1944.

Following conversion, the ship departed from New Orleans on 13 January 1944, via the Panama Canal, for Honolulu and finally, Milne Bay. She returned to San Francisco in mid-March and on 1 April began a two months' voyage to Noumea, Milne Bay, Oro Bay, Finschhafen, Brisbane and Sydney. Having returned on 4 June, the SEA SCAMP departed from San Francisco on the 29th via Honolulu and Hilo, for Eniwetok and Saipan. Return to San Francisco via Honolulu, was on 4 September. On 17 November the vessel sailed to Finschhafen, Humboldt Bay and Hollandia, returning to San Francisco on 15 January 1945. The ensuing six months saw the ship at Finschhafen, Manus Island, Hollandia, Leyte, Manila, Noumea, Batangas and Cebu. She returned to San Diego on 30 June.

On 8 July the SEA SCAMP left Los Angeles, via the Panama Canal, for New York and from the latter on 12 August began a round trip to Naples. Return was on 5 September. Next, a trip was made to Le Havre with return to Hampton Roads on 18 October. On the 26th the vessel began a round trip to Naples, and on the 26th of the following month a voyage to Marseilles with return to Boston 4 days before Christmas. The ship next went to New York before beginning, on 19 January 1946, a round trip to Le Havre. After a voyage to Liverpool and Le Havre, from which she returned on 12 March, the SEA SCAMP was released from troop service and was placed in the WSA Reserve Fleet at Lee Hall, Va., on 5 April 1946.



SEA SNIPE

<i>Length, overall</i>492' 0"	<i>Gross tons</i>	7,949	<i>Propulsion</i>	<i>Turbine</i>
<i>Beam</i>	<i>Speed (knots)</i>	16½	<i>Passengers</i>	2,194
<i>Draft</i>	<i>Radius (miles)</i>	19,000	<i>Cargo (cu. ft.)</i>	225,500

Built in 1943 by Western Pipe & Steel Co., San Francisco, Calif.

Operated during World War II by American President Lines

THIS C3 type vessel was one of the first standard type vessels altered for troop-carrying. She left San Francisco on 13 August 1943 and cruised to Brisbane, Townsville, Milne Bay, Oro Bay and Gladstone. Returning to San Francisco in early November, the ship soon left on a round trip to Brisbane, next reaching San Francisco on 5 January 1944.

During 1944 the SEA SNIPE made four voyages, as follows, from San Francisco to the Southwest Pacific: (1) on 20 January to Milne Bay, Brisbane, Oro Bay, Buna and Langemak; (2) on 9 April to Milne Bay, Oro Bay, Lae, Langemak, Finschhafen, Cape Gloucester and Brisbane; (3) on 8 July to Milne Bay, Oro Bay, Finschhafen, Manus Island, Hollandia and Brisbane; (4) on 18 October to Guadalcanal, Milne Bay, Oro Bay, Hollandia, Brisbane and Bougainville. Return to San Francisco was on 31 December 1944.

During the first half of 1945 the SEA SNIPE made two more trans-Pacific voyages, the first begun on 6 February, was from San Francisco to Finschhafen, Hollandia, Leyte, Lingayen, Subic Bay and Manila with return to Los Angeles; the second from San Diego on 22 May to Pearl Harbor, Eniwetok and Guam.

Having returned to San Francisco in July, the ship left the same month, via the Panama Canal, for Marseilles to redeploy troops to the Pacific. The coming of V-J Day, however, resulted in return of the vessel to Hampton Roads. From that port she made a round trip to Marseilles, returning on 27 September. She then went to Baltimore, left there on 3 October, proceeded to Le Havre, and returned to Boston on the 21st. She sailed on 28 October for Naples and returned to Hampton Roads. From the latter she made a round trip to Le Havre, then in December 1945 went to New York. Scheduled for further voyages to ETO, the vessel developed major boiler trouble and underwent extensive repairs following which she is expected to be transferred to the British Ministry of War Transport in July 1946.



SEA STAR

<i>Length, overall</i> ...492' 0"	<i>Gross tons</i> 7,886	<i>Propulsion</i> Turbine
<i>Beam</i> 69' 6"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 2,108
<i>Draft</i> 28' 6"	<i>Radius (miles)</i> ... 21,000	<i>Cargo (cu. ft.)</i> ...215,040

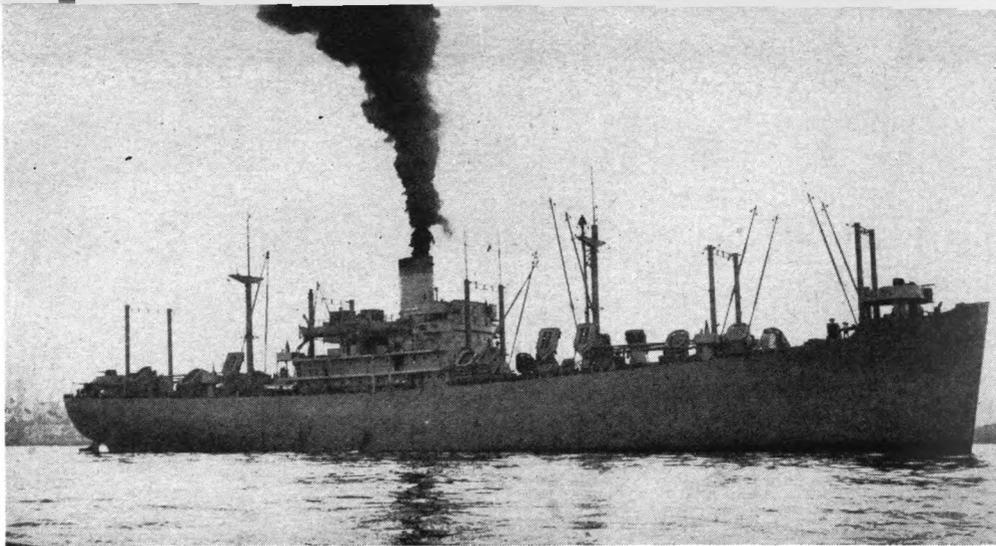
*Built in 1943 by Ingalls Shipbuilding Corp., Pascagoula, Miss.
Operated during World War II by Matson Navigation Co.*

THIS was a C3 type ship that was completed on 3 December 1943 at the building yard as a troopship. Following construction she went to New Orleans from where on 18 December she sailed for the Panama Canal, thence to Gladstone, Townsville and Sydney, Australia. She left the latter on 19 April 1944 for San Francisco, arriving at the West Coast port on 13 May.

Following voyage repairs the SEA STAR left in July via Honolulu, for Guam and return. On 15 November she again sailed from San Francisco, this time visiting Honolulu, Eniwetok, Noumea and Guadalcanal. The ship's next return to San Francisco was on 18 February 1945 and departure therefrom was on 15 March and took her, via Pearl Harbor, to Eniwetok, Saipan, Tinian, Iwo Jima and back to San Francisco on 24 May by way of the same places.

On 2 June 1945 the SEA STAR left San Francisco, via the Panama Canal, for Gibraltar and Naples—to redeploy troops to the Pacific. She transited the Canal westbound in July and reached Hollandia. From there she voyaged to Leyte, Okinawa, Guam, Tinian and Saipan, then proceeded, via Pearl Harbor, to San Francisco in September.

In mid-October the vessel sailed for Okinawa, Inchon and Manila, and returned to Seattle in early December. On 7 January 1946 she departed for Yokohama and returned to Los Angeles in February. On 30 March she sailed (from San Francisco) for Manila and return. On 22 May she departed, via Honolulu, for Yokohama, with return to Seattle in late June.



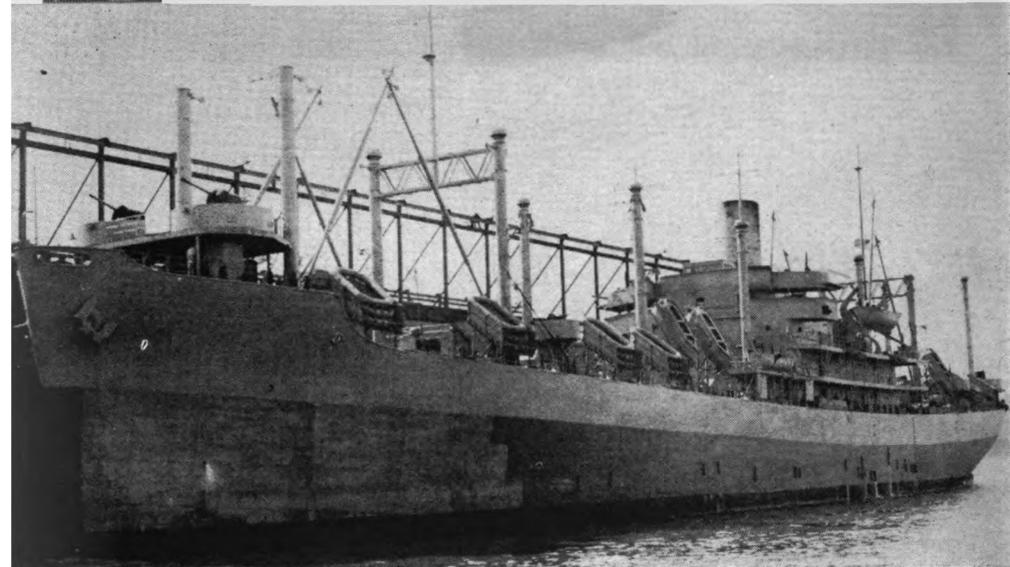
SEA STURGEON

<i>Length, overall</i>492' 0"	<i>Gross tons</i>	7,958	<i>Propulsion</i>	Turbine
<i>Beam</i>	69' 6"	<i>Speed (knots)</i>	16½	<i>Passengers</i>
<i>Draft</i>	28' 6"	<i>Radius (miles)</i>	19,000	<i>Cargo (cu. ft.)</i>
				231,686

*Built in 1944 by Western Pipe & Steel Co., San Francisco, Calif.
Operated during World War II by Waterman Steamship Co.*

THE SEA STURGEON was a C3 type vessel that was completed as a troopship at the building yard. Following construction in July 1944, she proceeded, via Honolulu, to Manus Island, Pelelui, and Russell Islands. She returned, via Honolulu, to San Francisco, on 4 December 1944 and departed from the California city on 5 January 1945, going to Pearl Harbor from where she made several outbound voyages during the ensuing six months. Points visited include Iwo Jima, Eniwetok, Kossol Roads and Leyte, as well as Kahului and Hilo in the Hawaiian Islands.

Following return to San Francisco on 24 June, the SEA STURGEON left on 18 July for the Western Pacific. In the order named, the ship visited the following: Pearl Harbor, Eniwetok, Ulithi, Okinawa, Saipan, Tinian, Saipan, Okinawa, Sasebo and Yokohama. She returned on 5 December 1945 to Los Angeles, then went to San Francisco from where she departed in February 1946, via the Panama Canal, to Liverpool and Le Havre. Return to New York was on 21 March, and after undergoing repairs the ship was placed in the James River Reserve Fleet in early May.



SEA TIGER

<i>Length, overall</i> ... 492' 0"	<i>Gross tons</i> 7,886	<i>Propulsion</i> Turbine
<i>Beam</i> 69' 6"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 2,076
<i>Draft</i> 28' 6"	<i>Radius (miles)</i> 21,000	<i>Cargo (cu. ft.)</i> ... 160,490

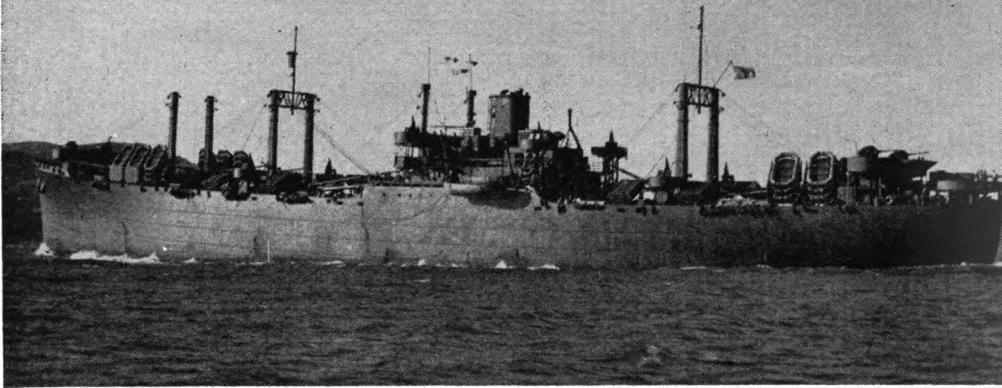
*Built in 1944 by Ingalls Shipbuilding Corp., Pascagoula, Miss.
 Operated during World War II by American Export Lines, Inc.*

THIS was one of the several C3 type vessels that were completed at building yards as troopships. She was delivered at Pascagoula on 26 August 1944, then went to New Orleans, from where she sailed to New York for troop service.

The SEA TIGER left on 12 September for Cherbourg and the United Kingdom. Following return in early October, she departed on the 22nd for the Mersey and various points in UK. Return to New York was on 16 November and next departure from there 9 days later took the vessel to Marseilles and Oran, thence to Boston two days before Christmas 1944.

On 3 January 1945, the ship left on the first of twelve voyages to Europe, going to The Solent, Le Havre and Plymouth. Other voyages of 1945 were: on 6 February from Boston to Le Havre and Plymouth; on 15 March from New York to Le Havre and Southampton; on 24 April, via Portland, to Le Havre and Southampton; on 25 May from New York to UK and Le Havre; on 20 June from Hampton Roads to Le Havre; on 14 July, the same; on 10 August from New York to Marseilles; on 7 September from Hampton Roads to Marseilles; on 6 October from Baltimore to Le Havre; on 1 November from Hampton Roads to Naples; on 2 December from New York to Marseilles, with return on Christmas Day.

On 23 January 1946 the SEA TIGER again left New York for a round trip to Le Havre. Returning on 16 February, she underwent repairs and on 7 May was assigned to the Reserve Fleet at Lee Hall, Va.



SEA WITCH

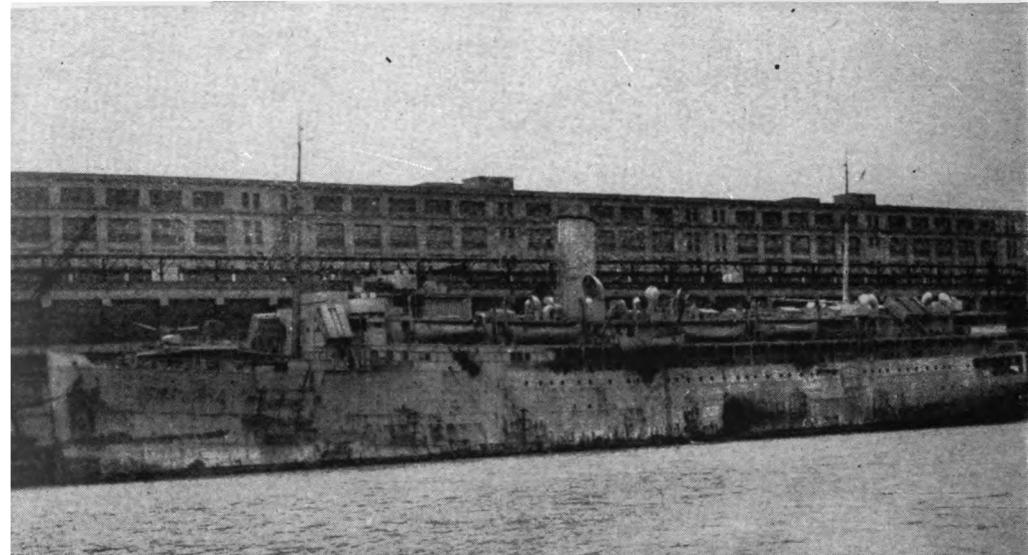
<i>Length, overall</i>459' 1"	<i>Gross tons</i> 6,021	<i>Propulsion</i> Diesel
<i>Beam</i> 63' 0"	<i>Speed (knots)</i> 15½	<i>Passengers</i> 1,567
<i>Draft</i> 25' 10"	<i>Radius (miles)</i> 17,000	<i>Cargo (cu. ft.)</i> ... 225,000

*Built in 1940 by Tampa Shipbuilding & Engineering Co., Tampa, Fla.
Operated during World War II by United States Lines Co.*

THIS was one of the first C3 type ships converted for troop-carrying. Delivered in July 1940 she was operated as a freighter nearly two years before becoming a troopship. She sailed to numerous Australian ports, Colombo (Ceylon) and Port Moresby from early 1942 until return to San Francisco in November. She was there converted for troop service and on 31 December 1942 departed on a round trip to Suva, Noumea, Tongatabu and Bora Bora. Departing on 28 March 1943 she made her next voyage to Suva and Noumea with return to San Francisco in mid-May.

The SEA WITCH's next voyage, begun at San Francisco on 8 July, was to Noumea. Return was in late August. The vessel sailed on 16 September for Townsville, Cairns, Milne Bay and Port Moresby, and returned in mid-December. She next left San Francisco on 29 January 1944, going to Honolulu and return. On 1 March she departed for Milne Bay, Buna, Langemak, Brisbane and Sydney, and returned to San Francisco on 25 May. Following repairs at San Francisco the ship departed in late June, via Hueneme, for Eniwetok and returned, via Honolulu, to San Francisco on 9 October. After extensive repairs by General Engrg. Co. at San Francisco, the SEA WITCH sailed on 7 March 1945 from Hueneme, via Pearl Harbor, for Eniwetok, Ulithi, Leyte and Manila. Return to San Francisco was on 6 June and next departure therefrom was on 2 July, the ship going to Eniwetok, Ulithi, Leyte and Panay, with return in late August.

The next outbound voyage made by the SEA WITCH, begun on 12 October, was to Yokohama, with return to Seattle on 19 November. On 16 January 1946 she sailed for Honolulu, and from there proceeded, via the Panama Canal, to Alexandria, Casablanca and Le Havre. Return was to New York on 9 April. Next departure from New York was to Bremerhaven.



SEMINOLE

<i>Length, overall</i> ... 402' 2"	<i>Gross tons</i> 5,896	<i>Propulsion</i> Turbine
<i>Beam</i> 54' 0"	<i>Speed (knots)</i> 14	<i>Passengers</i> 500
<i>Draft</i> 18' 7"	<i>Radius (miles)</i> 5,000	<i>Cargo (cu. ft.)</i> ... 64,000

*Built in 1925 by Newport News S. B. & D. D. Co., Newport News, Va.
Operated prior to World War II by Agwilines, Inc.*

THIS is the same vessel SEMINOLE that was subsequently converted to a hospital ship under Army jurisdiction as described on page 348.

Following the outbreak of World War II, the SEMINOLE, which had previously been in commercial coastwise trade in the Atlantic was requisitioned for use as a medium-sized troopship. She was operated in the war effort with little change in her physical arrangement. She was operated chiefly to the European Theatre of Operations. Her last trip of 1942, begun in December, took her from New York to the United Kingdom and Iceland. She returned to New York in January 1943 and left in early February for Caribbean and South American service, having called at Guantanamo, Trinidad, Recife, Bahia, Santos, and Rio de Janeiro.

Upon return to New York in May 1943, the SEMINOLE was selected for use as a hospital ship, as indicated in paragraph one above. Although decommissioned as a hospital ship in December 1945, the vessel did not resume service as a troop carrier as was contemplated. Instead she was returned to the WSA on 31 January 1946 and was placed in the James River Reserve Fleet at Lee Hall, Va., on that date.



Photo courtesy U. S. Maritime Commission

TYPHOON

<i>Length, overall</i>459' 0"	<i>Gross tons</i> 6,221	<i>Propulsion</i>Turbine
<i>Beam</i> 63' 0"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 1,454
<i>Draft</i> 25' 10"	<i>Radius (miles)</i> 16,000	<i>Cargo (cu. ft.)</i>132,414

Built in 1943 by Moore Drydock Co., Oakland, Calif.

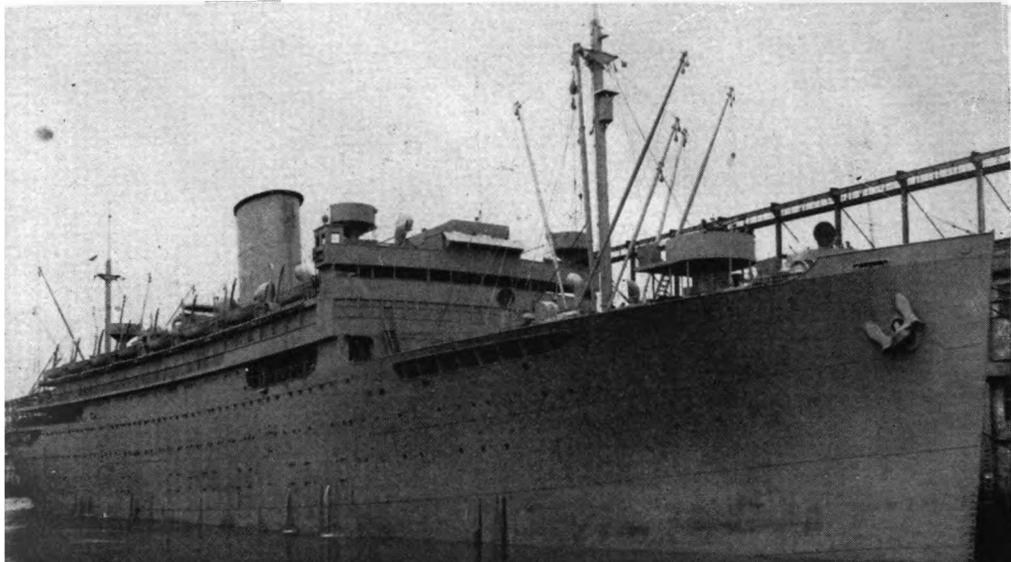
Operated during World War II by Mississippi Shipping Co., Inc.

THIS was a C2 type freighter that was converted for troop-carrying soon after construction. Following a round trip for the Navy from San Francisco to Espiritu Santo and Pearl Harbor from August to October 1943, the TYPHOON went to San Diego from where in early November she began her first voyage for the Army. On that trip the vessel visited Honolulu, Tarawa, Tutuila, Pago Pago, Apia, Funafuti, Wallis Island and Kahului, and returned to San Francisco on 3 March 1944.

On 24 March the ship proceeded to Honolulu, and from there operated westward (to Espiritu Santo, Vila, Efate, Eniwetok, Ulithi, etc.) until returning to San Francisco in November. She sailed on 9 December for Honolulu and returned to San Francisco on Christmas Eve. In early January 1945 she departed for Pearl Harbor and for the ensuing six months was locally operated to Eniwetok, Saipan, Ulithi and Okinawa. The TYPHOON completed two more trans-Pacific voyages before the end of the year; the first, from Seattle on 17 June to Eniwetok, Ulithi, and Okinawa; the second from Seattle on 1 October to Okinawa, Yokohama and Saipan.

The vessel left San Francisco on 21 December 1945 and reached Okinawa on 10 January 1946. She returned to Seattle on 2 February and on 10 March sailed to Manila, Leyte and Guam. Her next outbound voyage, begun on 10 May, was from San Francisco to Okinawa.

Being due at San Francisco again on 22 June, the TYPHOON was scheduled to be placed in the Reserve Fleet at Suisun Bay in early July 1946.



URUGUAY

Length, overall.....601' 0"	Gross tons 20,183	Propulsion..Turb-elec.(2)
Beam 80' 0"	Speed (knots) 18	Passengers 4,473
Draft 34' 4"	Radius (miles).... 13,300	Cargo (cu. ft.)...212,325

Built in 1928 by Newport News Shipbuilding & Drydock Co., Newport News, Va.
Former name: CALIFORNIA

Operated prior to and during World War II by Moore-McCormack Lines, Inc.

THE URUGUAY was allocated to the Army in late January 1942 for use as a troopship. Her war service was as varied as that of any other allocated vessel and was surpassed in the number of voyages by very few other ships. The following tabulation illustrates the extent of the URUGUAY's travels while serving as a troopship in World War II.

<i>From</i>	<i>Departing Date</i>	<i>Destination</i>
New York	3 March 1942	Panama, Auckland, Melbourne, Wellington
San Francisco	26 May 1942	Auckland, Panama
New York	6 Aug. 1942	Halifax, Swansea, INVASION, Oran, Gibraltar
New York	12 Dec. 1942	Casablanca
New York	8 Feb. 1943	Bermuda
New York	15 May 1943	Panama, Brisbane
Los Angeles	3 Aug. 1943	Fremantle, Bombay, Sydney, Auckland
Los Angeles	18 Nov. 1943	Hobart, Fremantle, Bombay, Capetown
New York	5 Feb. 1944	Liverpool
Boston	7 Apr. 1944	Liverpool, the Clyde
New York	12 May 1944	The Clyde, Liverpool
Boston	3 July 1944	Liverpool
New York	11 Aug. 1944	The Clyde
New York	20 Sept. 1944	The Mersey
New York	30 Oct. 1944	United Kingdom
New York	9 Dec. 1944	Southampton
Boston	10 Jan. 1945	The Solent, Le Havre
New York	27 Feb. 1945	Le Havre, Southampton
New York	8 Apr. 1945	Southampton
New York	19 May 1945	Leghorn, Gibraltar, Panama, Manila, Leyte, Honolulu
San Francisco	22 Sept. 1945	Manila
San Pedro	22 Nov. 1945	Yokohama
San Francisco	17 Jan. 1946	Manila, Yokohama, Panama, Southampton
New York	20 Apr. 1946	Le Havre
New York	15 May 1946	Southampton, Le Havre

On 12 February 1943 the URUGUAY was in collision with the USS SALOMONIE, Navy tanker, near Bermuda, and incurred minor damage.

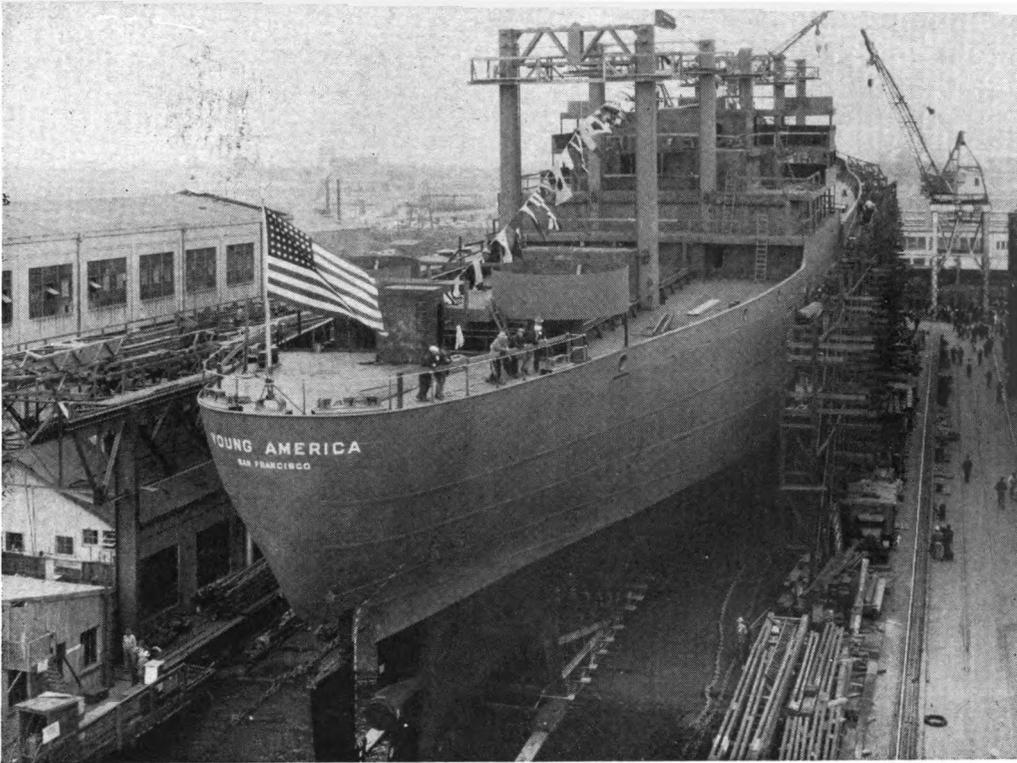


Photo courtesy U. S. Maritime Commission

YOUNG AMERICA

<i>Length, overall</i>459' 0"	<i>Gross tons</i>	6,221	<i>Propulsion</i>	Turbine
<i>Beam</i>	<i>Speed (knots)</i>	15½	<i>Passengers</i>	1,511
<i>Draft</i>	<i>Radius (miles)</i>	14,880	<i>Cargo (cu. ft.)</i>	118,736

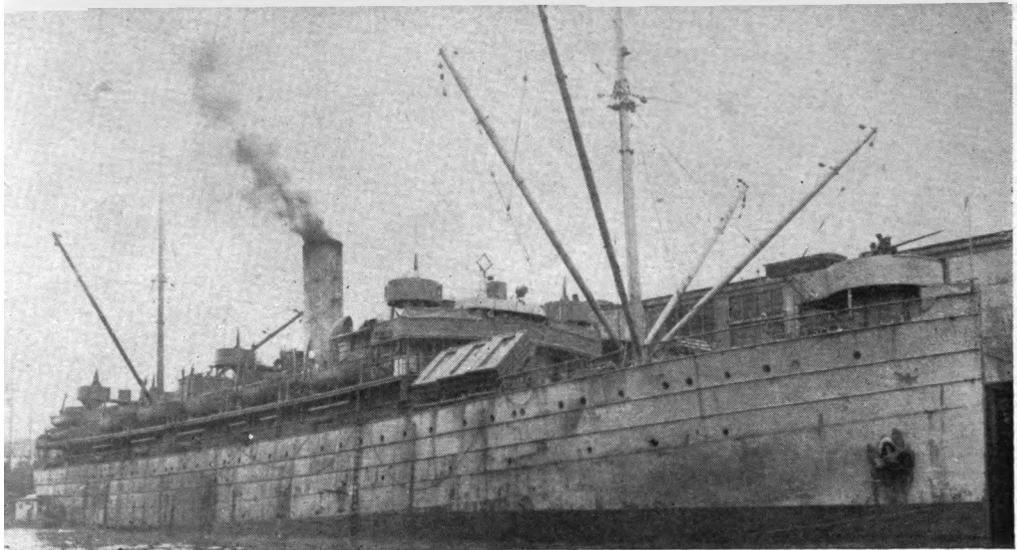
*Built in 1943 by Moore Drydock Co., Oakland, Calif.
Operated during World War II by Mississippi Shipping Co., Inc.*

THE YOUNG AMERICA was a C2 type troopship that was delivered in March 1943. She was allocated to the Navy for operation in the joint pool.

On 31 May 1943 the vessel left San Francisco for Brisbane and Milne Bay. Following return to San Francisco in August, her next voyage was to Espiritu Santo, from where she departed for San Francisco via Honolulu, arriving on 6 December. On 24 December 1943 she began a round trip to Honolulu, and on 24 March 1944 a similar voyage, returning to San Francisco on 10 April.

In late April the YOUNG AMERICA sailed from Hueneme, California, to the Southwest Pacific, where she remained nearly a year. Points visited include: Honolulu, Espiritu Santo, Guadalcanal, Russell Islands, Eniwetok, Hollandia, Manus Island, Oro Bay, Finschhafen and Leyte, many of which were visited more than once.

The ship returned to San Francisco on 11 March 1945 and on 13 June sailed for Eniwetok, Ulithi, Manila, and Leyte. Next return to San Francisco was on 15 August and departure therefrom was on 20 September, for a voyage to Manila. The vessel returned to Los Angeles in early November and on the 19th left for Guadalcanal and Noumea. Following return to Seattle on 23 December 1945, the YOUNG AMERICA began a trip to Alaska on 3 January 1946 and was subsequently released from troop service.



YUKON

Length, overall.... 374' 0"	Gross tons 5,746	Propulsion. Recip.eng.(2)
Beam 50' 0"	Speed (knots) 15	Passengers 446
Draft 22' 0"	Radius (miles).... 5,000	Cargo (cu. ft.)....142,000

*Built in 1899 by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.
Former names: COLON, MEXICO
Operated prior to and during World War II by Alaska Steamship Co., Inc.*

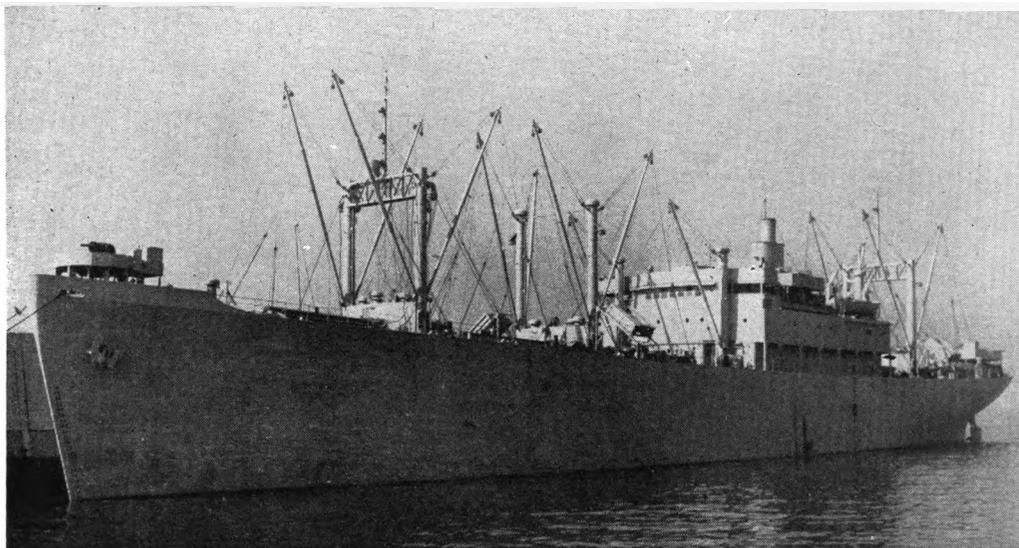
THE YUKON was in commercial service from Seattle to Alaska when World War II began, and remained in operation in that area throughout the war.

During 1942 the vessel made approximately one voyage a month from Alaska, such as: on 2 February to Dutch Harbor; on 27 February to Dutch Harbor and Seward; on 22 March to Dutch Harbor; on 14 April to Kodiak and Dutch Harbor; on 13 May to Womens Bay and Dutch Harbor.

During 1943 the YUKON made seven round trips from Seattle to Alaska, calling at five or more of the following 20 ports on each voyage (making the total number of calls at each port during the year as shown after each name): Kodiak (6), Seward (3), Sand Point (2), Pleasant Isle (5), Cold Bay (3), Ketchikan (8), Juneau (4), Skagway (2), Cordova (2), Dutch Harbor (7), Adak (4), Chernofski (2), Unimak (1), False Pass (1), Petersburg (1), Nome (1), Naknek (1), Valdez (1), Amchitka (1) and Kiska (1). In addition, the vessel sailed from Seattle on 17 December of that year and reached Kiska and Dutch Harbor again before the year ended.

The YUKON did not operate for the Army in the usual manner during 1944, but during 1945 made ten round trips from Seattle to Alaska, calling at most of the points listed above and also at Whittier (not listed).

Leaving Seattle on 12 January 1946, the YUKON was gone a month, during which she called at Ketchikan, Yakutat, Cordova, Valdez, Seward, Dutch Harbor, Adak, Attu, Whittier and Anchorage. Upon return to Seattle on 12 February, the ship was released from further Army employment.



ZOELLA LYKES

<i>Length, overall</i>	417' 9"	<i>Gross tons</i>	6,829	<i>Propulsion</i>	Turbine
<i>Beam</i>	60' 0"	<i>Speed (knots)</i>	14	<i>Passengers</i>	1,444
<i>Draft</i>	27' 7"	<i>Radius (miles)</i>	17,400	<i>Cargo (cu. ft.)</i>	109,197

Built in 1940 by Federal Shipbuilding & Drydock Co., Kearny, N. J.

Operated during World War II by Lykes Bros. Steamship Co., Inc.

THE C1B type freight ship ZOELLA LYKES was in operation nearly three years before being selected for becoming a troopship. Typical voyages as a freighter in wartime were: (1) on 18 October 1942 from New York to St. John's, Argentia, the Mersey, Oran; (2) on 19 March 1943 from New York to Guantanamo, Panama Canal, Fremantle, Montevideo, Puerta Arenas—thus completing a round-the-world voyage. Conversion was accomplished by Bethlehem's 27th Street yard at Brooklyn between 17 September and 20 November 1943.

The ship's first trip as a troop carrier began at New York on 10 December 1943. She proceeded through the Panama Canal to Brisbane, Townsville, and Milne Bay arriving at the latter on 1 February 1944 and being retained there until 7 March, on which date she sailed for Buna, Brisbane and Sydney. The vessel reached San Francisco in late April and after extensive repairs left in June for Honolulu, Kwajalein and Eniwetok. Having returned again to San Francisco in early September, the ZOELLA LYKES soon left, via San Pedro, for the Southwest Pacific where she spent seven months, making calls at Honolulu, Eniwetok, Ulithi, Kossol, Leyte, Lingayen, Hollandia, Biak and Finschhafen.

Although returning to San Francisco in April 1945, the vessel went to Seattle before leaving in May for Honolulu, Eniwetok, Guam, Tinian and Saipan. Her next return to San Francisco was in July. In the latter part of that month the ship sailed via Pearl Harbor for Leyte, with return to Seattle in November and from there in December for Manila, Lingayen, Korea and Okinawa, returning to Seattle on 1 March 1946. She next went to Tacoma for repairs following release from Army service.



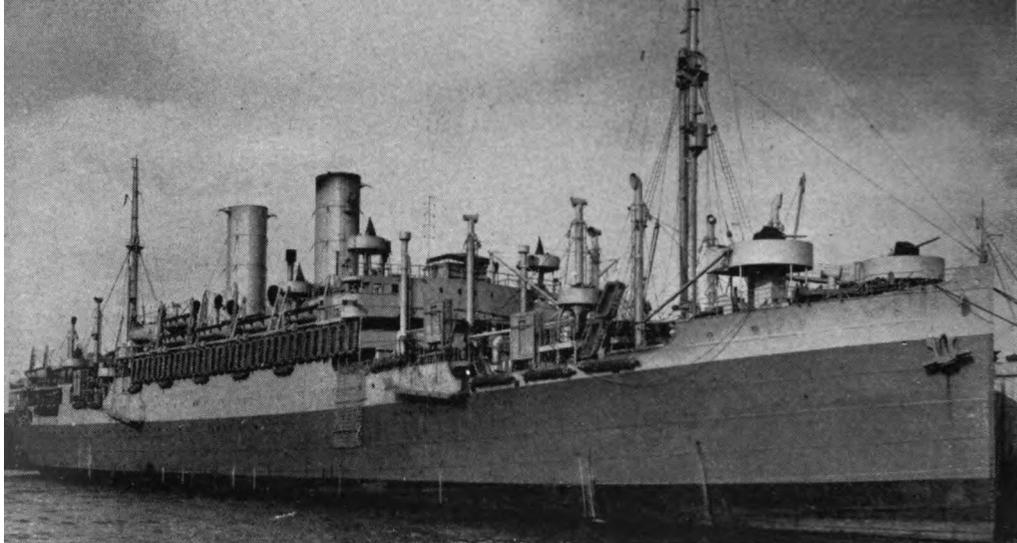
WAR SHIPPING ADMINISTRATION TROOPSHIPS OF FOREIGN REGISTRY

EXACTLY six months before "Pearl Harbor Day" 1941 there were in American ports 84 voluntarily inactive large ships of foreign registry, mostly freighters. Special legislation, signed by President Roosevelt on 6 June 1941 enabled the Coast Guard to seize these vessels for use in the war effort. Several of the seized freighters became troopships. In addition, the British Ministry of War Transport arranged for the transfer of other vessels under their control, to jurisdiction of the War Shipping Administration, inasmuch as administrative control was less complicated in this way. Some of these latter also became troopships.

Besides the 24 vessels of foreign registry treated in the following pages, which considerably increased available troop lift, it must be remembered that numerous other vessels, formerly of foreign ownership, are included in the sections of this book devoted to Army and Navy troopships.

Representatives of the friendly governments under which these vessels were previously registered, such as the Dutch Ministry of Shipping, were very helpful to the War Department during the period the vessels were utilized for troop service.

In many instances, efficient operation of the vessels' machinery could be carried out best by those men who were familiar with the equipment; therefore, many crew members of other nationalities were retained. It should be noted with gratitude that many of these persons thus served the cause of the United States throughout the War with no news as to the fate of their families overseas.



ATHOS II

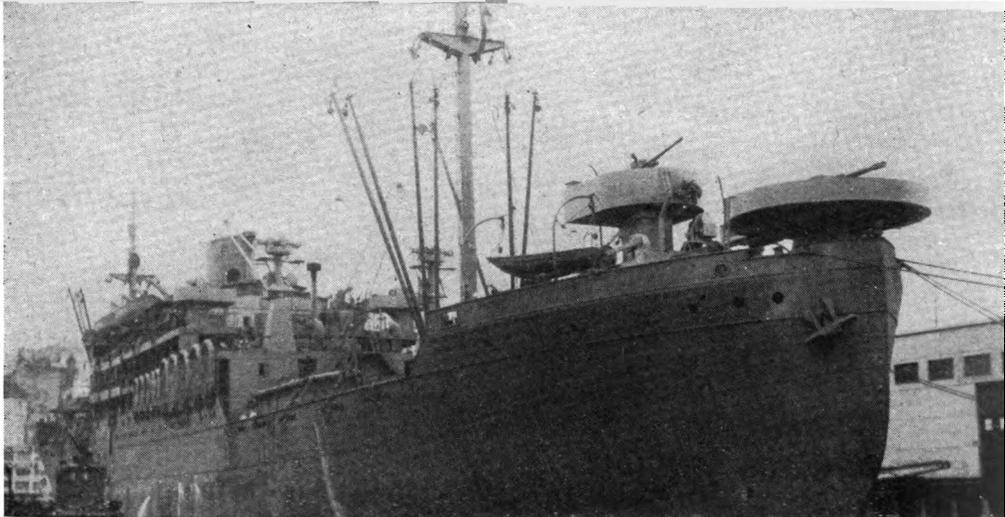
<i>Length, overall</i> ... 566' 0"	<i>Gross tons</i> 15,275	<i>Propulsion Turbines</i> (2)
<i>Beam</i> 66' 0"	<i>Speed (knots)</i> 17	<i>Passengers</i> 3,056
<i>Draft</i> 28' 2"	<i>Radius (miles)</i> ... 15,000	<i>Cargo (cu. ft.)</i> ... 92,768

Built in 1925 by Deutsche Schiff & Maschinenbau Aktiengesellschaft, Bremen, Germany
Operated prior to World War II by Soc. des Services Contractuels des Messageries Maritimes.

THE French passenger vessel ATHOS II was brought to the United States and voluntarily surrendered, or rather contributed to the war effort, for the purpose of carrying troops. She was converted at New York by Turbine Engineering Corp., between May and November 1943. Her first voyage was from New York in early December to the United Kingdom and return in January 1944.

The outstanding voyage made by the ATHOS II during World War II was a westbound circuit of the globe during the first half of 1944. Leaving New York on 21 January she transited the Panama Canal and started for the Southwest Pacific. Engine trouble developed, however, and the ship put in at the Galapagos Islands from where she returned to Panama for repairs. Eventually she left the Canal Zone (8 March) and proceeded to Bora Bora Island, Fremantle (Australia), Bombay (India) and Capetown (South Africa). The ATHOS sailed from Capetown on 31 May but on 4 June was ordered back for repairs. On 9 June, however, she left again and successfully traveled via Recife (Brazil), to New York, arriving there in 1 July.

The ship next made two voyages to Naples, returning to New York on 17 November from the second such trip. At New York the vessel underwent extensive repairs before leaving in February 1945 for Le Havre, Southampton and Plymouth. Again leaving New York in late March the ATHOS made a trip to Le Havre and Southampton; then one to Oran, Cairo, Port Said and Naples. Return from this trip was likewise to New York from where the vessel made a trip to Naples followed by another to Le Havre. While returning from her next trip to Le Havre and Southampton, however, the ship had to stop at Horta, Azores Is., for repairs in December. Troops were transferred to the USS ENTERPRISE and the ATHOS followed later to New York, where she was released from further troop service in January 1946 and was redelivered by the WSA to French operators.



BLOEMFONTEIN

<i>Length, overall</i> ...488' 0"	<i>Gross tons</i> 10,080	<i>Propulsion</i> Diesel (2)
<i>Beam</i> 63' 3"	<i>Speed (knots)</i> 16	<i>Passengers</i> 2,334
<i>Draft</i> 30' 9"	<i>Radius (miles)</i> 20,000	<i>Cargo (cu. ft.)</i> ...146,000

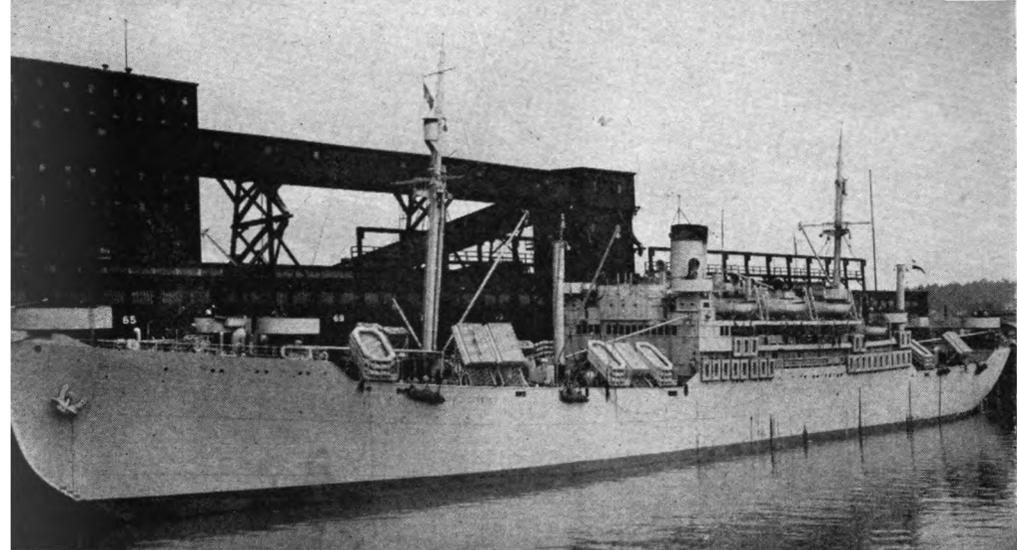
Built in 1934 by N. V. Nederlandsche Scheepsbouw Maatschappij, Amsterdam, Holland

Operated prior to World War II by Vereenigde Nederlandsche Scheep. Maats.

THE BLOEMFONTEIN was a Dutch ship that was being operated as a freighter for the Allies when the Japanese attacked Pearl Harbor. Subsequent to arrival in the United States she was pressed into use as a troopship, and rendered yeoman service in this capacity throughout the War. She was allocated to the Navy for operation in the joint pool. In early March 1942 she reached San Francisco from Wellington, N. Z. On 13 April she left for Australia and Papeete, sailing from the latter, via the Panama Canal, to Norfolk and from there back to Wellington, N. Z., and next reached San Francisco on 31 August. From there in October she sailed for Auckland, N. Z., and returned to San Francisco in November. Sailing on 21 November via San Diego to Noumea, she returned in late January 1943. The following four voyages were then made from San Francisco in 1943: to Nukualofa, Vila, Auckland, Noumea; to Suva, Nandi, Vila, Noumea, New Zealand; to Tongatabu, Noumea, Wellington; to Noumea, Espiritu Santo, Guadalcanal, Apia, Suva.

Departing from San Francisco in late December 1943, the first four voyages of 1944 were: to Espiritu Santo, Russell Islands, Noumea; to Honolulu; to Noumea; to Morobe, Langemak, Seeadler Harbor, Milne Bay and Sydney. Return to San Francisco was on 13 August, whereupon the BLOEMFONTEIN was used by the Navy for a voyage to Eniwetok with local operation there. Return to San Francisco was on 23 October.

The ship next sailed via San Diego and Honolulu to Eniwetok, Saipan and Guam, returning to San Francisco 3 January 1945. After a trip to Honolulu with return to Seattle, the BLOEMFONTEIN began on 16 March an eight months' voyage—to Honolulu, Eniwetok, Saipan, Iwo Jima, Manus, Guadalcanal, Tulagi, Kossol and Manila; from Manila to many of the preceding places and Hollandia; eastward past Ulithi and Pearl Harbor; through the Panama Canal to New York in early September. In late 1945 the ship made a trip from New York to Liverpool and back to Hampton Roads. On 10 December she sailed from Newport News for Port Said, and the Dutch East Indies. She was returned to the Dutch Government on 10 April 1946 at Rotterdam.



BOSCHFONTEIN

<i>Length, overall</i>472' 5"	<i>Gross tons</i>	7,139	<i>Propulsion</i>	<i>Diesel</i>
<i>Beam</i>	59' 3"	<i>Speed (knots)</i>	16	<i>Passengers</i>
<i>Draft</i>	26' 7"	<i>Radius (miles)</i>	16,604	<i>Cargo (cu. ft.)</i>231,005

Built in 1928 by N. V. Mch. Scheepswrf. van P. Smith, Jr., Rotterdam, Holland

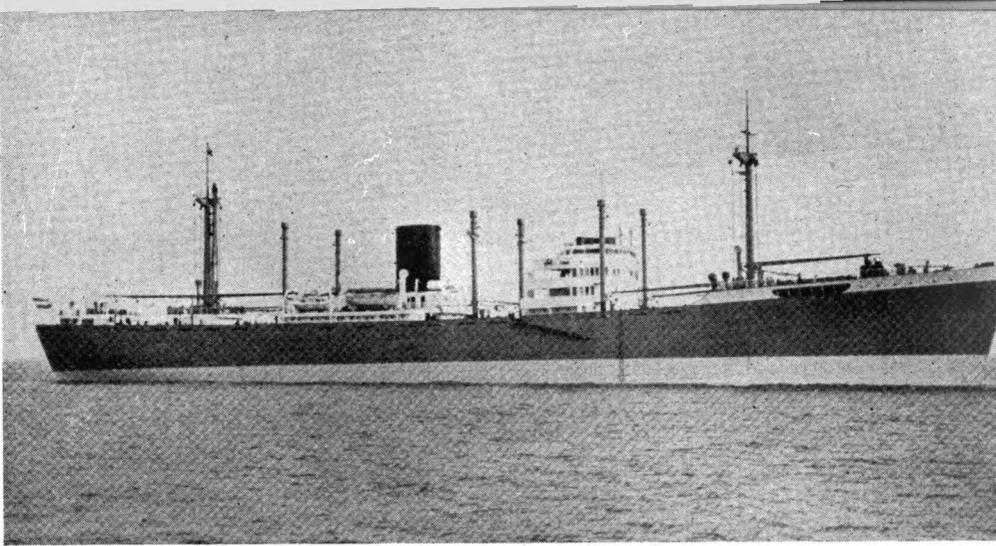
Former name: NIEUWKERK

Operated prior to World War II by Vereenigde Nederlandsche Scheep. Maats.

THE BOSCHFONTEIN was another of the Dutch ships that was in operation as a combination freight and passenger vessel, which having reached the United States safely, was immediately put to use in the war effort. She left San Francisco in March, going to Wellington, Noumea, Brisbane and Auckland, returning (via Los Angeles) to San Francisco in early June. Still a cargo ship, she next made a trip to Noumea and Brisbane and she returned to San Francisco in September. Following conversion for transporting troops, the vessel sailed in October for Auckland, Noumea, Espiritu Santo and Efate. She returned to San Francisco in December 1942.

The BOSCHFONTEIN sailed from San Francisco in early January 1943 for Bora Bora, Noumea, Tongatabu and the Fiji Islands. Returning to San Francisco in early April, the vessel underwent extensive repairs and left in June for a trip to Noumea and return. In August she sailed again, for Brisbane, Gladstone, Townsville, Milne Bay and Cairns. From San Francisco in late November the ship voyaged to Brisbane and returned on 12 January 1944. Succeeding voyages for the ensuing year, all out of San Francisco, were: to Noumea, Espiritu Santo, Tutuila (Samoa) and Honolulu; to Honolulu; to Milne Bay, Oro Bay, Port Moresby and Brisbane; to New Guinea (various ports), Manus Island, Emerau and Guadalcanal; to Finschhafen, Hollandia, Leyte and Biak. The BOSCHFONTEIN returned from the last of these voyages on 26 January 1945 and three weeks later left San Francisco for several months' local operation among Eniwetok, Saipan, Iwo Jima, Guam, Espiritu Santo, Noumea, Hollandia, Leyte, Manila, Guadalcanal, Tulagi and Ulithi.

From San Francisco in late August the ship sailed, via the Panama Canal, to New York arriving 16 September. She made a round trip to the Downs and Antwerp, returning in mid-December when she was released to the WSA and on 15 January 1946 was delivered by WSA to the Netherlands Shipping Mission, at New York.



BRASTAGI

<i>Length, overall</i>513' 0"	<i>Gross tons</i> 9,246	<i>Propulsion</i> Diesel (2)
<i>Beam</i> 63' 0"	<i>Speed (knots)</i> 16	<i>Passengers</i> 1,297
<i>Draft</i> 30' 9"	<i>Radius (miles)</i> 20,046	<i>Cargo (cu. ft.)</i>220,000

Built in 1937 by N. V. Koninklijke Maatschappij Scheepswerf en Machinefabriek "DeSchelde", Flushing, Holland

Operated prior to World War II by Rotterdamsche Lloyd.

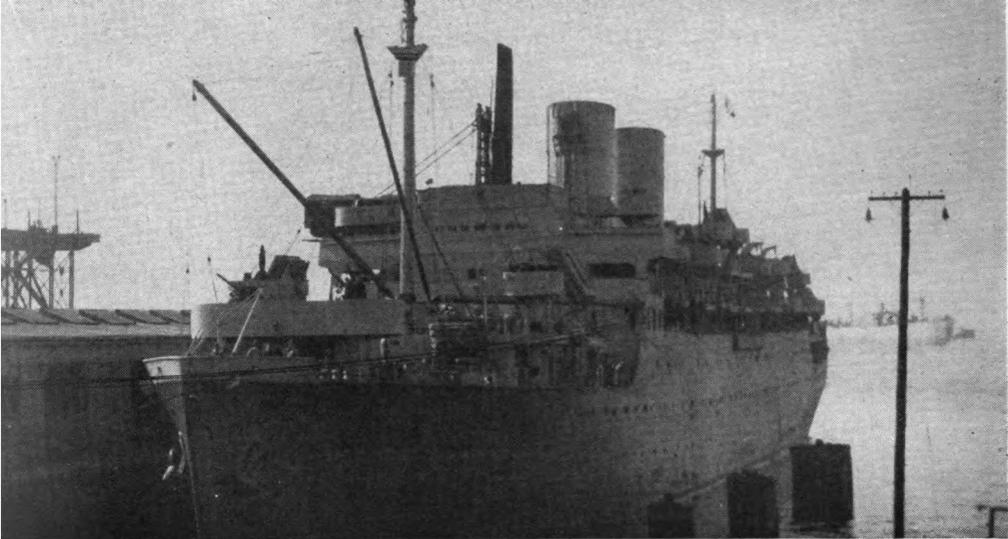
THE BRASTAGI was a vessel of Dutch registry that was utilized by the War Shipping Administration for additional tonnage to help win the War. She was allocated to the Navy for operation in the joint pool.

Having arrived at San Diego in early October, 1942, the ship made a voyage to Auckland, N. Z., and Noumea before the end of the year. Returning to San Francisco, she left on 18 January 1943 (via Hueneme, Calif.) for Espiritu Santo and Suva. Her next outbound journey from San Francisco lasted over two months and took her to Espiritu Santo, Guadalcanal and Noumea. She returned in late June and departed again in early July (via Los Angeles) for Tutuila (Samoa), Noumea (two stops) and Espiritu Santo (two stops).

The BRASTAGI's next voyage began at San Francisco in mid-November 1943 and took her to the Southwest Pacific, where she visited the following (some of them as many as four times): Gladstone, Townsville, Milne Bay, Port Moresby, Brisbane, Goodenough Island and Langemak. Return to San Francisco was in April 1944 and departure therefrom, via San Diego, was in May. On the ensuing voyage, which lasted exactly four months (13 May to 13 September) the ship called at Espiritu Santo, Noumea, Russell Islands, Guadalcanal, Morobe, Langemak, Hollandia, Toem (New Guinea), Wakde Is., Noumea and Auckland.

Returning to San Francisco, the BRASTAGI went to Seattle for three weeks' repair before making a trip to Milne Bay with return to San Francisco in December 1944. She departed on 10 January 1945 for four months' operation in the Western and Southwestern Pacific—with stops at Eniwetok, Ulithi, Kossol Roads, Leyte and Hollandia.

After her return to San Francisco in May the BRASTAGI left in early June; transited the Panama Canal; stopped in New York for repairs; sailed to Avonmouth; and returned to Boston in August. She made a round trip to Le Havre, and then went from Boston to New York, where, on 16 October 1945 the vessel was released to the War Shipping Administration.



COLOMBIE

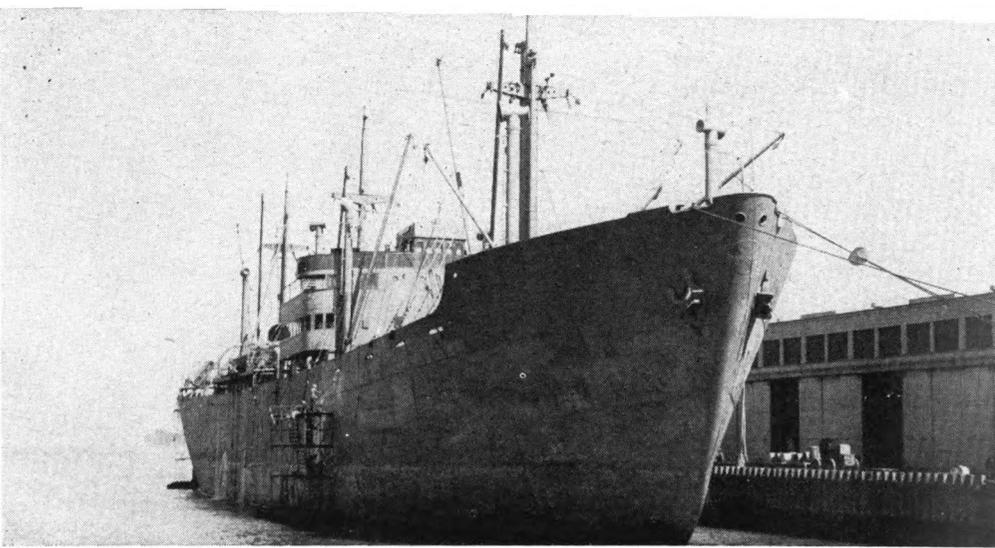
<i>Length, overall</i>	520' 0"	<i>Gross tons</i>	13,391	<i>Propulsion Turbines</i> (2)	
<i>Beam</i>	66' 4"	<i>Speed (knots)</i>	15	<i>Passengers</i>	2,683
<i>Draft</i>	26' 0"	<i>Radius (miles)</i>	13,000	<i>Cargo</i>	34,850

Built in 1931 by Ateliers et Chantiers de France, Dunkirk, France
Operated prior to World War II by Compagnie Général Transatlantique.

THIS is the same vessel described on page 329 as the Army Hospital Ship ALEDA E. LUTZ.

The COLOMBIE was taken at Casablanca in December 1942. Following arrival in the United States in early 1943 she was selected for conversion to a troopship and was operated under the jurisdiction of the War Shipping Administration, with the French Line, Inc., serving as general agents. Conversion work was accomplished by Arthur Tickle Engineering Co., New York, between April and October 1943. She departed from New York on 21 October on her first troop voyage (to Glasgow and other points in the United Kingdom) from which she returned in mid-November. Next a trip was made to Belfast and the Clyde, the ship returning to New York on 31 December 1943.

During the ensuing nine months the COLOMBIE made six voyages from New York to the Clyde, once via Boston. Returning to Norfolk in September 1944, the vessel next sailed (on 20 September) for Naples, Leghorn and Gibraltar. She returned to New York in October and departed again (in early November), via Norfolk, for Gibraltar and Naples. Upon return to Norfolk in mid-December the COLOMBIE went to New York for conversion to a hospital ship as indicated above.



DAY STAR

Length, overall...483' 10"	Gross tons 6,598	Propulsion...Turbines (2)
Beam 59' 0"	Speed (knots) 15	Passengers 1,638
Draft 26' 9"	Radius (miles).... 14,700	Cargo (cu. ft.)...482,500

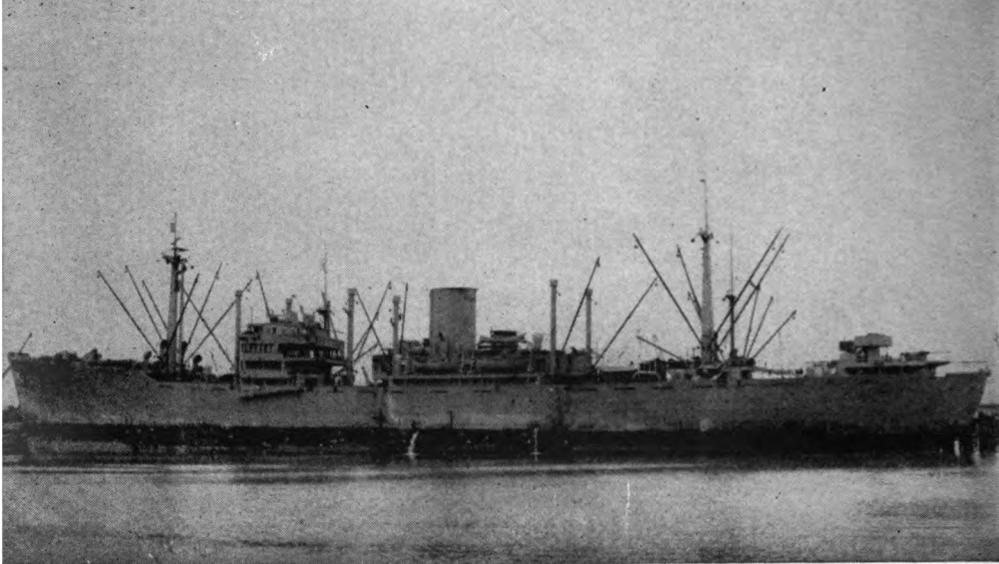
Built in 1939 by Odense Staalskibsvaerft ved A. P. Moller, Odense, Denmark
Former name: LAURA MAERSK

Operated prior to World War II by Aktiedampskibsselskabet Svenborg & D/S af
1912 A/S and during World War II by American President Lines

THIS vessel, as the Danish-registered LAURA MAERSK, was seized at Baltimore, Md., in June 1941, under authority of the ship-seizure bill signed by President Roosevelt on 6 June 1941 in order for the United States to utilize the 84 immobilized foreign ships of various registry that were in American ports. She was promptly processed for military service, renamed DAY STAR and allocated to the Navy. During the period from February 1942 to September 1942, the DAY STAR made one voyage from the West Coast to India and three to Australia or vicinity. Her first expedition with Army personnel, however, was from San Francisco, her home port, to Wellington and Australian ports in October 1942. Returning in July to San Pedro, California, the vessel next made a trip to Honolulu. She rounded out the year 1942 with two voyages to Noumea with one stop at Auckland.

In 1943 the ship made voyages from her home port as follows: (1) to Espiritu Santo and Tongatabu, returning in May; (2) to Noumea, returning in August; (3) to Brisbane and Townsville, returning in October; (4) to Townsville and Milne Bay; leaving the latter in mid-January 1944 and returning to San Francisco in February.

In March 1944 the vessel left for Noumea, Suva and Papeete. In May she proceeded from her home port to Milne Bay, returning in July. A subsequent two months' voyage took the ship to Milne Bay, Finschhafen, Langemak, Manus Island, Port Moresby and Noumea. Again leaving San Francisco in October, the DAY STAR called at Honolulu, Guadalcanal, Manus, Hollandia and Leyte before returning to her home port in early April 1945. Calling at Honolulu, the vessel next visited Eniwetok, Ulithi, and Okinawa, and returned home in July. On 31 July she departed for Honolulu, Eniwetok, Ulithi and Leyte. From this voyage the ship returned in October to Seattle and from there made a trip to Hollandia, Saipan and Biak from where she reached Los Angeles on the last day of the year 1945. She was subsequently released from the troop service.



JAPARA

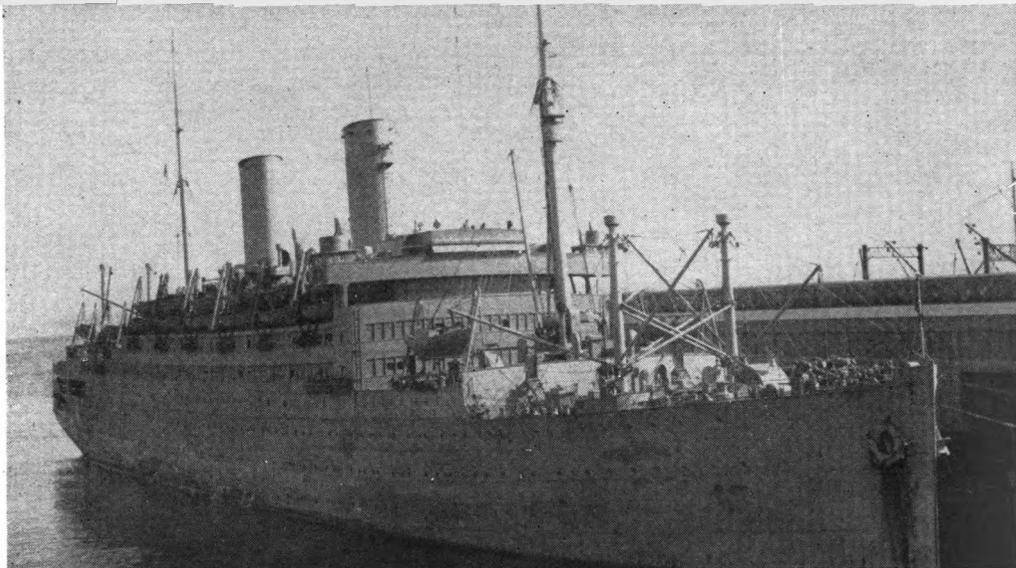
Length, overall...515' 0"	Gross tons 9,312	Propulsion.... Diesel (2)
Beam 63' 0"	Speed (knots) ... 16	Passengers 1,074
Draft 31' 0"	Radius (miles).... 43,000	Cargo (cu. ft.)...113,000

*Built in 1939 by Naamlouze Vennootschap Scheepswerf Voorheen Jan Smit Czn.
Operated prior to World War II by Rotterdamsche Lloyd.*

THIS vessel of Dutch registry was turned over to the War Shipping Administration for furthering the War effort from American shores. As a freighter she made a round trip in early 1942 from San Francisco to Honolulu and in April sailed (via Los Angeles) for the Southwest Pacific, where she remained over six months. She made still another voyage—to Noumea—then returned to Los Angeles in February 1943 for conversion to a troopship. She was technically allocated to the Navy.

The JAPARA left Los Angeles in April 1943 and went to Noumea, returning to San Francisco in June. Next a voyage was made to Noumea and Espiritu Santo, from which the ship returned to San Francisco in late August. After leaving port in September the vessel was forced back for extensive repairs, it being February 1944 before she sailed again for Espiritu Santo, Noumea, Russell Islands and Guadalcanal. Returning to San Francisco in March, the ship left in April on a similar voyage to the SWP, but including Munda and return via Honolulu.

In July 1944 the JAPARA departed from San Francisco for Espiritu Santo, Finschhafen, Humboldt Bay, Lae and Langemak, returning on 1 October. Near Espiritu Santo she was damaged in collision with the SS CAPE BRETON; troops were transferred to the SS HOWELL LYKES. Her next trip (via Astoria, Portland and Honolulu) was to Eniwetok and Saipan. Having again returned to San Francisco, the ship sailed on Washington's Birthday 1945, via Hueneme (Calif.) and Honolulu, for Eniwetok, Kossol and Leyte. She returned to the United States in May and proceeded, via the Panama Canal, to Le Havre where she arrived in June. Return was to Norfolk on 3 July and from there the JAPARA sailed for Marseilles to pick up troops to be deployed to the Pacific. From Gibraltar she went via the Canal Zone to Hollandia, arriving on 9 September 1945. From there the vessel went to Biak, Manila and Batangas—to reach San Francisco in October. Following repairs the JAPARA left San Francisco on 7 December 1945 and reached Manila on 7 January 1946. She was there released to the WSA on 31 January 1946.



JOHN ERICSSON

<i>Length, overall</i>609' 0"	<i>Gross tons</i> 16,552	<i>Propulsion</i> Diesel (2)
<i>Beam</i> 78' 0"	<i>Speed (knots)</i> 15	<i>Passengers</i> 5,461
<i>Draft</i> 29' 0"	<i>Radius (miles)</i> 13,000	<i>Cargo (cu. ft.)</i>167,000

Built in 1928 by Blohm & Voss, Hamburg, Germany

Former name: KUNGSHOLM

Operated prior to World War II by Swedish-America Line; during the war by United States Lines Co.

THE vessel, as the KUNGSHOLM, was obtained from the operators by the War Shipping Administration shortly after U. S. entry into World War II. She represented a valuable contribution to the war effort, having made besides two trans-Pacific voyages, 27 trips from American shores to Europe or Africa between January 1942 and May 1946—as outlined below.

The ship was renamed JOHN ERICSSON in honor of John Ericsson, nineteenth century Swedish engineer and inventor, who designed the USS MONITOR.

Leaving New York in late January 1942 the JOHN ERICSSON transited the Panama Canal and proceeded to Melbourne and Noumea returning to Los Angeles in April. Following repairs at San Francisco, the ship next went to Wellington, N. Z., and returned, via the Canal Zone, to New York in August. Three roundtrips were next made to Casablanca (including the invasion), and then in late April 1943 the vessel sailed from New York to Oran, United Kingdom, Freetown (Sierra Leone) and Capetown (South Africa).

The JOHN ERICSSON reached New York in August and left shortly for Liverpool. En route home, she was diverted to St. John's, Newfoundland, to pick up troops of the British Troopship STRATHNAVER. Sailing by way of Halifax the ERICSSON journeyed to Liverpool, the Clyde, Palermo (Italy) and Belfast, to return to New York in late December 1943.

During all of 1944 and 1945 the vessel made numerous voyages from either New York or Boston to such European destinations as Liverpool, the Clyde, Cherbourg, Southampton, Le Havre and Marseilles. On New Year's Day 1946 the JOHN ERICSSON arrived at Bremerhaven, Germany, and left two days later for New York, where she remained for repairs until early March. From New York the ship had made three roundtrips to Southampton, England, by late May 1946.



KLIPFONTEIN

<i>Length, overall</i>520' 0"	<i>Gross tons</i> 10,544	<i>Propulsion</i> Diesel (2)
<i>Beam</i> 63' 0"	<i>Speed (knots)</i> 17	<i>Passengers</i> 1,981
<i>Draft</i> 30' 0"	<i>Radius (miles)</i> 17,000	<i>Cargo (cu. ft.)</i> —172,000

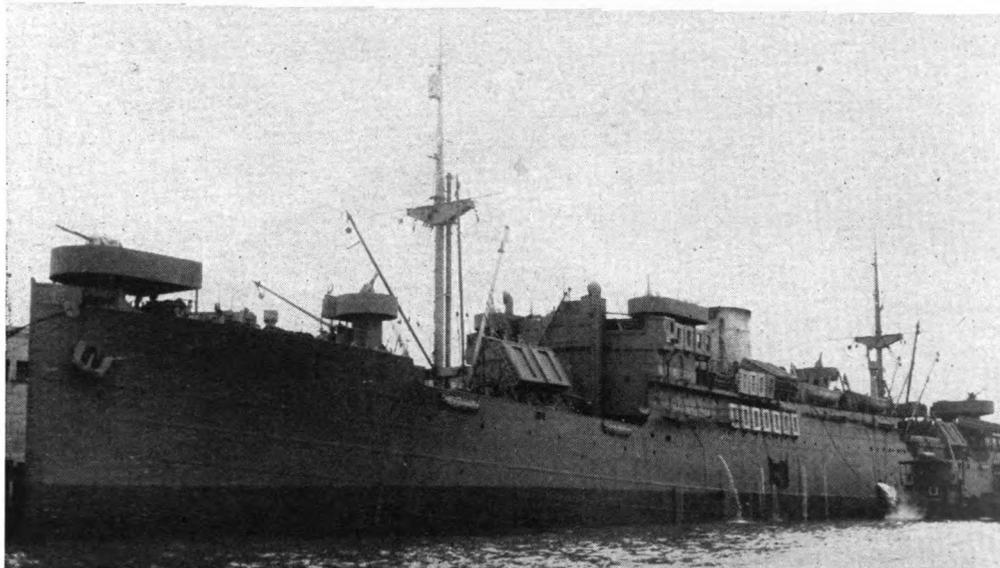
Built in 1939 by N. V. Machinefabriek & Scheepswerf van P. Smit, Jun., Rotterdam, Holland

Operated prior to World War II by "Nederland", Naamlooze Vennootschap Stoomvaart Maatschappij.

THE KLIPFONTEIN was already operating in the War effort when the attack on Pearl Harbor occurred. She left San Francisco in March 1942 for Australia and returned to the West Coast of the United States from New Zealand and Australian ports in May 1942. Following alterations for carrying troops, she sailed 22 June on the first of many timely voyages across the Pacific. Following return (from Suva, Wellington, Auckland and Melbourne) to Los Angeles in August, the KLIPFONTEIN next departed from San Francisco in early September for the Fiji Islands, Sydney and Brisbane. This was followed by a round trip from San Francisco to Noumea, with return on 20 December 1942. On 7 January 1943 the ship sailed for Suva, Tongatabu, Noumea, Sydney and Melbourne. Next, from San Francisco she made three successive round trips to Brisbane, returning from the last in September.

Between October 1943 and the end of 1944 the following voyages were made in the order shown: (1) to Noumea, Espiritu Santo, Russell Islands and Milne Bay; (2) to Milne Bay, Buna, Lae, Langemak and Brisbane; (3) to Milne Bay, Oro Bay, Finschhafen, Langemak and Brisbane; (4) to Milne Bay, Oro Bay (where aground 72 hours), Finschhafen, Brisbane, Noumea and Honolulu; (5) via Seattle and Honolulu to Guam, Saipan, Ulithi and Eniwetok.

Having returned to San Francisco from the last of the preceding listed voyages on 3 January 1945, the KLIPFONTEIN made two voyages to the Southwestern and Western Pacific: (1) to Hollandia, Leyte, Biak and Finschhafen; (2) via Pearl Harbor to Eniwetok, Ulithi, Leyte and Manila. The vessel returned to San Francisco on 30 July and left on 10 September for Lingayen and Manila. She returned to Seattle, from where a round trip was made to Saipan and Tinian. In late November the ship voyaged to Saipan, Yokohama (two stops) and Nagoya, and returned on 2 January 1946 to Los Angeles, where she was released from troopship service a week later. On 1 February the KLIPFONTEIN was delivered by WSA to the Netherlands Ministry of Shipping, at Los Angeles.



KOTA AGOENG

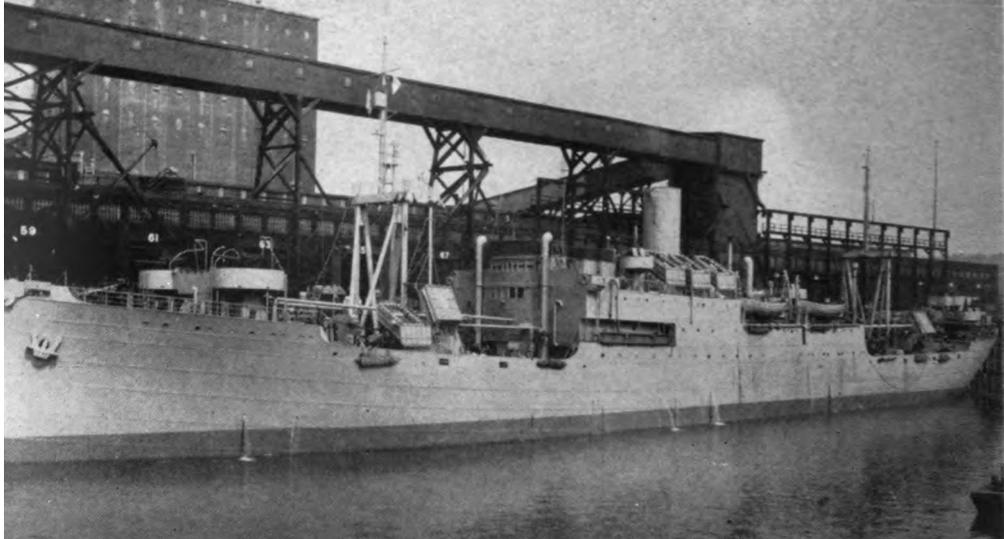
<i>Length, overall</i>464' 6"	<i>Gross tons</i> 7,356	<i>Propulsion</i> Diesel
<i>Beam</i> 60' 6"	<i>Speed (knots)</i> 14	<i>Passengers</i> 1,509
<i>Draft</i> 27' 0"	<i>Radius (miles)</i> 21,000	<i>Cargo (cu. ft.)</i>310,000

Built in 1930 by Maats. Fyenoord, Rotterdam, Holland
Operated prior to World War II by Rotterdamsche Lloyd.

THE KOTA AGOENG was another Dutch vessel that was outfitted for transporting troops. In that capacity she served ably for over three years. She began her first voyage for the Army on 1 April 1942 when she left San Francisco for Australia as a freighter.

Departing from San Francisco on 23 October 1942 the vessel made a trip via Honolulu to Tongareva returning in December. After two round trips from San Francisco to Honolulu, the KOTA AGOENG departed on 9 May 1943 for Espiritu Santo, Efate, Pago Pago, Tutuila, Noumea and Guadalcanal. She returned to San Francisco in August and next made a voyage to Brisbane from where she returned in October. After a trip to Honolulu she returned to San Francisco a few days before Christmas, and next sailed on 7 January 1944 for a two months' journey to Thursday Island, Brisbane (two visits), Goodenough Island, Oro Bay and Milne Bay. She returned to Portland, Oregon, underwent three weeks' voyage repairs and sailed via Los Angeles for Milne Bay, Oro Bay and Finschhafen. Following return to San Francisco in June the KOTA AGOENG was in repair a month then made a three months' tour to Noumea, Espiritu Santo, Guadalcanal, Funafuti and Eniwetok, returning in October to San Francisco.

Next making a trip to Hawaii, before the end of the year, the vessel made the following voyages during 1945: (1) to Finschhafen, Hollandia and Leyte; (2) to Pearl Harbor, Eniwetok, Ulithi and Okinawa; (3) to Hawaii, Eniwetok, Ulithi, Manila and Leyte; (4) to Lingayen and Jinsen, Korea. The KOTA AGOENG was released from troop service on 9 January 1946 at Los Angeles, and sailed for Batavia, Java. She was returned to the Netherlands Ministry of Shipping on 8 February.



KOTA BAROE

<i>Length, overall</i> ... 467' 0"	<i>Gross tons</i> 7,281	<i>Propulsion</i> Diesel
<i>Beam</i> 60' 6"	<i>Speed (knots)</i> 14	<i>Passengers</i> 1,885
<i>Draft</i> 27' 0"	<i>Radius (miles)</i> 14,664	<i>Cargo (cu. ft.)</i> ...128,507

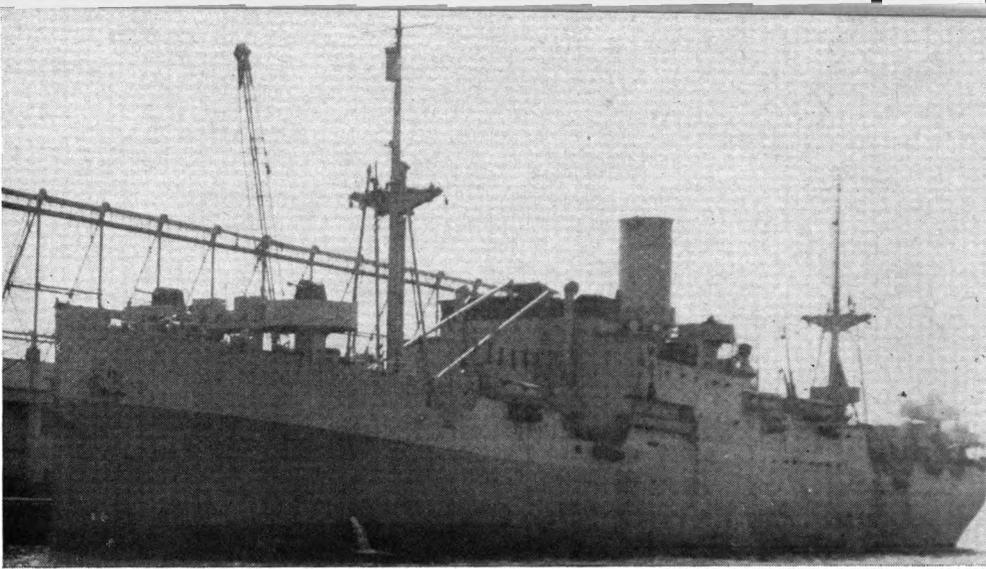
Built in 1929 by Kon. Maats de Schelde, Flushing, Holland.

Operated prior to World War II by Rotterdamsche Lloyd.

THIS was another vessel of Dutch registry that came to the United States to contribute a share toward defeating the common enemy. As a freighter she departed from New York in early August 1942 (by way of Norfolk and Key West), and made the following voyage of six months' duration: to Trinidad, Capetown, Massaua (Eritrea) and arriving at Suez on 21 October; from Suez in early November to Aden, Beira (Mozambique) and Port Elizabeth; through the Straits of Magellan (Punta Arenas, Chile); through the Panama Canal, via Guantanamo to New York on 2 February 1943.

Following four months' conversion at Baltimore, the KOTA BAROE next went via Cuba, the Canal Zone and Los Angeles, to San Francisco—arriving in November. The ship's next voyage began in early January 1944 and took her to Honolulu, Funafuti and Guadalcanal. Return was to Portland, from where she sailed in March, via Los Angeles, to Milne Bay, Oro Bay, Finschhafen, Lae and Brisbane. From that trip the vessel returned to San Francisco in June and left via Hawaii in early July again for the Southwestern Pacific—Eniwetok, Saipan, Espiritu Santo, Guadalcanal and Guam.

After reaching San Francisco in mid-November the KOTA BAROE continued to Portland and departed in December for Honolulu, Guam, Ulithi, Pelelui, Manus and Noumea. Following return to San Francisco in March 1945, the ship made a trip to Eniwetok and Guam, and then one to Manila (with stops at Honolulu, Eniwetok and Ulithi). Having returned to Los Angeles in early September, the vessel made a round-trip to Manila and Leyte in October and November, followed by another to Manila from which she returned to San Francisco on 30 January 1946 and was released from troop service the following day. On 12 March the ship was redelivered by WSA to the Netherlands Ministry of Shipping, at Richmond, California.



KOTA INTEN

<i>Length, overall</i>464' 6"	<i>Gross tons</i>	7,211	<i>Propulsion</i>	<i>Diesel</i>
<i>Beam</i>	60' 10"	<i>Speed (knots)</i>	14	<i>Passengers</i>
<i>Draft</i>	26' 7"	<i>Radius (miles)</i>	20,881	<i>Cargo (cu. ft.)</i>123,248

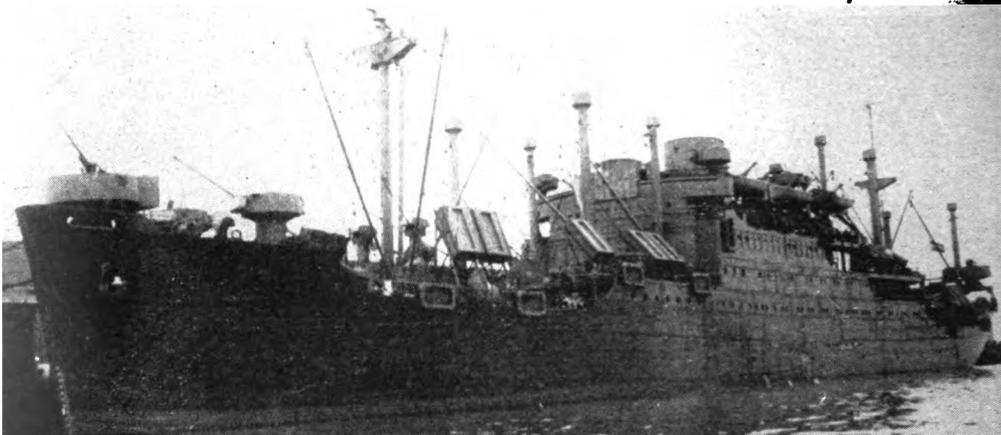
*Built in 1927 by Maatschappij Fyenoord, Rotterdam, Holland
 Operated prior to World War II by Rotterdamsche Lloyd.*

THE KOTA INTEN was a ship of Dutch registry that was obtained by the War Shipping Administration, through the British Ministry of War Transport, for use in the national defense. From New York in April 1942 she began a voyage as a freighter, via Capetown, to Bandar Shapur and Abadan (Iran) from which she returned via Kilindini (Kenya, East Africa). Following return to New York in November, the ship (still a freighter) left in early February 1943 on a voyage to Karachi and Bombay (India) and Colombo, Ceylon.

Having returned to New York in August the KOTA INTEN spent the next six months at the conversion yard. In early March 1944, she sailed from Norfolk, via the Panama Canal, for Milne Bay, Oro Bay and Goodenough Island. Return to San Francisco was in May and departure therefrom in June for Milne Bay, Finschhafen, Manus Island and Espiritu Santo. From that voyage the vessel returned to San Francisco in August.

During a three months' journey the KOTA INTEN next visited Honolulu, Eniwetok, Saipan and Guam, returning on 4 December 1945 to San Francisco. The day following New Year's of 1945, the vessel departed for Finschhafen, Manus and Hollandia. She returned to Seattle on 19 March and left 30 days later, via Honolulu, for Eniwetok, Ulithi and Okinawa, returning therefrom to San Francisco in June.

The KOTA INTEN's next outbound voyage took her to Pearl Harbor, Eniwetok, Ulithi, Leyte and Manus, and back to San Francisco in late September. On 27 October she sailed for Yokohama, Manila and Lingayen, returning in mid-December 1945 to Los Angeles. Leaving in early January 1946, the vessel made a voyage to Honolulu before sailing, via the Panama Canal, for Naples, Italy. The KOTA INTEN was released from troop service on 11 February 1946 and two weeks later was redelivered to the Netherlands Shipping Mission.



NOORDAM

<i>Length, overall</i> .. 501' 6"	<i>Gross tons</i>	10,726	<i>Propulsion</i> Diesel (2)
<i>Beam</i>	64' 0"	<i>Speed (knots)</i>	17
<i>Draft</i>	31' 0"	<i>Radius (miles)</i>	12,240
			<i>Passengers</i>
			2,198
			<i>Cargo (cu. ft.)</i>127,150

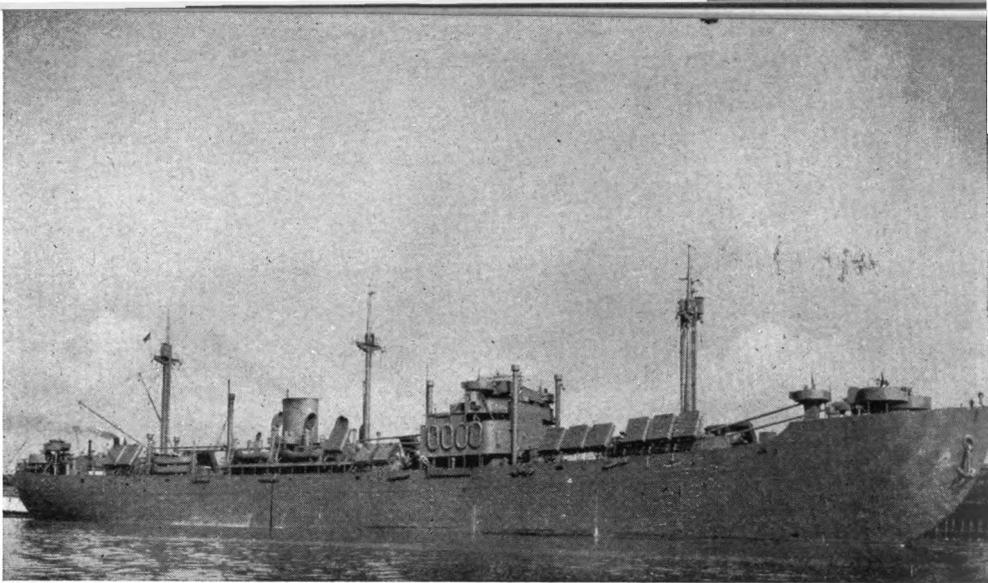
Built in 1938 by N. V. Machinefabriek & Scheepswerf van P. Smit, Jun. Rotterdam, Holland

Operated prior to World War II by Holland-America Line.

THE NOORDAM was a Dutch vessel that left New York in April 1942, via the Panama Canal, for Los Angeles where she was converted for troop use. The ship then went to San Francisco from where she departed in early September for Auckland and Sydney. She returned in October to San Francisco and from there departed on the following successive voyages: (1) in November 1942 to Honolulu, Noumea, Guadalcanal and Espiritu Santo with return via San Pedro; (2) in January 1943 to Wellington and Townsville; (3) in April to Noumea, Suva and Tutuila with return via San Diego; (4) in May to Townsville, Port Moresby and Brisbane; (5) in August to Noumea, Guadalcanal and Espiritu Santo; (6) in November to Noumea, Nandi, Lautoka and Suva.

Following arrival at San Francisco in December 1943 the NOORDAM made the following six voyages during 1944 (all from San Francisco except as noted): (1) in January to Milne Bay, Oro Bay, Cairns and Brisbane; (2) via Seattle in March to Honolulu; (3) from Seattle in April to Honolulu; (4) in May to Honolulu; (5) in June to Milne Bay and Oro Bay; (6) in August to Milne Bay, Oro Bay, Finschhafen, Noumea, Lae, Langemak, Hollandia and Biak.

Having returned to Seattle in November, the NOORDAM next departed for Eniwetok and Guam via Honolulu. Return to San Francisco was in early February 1945. The ship sailed the same month for Finschhafen, Hollandia, Leyte, Manila, Eniwetok and Pearl Harbor. In June she left San Francisco, via the Panama Canal, for Le Havre and Deauville. She returned to New York in July; left in August for Marseilles; and returned in September to Hampton Roads from where she made a trip to Marseilles and back to New York, arriving at the latter on 24 October 1945. On Armistice Day, the NOORDAM sailed via Port Swettenham, South Africa, for Batavia, Singapore and Colombo. She transited the Suez Canal and upon arrival at Rotterdam was redelivered to her owners.



PENNANT

Length, overall... 496' 11"	Gross tons 6,576	Propulsion.... Diesel (2)
Beam 59' 4"	Speed (knots) ... 15	Passengers 1,500
Draft 27' 0"	Radius (miles) ... 22,000	Cargo (cu ft.)... 210,169

Built in 1937 by Bremer Vulcan, Vegesack, Germany.

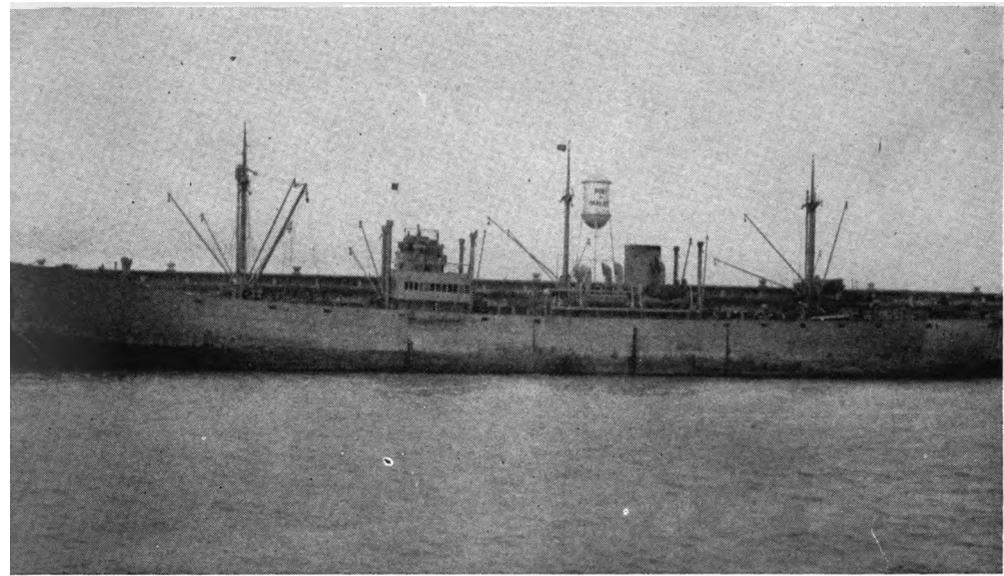
Former names: GRETE MAERSK, CRICAMOLA

Operated during World War II by American President Lines.

THE Danish-registered PENNANT's first voyage for the Army, begun from San Francisco in February 1942, was to Brisbane, thence to Antofagasta (Chile) and back to San Francisco. Next leaving in June, she was away four months—having visited Noumea, Wellington, Auckland, Melbourne, Sydney, Brisbane, Townsville and the Fiji Islands. She was chiefly a freighter, but had space for 300 passengers.

Having returned to Los Angeles, the ship went to San Francisco for conversion to a troopship and from there departed in November for Noumea and Espiritu Santo. She returned via Honolulu, and on 29 January 1943 again left San Francisco—for Auckland and Brisbane—returning in March. Two round trips were next made to Brisbane. These were followed by two almost identical voyages from San Francisco to Townsville, Milne Bay, Oro Bay, Gladstone, Brisbane and Lae.

Following return to Los Angeles in March 1944 from the preceding voyage, the PENNANT made a two months' voyage to Townsville, Thursday Island, Port Darwin, Port Alma, Gladstone and Brisbane. She returned in May to Los Angeles and left in early June for Honolulu and Guadalcanal. Return was to San Francisco on 1 October and departure therefrom was on Armistice Day for Finschhafen and Hollandia. After returning to San Francisco on 20 January 1945, the ship made another voyage to the two New Guinea ports and also Leyte and Manila. Her next voyage, begun at San Francisco on 1 June, took her via Pearl Harbor to Eniwetok, Ulithi, Leyte, Manila and Lingayen. She returned in late August; underwent repairs; and sailed in early October on a voyage to Yokohama from where she returned to Seattle in early November. In mid-December, the PENNANT departed for Tacloban and Manila, and following her return to San Francisco in February 1946, was released by the Army from further troop service.



PERIDA

<i>Length, overall</i>497' 0"	<i>Gross tons</i> 6,579	<i>Propulsion</i> Diesel (2)
<i>Beam</i> 59' 0"	<i>Speed (knots)</i> 15½	<i>Passengers</i> 1,605
<i>Draft</i> 27' 0"	<i>Radius (miles)</i> 37,000	<i>Cargo (cu. ft.)</i>232,000

Built in 1937 by Bremer Vulcan, Vegesack, Germany

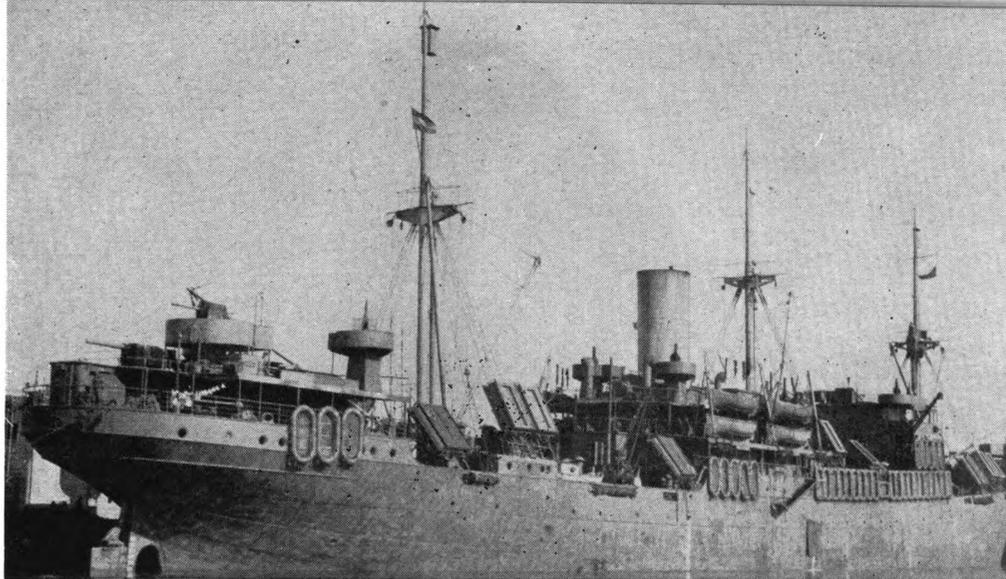
Former names: MARCHEN MAERSK, CALDERA

Operated during World War II by American President Lines.

THIS was a Danish vessel that was taken over at Manila in June 1941 and brought to the United States to carry on the fight against aggression. Following hasty conversion for troop use, the PERIDA departed from San Francisco on Lincoln's Birthday 1942 for Brisbane and Noumea, whence she crossed the South Pacific to Antofagasta (Chile) and Mollendo (Peru) before next reaching San Francisco in May. The following month she sailed on a three months' voyage to Suva, Efate, Espiritu Santo, Melbourne, Brisbane, Port Moresby and Townsville. The vessel returned to Los Angeles but went to San Francisco for conversion again before leaving in October for Espiritu Santo, Noumea, Efate and Vila.

With return to San Francisco on 4 January 1943, the PERIDA underwent three weeks' repairs and then made a round trip to Noumea and Suva. In April, she headed for Attu, Adak and Dutch Harbor. Returning in June to Seattle, the vessel made another trip to Adak and Attu but returned via Honolulu to San Francisco in September. In October she began a three months' voyage to Noumea, Guadalcanal, Russell Islands, Espiritu Santo, Auckland, Wellington, Honolulu and Hilo; and from there reached San Francisco in early January 1944.

After a trip from San Francisco to Honolulu, one to Milne Bay and Oro Bay, and one (via Honolulu) to Espiritu Santo, the PERIDA next sailed from San Francisco (via Honolulu) to Eniwetok, Kossol Roads and Noumea. Returning to San Francisco in February 1945, the ship underwent extensive repairs, and in May began a three months' voyage to Pearl Harbor, Eniwetok, Ulithi, Manila and Leyte. Reaching San Francisco in August, the ship went to Seattle from where she voyaged to Manila. She returned to Seattle, and shortly left on another voyage to Manila from which she returned to San Francisco in February 1946—to be released from Army service.



POELAU LAUT

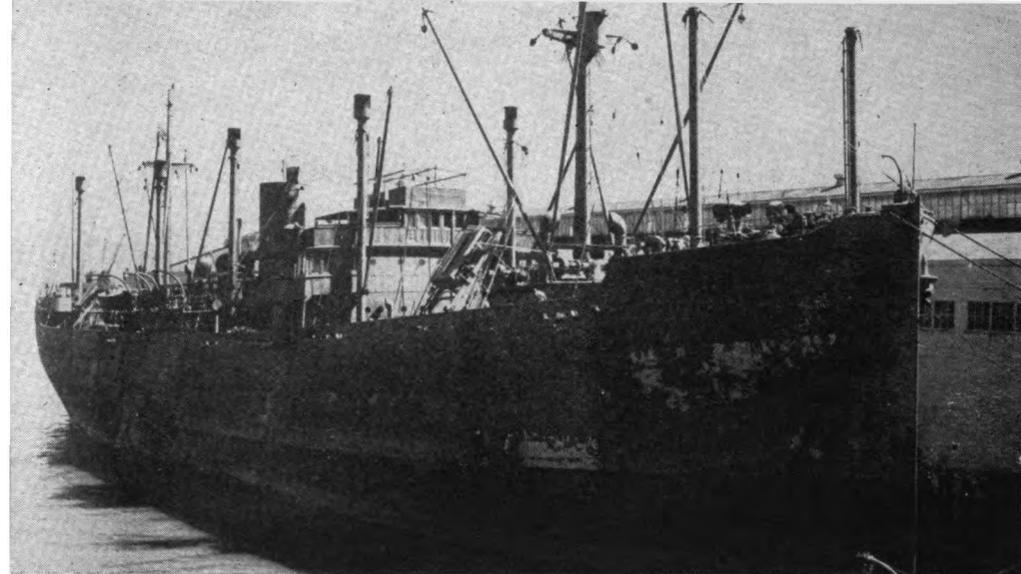
<i>Length, overall</i>517' 0"	<i>Gross tons</i> 9,272	<i>Propulsion</i> Diesel
<i>Beam</i> 61' 0"	<i>Speed (knots)</i> 15	<i>Passengers</i> 2,117
<i>Draft</i> 29' 0"	<i>Radius (miles)</i> 25,000	<i>Cargo (cu. ft.)</i>409,000

*Built in 1929 by Nederlandsche Scheepsbouw Maatschappij, Amsterdam, Holland
Operated prior to World War II by "Nederland" Naamlooze Vennootschap
Stoomvaart Maatschappij.*

THE POELAU LAUT was a Dutch vessel. Partial conversion for troop use was made at San Francisco in October 1942 and the ship sailed on the 20th of the month for Townsville, Cairns and Brisbane, Australia. She returned in January 1943 and after further alteration, departed on 28 January 1943 for Espiritu Santo, Noumea, Melbourne and Brisbane. Return was to San Francisco in late April and departure therefrom was in early June. The vessel visited Bora Bora, Noumea, Vila and Espiritu Santo before again reaching San Francisco in October.

On 2 November 1943 the POELAU LAUT sailed for Noumea, Espiritu Santo, Russell Islands and Noumea, returning to San Francisco in mid-January 1944. The ship next visited Noumea, Suva, Milne Bay, Langemak and Manus Island, returning to San Francisco in June. She left the same month, via San Diego and Honolulu, for Guadalcanal, Noumea, Eniwetok, Guam, Russell Islands and Tutuila, and reached San Francisco in October.

In November the POELAU LAUT departed for Milne Bay, Finschhafen (two visits), Bougainville, Hollandia (two stops) and Leyte. She returned in March 1945 to San Francisco from where she next sailed (via Portland and Seattle) to Honolulu, Eniwetok and Guam, and from that voyage returned in June. On 13 August the ship began her last voyage as a troopship—via Pearl Harbor to Eniwetok—and upon her return to San Pedro in November 1945 was released by the Army.



ROSEVILLE

<i>Length, overall</i> ...445' 5"	<i>Gross tons</i> 5,745	<i>Propulsion</i> ... Diesel (2)
<i>Beam</i> 59' 0"	<i>Speed (knots)</i> 13	<i>Passengers</i> 480
<i>Draft</i> 28' 0"	<i>Radius (miles)</i> 23,244	<i>Cargo (cu. ft.)</i> ...350,000

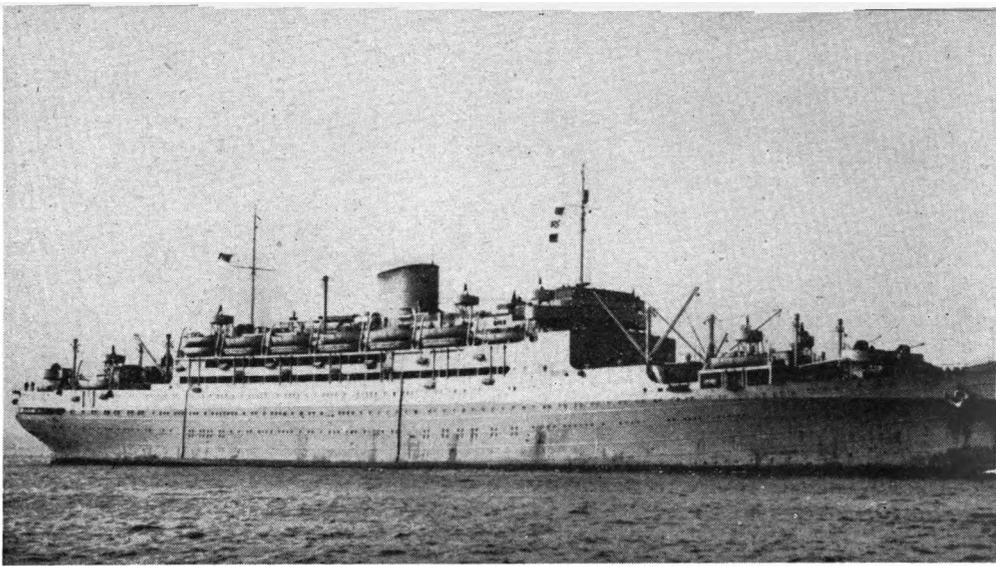
Built in 1930 by Odense Staalskibsvaerft, Odense, Denmark.

Operated prior to World War II by Skibs A/S Goodwill; during the War by Sudden & Christenson, Inc.

ALTHOUGH essentially a freighter, the ROSEVILLE, a Norwegian ship, carried a limited number of troops on several voyages during the War. From San Francisco in March 1942 she sailed for Wellington and Brisbane, and returned via Chile to San Pedro in June. She next left San Francisco in August for Hawaii, Efate, Norfolk Island, Sydney and Port Kembla (Australia), returning to San Francisco in late November. The ship departed Christmas Eve for Auckland, Brisbane, Townsville, Noumea and Gladstone. Returning in March 1943 the ROSEVILLE made a voyage to Suva, then one to Brisbane and Melbourne, returning from the latter in late July.

On 8 August 1943 the vessel left San Francisco for the Southwest Pacific again. She stopped at Tongatabu and Noumea, but shortly after leaving the latter was involved in a collision with another vessel and returned to port for minor repairs. She next proceeded to Townsville before returning to San Francisco in October. The ROSEVILLE made the following voyages from San Francisco during 1944: (1) on 9 January via Hueneme to Milne Bay; (2) on 30 April to various New Guinea ports; (3) in late July to New Guinea ports, with return via Honolulu; (4) in late October to Finschhafen, returning on 29 December.

During 1945 the ROSEVILLE made the following trips: (1) via Los Angeles to Fremantle, Calcutta and Colombo, returning to Los Angeles via Lyttelton, N. Z.; (2) to Melbourne, Calcutta and Colombo, returning via Capetown, Buenos Aires, Santos (Brazil), Downs and Antwerp to New York in November; (3) on 1 December to Downs and Bremerhaven. The ship was shortly thereafter released from Army service and proceeded in early 1946 from Bremerhaven, via the Panama Canal, to the West Coast for repairs.



SATURNIA

<i>Length, overall</i>631' 3"	<i>Gross tons</i> 24,469	<i>Propulsion</i> Diesel (2)
<i>Beam</i> 79' 6"	<i>Speed (knots)</i> 19	<i>Passengers</i> 3,714
<i>Draft</i> 29' 0"	<i>Radius (miles)</i> 12,000	<i>Cargo (cu. ft.)</i>156,430

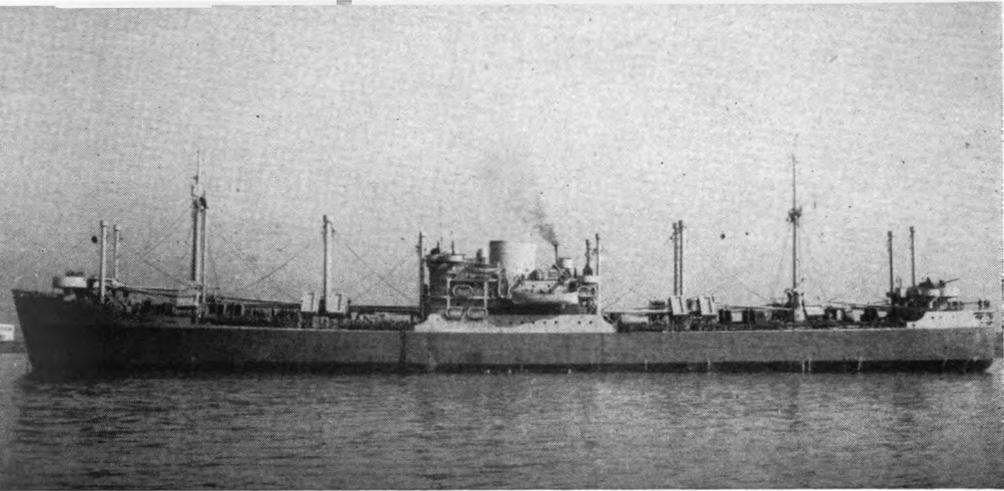
*Built in 1927 by Cantiere Navale Triestino, Monfalcone, Trieste, Italy.
Operated prior to World War II by the Italian Government.*

THE Italian liner SATURNIA was one of the most elaborately arranged motor vessels in operation. At the head of her monumental main staircase was a statue of the goddess Saturnia, symbolizing the "golden age." Her Pompeiian swimming pool was rich in marbles and mosaics, and her galleries and ballroom were decorated in early 17th Century, 15th Century Tuscanian and Italian Renaissance styles. She was built as a sister ship of the VULCANIA.

Following the armistice with Italy ("Cunningham Agreement") in September 1943, the SATURNIA was turned over to the Allies. For reasons of safety the vessel was sent out of the Mediterranean, but in October 1943 it was accepted by the War Shipping Administration and brought to New York by an Italian crew and there converted by the WSA for use as a troopship.

Beginning in March 1944, the SATURNIA made two trips to England, then another to Cherbourg. While on the latter voyage, she collided with another vessel and underwent minor repairs in England before returning to New York in October.

After a trip to Southampton in November and one to Marseilles and Oran in December, the SATURNIA returned to New York just before Christmas Day 1944. While there, she was converted to a hospital ship and renamed the FRANCES Y. SLANGER. For details of the vessel's operation in other categories see pages 55 and 338.



SLOTERDIJK

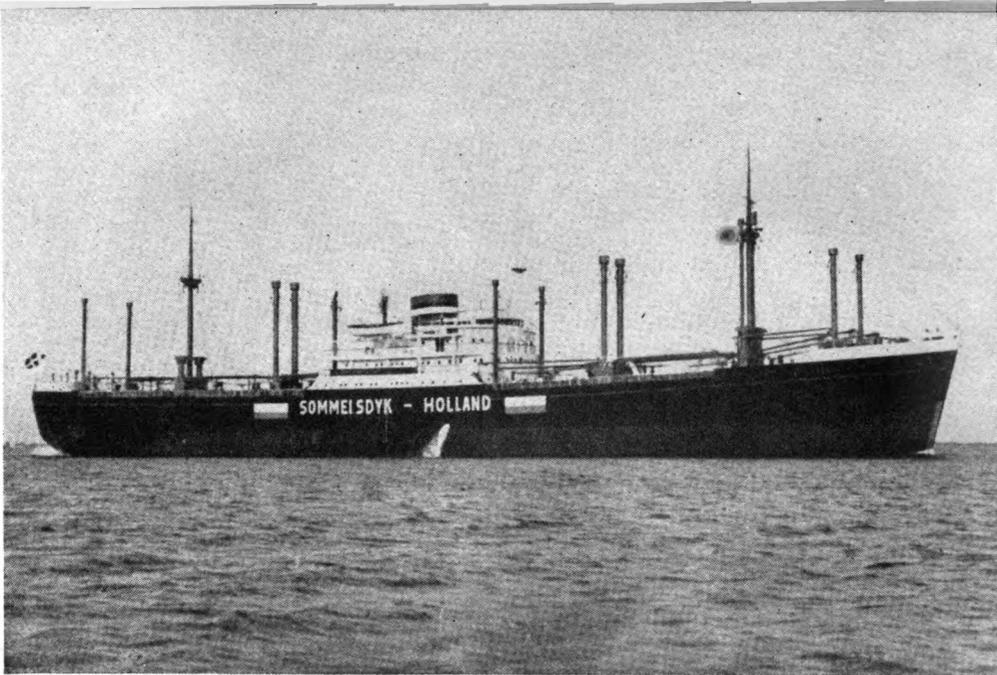
<i>Length, overall</i>492' 8"	<i>Gross tons</i> 9,230	<i>Propulsion</i>Diesel (2)
<i>Beam</i> 62' 0"	<i>Speed (knots)</i> 16	<i>Passengers</i> 1,714
<i>Draft</i> 30' 11"	<i>Radius (miles)</i> 40,540	<i>Cargo (cu. ft.)</i>107,810

*Built in 1940 by Odense Staalskib. A. P. Moller, Odense, Denmark
Operated prior to World War II by Holland-America Line.*

THE SLOTERDIJK was a Dutch vessel that was being operated under the jurisdiction of the British Ministry of War Transport when the United States was drawn into the War. The vessel was chartered by BMWT to the War Shipping Administration for optimum operation from this country. The SLOTERDIJK left New York on 9 January 1942, via the Panama Canal, for Singapore. While at Tijilatjap (Java), however, Singapore fell to the Japs and the vessel headed for Fremantle just four days ahead of the Japanese assault on Batavia. She went to Melbourne, then to Thevenard Island (Australia) and Fremantle again before heading west to Durban, South Africa, from where she eventually reached New York in August, having completed a voyage around the world.

The ship was converted to a troopship by Sullivan Drydock & Repair Corp. at New York in late 1942. Leaving New York on 12 December 1942, the SLOTERDIJK went to Casablanca and return, then made a round trip to Oran. From New York in April she departed for Algiers, Oran, Gibraltar and the Clyde, and from the latter went to Durban, returning via Casablanca to New York in August. Next a voyage was made to Bizerte and Oran, then one to Palermo and the Clyde. The ship left New York in December 1943, via the Panama Canal and Honolulu, for Funafuti and Milne Bay.

After going from San Francisco in March 1944, via Seattle, to Honolulu and return, the SLOTERDIJK made the following voyages: to Noumea, New Guinea and Manus Island; via Honolulu to Eniwetok, Saipan, Ulithi, Russell Islands, Guadalcanal and Espiritu Santo, returning to Seattle; to Guam, Ulithi, Pelelui, Manus, Noumea and Espiritu Santo. Following return to San Francisco in March 1945 the ship was used by the Navy until 15 May. Next a trip was made to Pacific islands and the Philippines, with return to San Francisco in August. After a trip to Eniwetok and Leyte, the SLOTERDIJK made her final voyage with troops, to Manila—leaving San Francisco on 1 December 1945 and returning on 16 January 1946. She was officially released by the Army on 26 January. On 21 February she was delivered to the Netherlands Ministry of Shipping and thereupon sailed, via Vancouver, for the Dutch East Indies.



SOMMELSDIJK

<i>Length, overall</i>492' 7"	<i>Gross tons</i>	9,227	<i>Propulsion</i>	<i>Diesel</i> (2)
<i>Beam</i>	62' 0"	<i>Speed (knots)</i>	16	<i>Passengers</i>
<i>Draft</i>	30' 11"	<i>Radius (miles)</i>	23,040	<i>Cargo (cu. ft.)</i>
				242,360

Built in 1939 by Odense Staalskibsvaert Ved A. P. Moller.

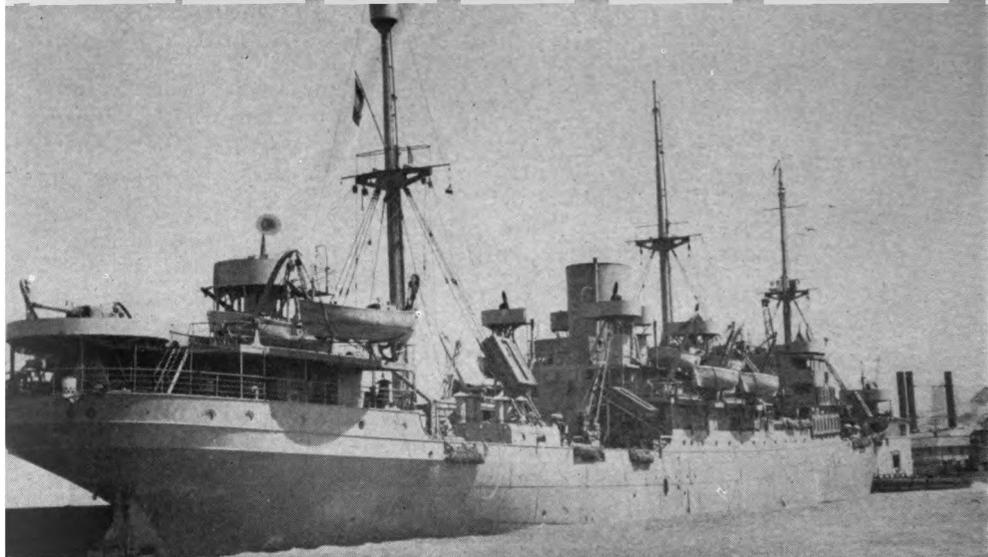
Operated prior to World War II by Holland-America Line.

THE SOMMELSDIJK was a Dutch ship that was in active operation in the interest of the United Nations when the Japs struck at Pearl Harbor. She continued in service awhile as a freighter before being used as a "Navy allocation" to carry troops. In May 1943 the vessel sailed from San Francisco for Lautoka (Fijis), Noumea, and Espiritu Santo. Returning in July she soon departed on a trip to Brisbane and Auckland. This was followed by a round trip to Honolulu.

The SOMMELSDIJK departed on Armistice Day 1943 for Espiritu Santo, Russell Islands and Milne Bay. Return to San Francisco was on 31 December, and departure therefrom (via San Diego) was in January 1944. During the ensuing year the ship made voyages as follows: (1) to Noumea, Efate and Tutuila (Samoa), returning to San Francisco on 7 March; (2) to Milne Bay, Buna, Langemak and Lae; (3) to Samoa, Suva, Lautoka and Milne Bay; (4) via Honolulu to Eniwetok and Saipan.

Having completed the last mentioned voyage in October and having sailed again in November, the SOMMELSDIJK did not return to the United States for several months, the ship having gone to Milne Bay, Hollandia, Leyte and back to Hollandia again. She sailed from the latter in late May 1945; transited the Panama Canal; and reached New York in late June. While at New York V-J Day occurred and it was decided to use the ship between the East Coast and Europe. Accordingly, she sailed in September on a voyage to Le Havre; in October to Marseilles with return to Hampton Roads; in November to Marseilles, returning to New York on 22 December 1945.

The SOMMELSDIJK was released from further troop service in January 1946, and subsequently sailed eastward to the Dutch East Indies.



TABINTA

Length, overall... 490' 1"	Gross tons 8,156	Propulsion Diesel
Beam 62' 0"	Speed (knots) 15	Passengers 1,069
Draft 29' 0"	Radius (miles).... 19,800	Cargo (cu. ft.)... 291,500

Built in 1930 by Nederlandsche Scheepsbouw Maatschappij N. V., Amsterdam, Holland

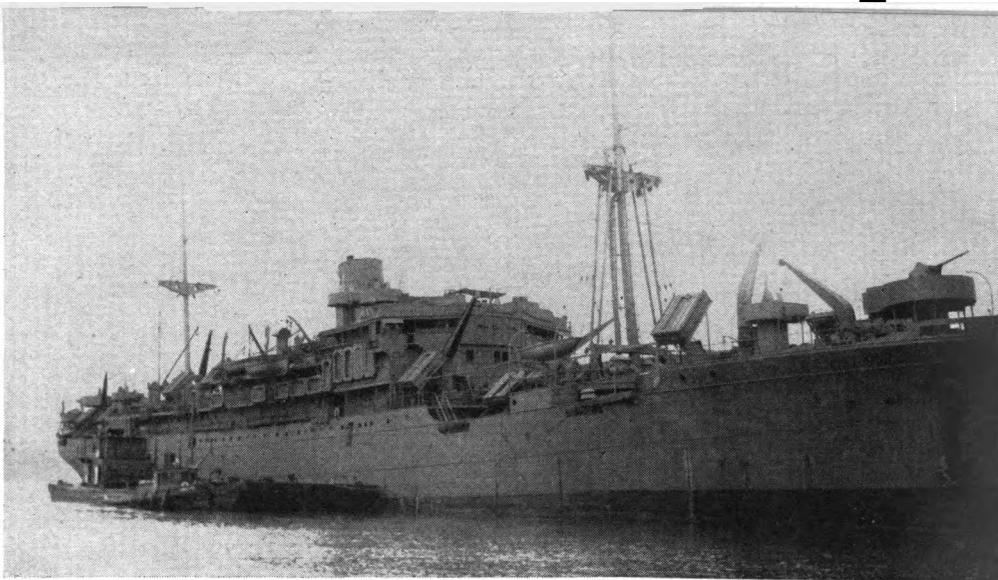
Operated prior to World War II by "Nederland", Naamlooze Vennootschap Stoomvaart Maatschappij.

THE TABINTA was a Dutch vessel that was turned over to the War Shipping Administration soon after Pearl Harbor Day. Before transporting troops, however, the ship was used as a freighter, from San Francisco to Australia and islands of the Southwest Pacific.

The TABINTA left San Francisco with troops on 1 October 1942 for the Southwest Pacific, and again on 7 January 1943 for Brisbane, Townsville and Cairns. Following return in March, she left in April on a voyage to Noumea and Tongatabu. The vessel next departed from San Francisco in June, going to Suva and Nandi (Fiji Islands), Tutuila and Pago Pago (Samoa), Tongatabu and Noumea. This was followed by a voyage (begun in September) to Noumea (2 stops), Espiritu Santo and Suva. In December the ship went to Honolulu and returned to San Francisco on 2 January 1944.

Following repairs, the TABINTA voyaged to Milne Bay, Buna and Langemak from where she returned to San Francisco in April, and made in succession the following voyages: (1) in May to Morobe, Finschhafen and Milne Bay; (2) in July to Finschhafen; (3) in October via Honolulu to Majuro, Manus Island, Hollandia (two visits), Leyte, Mios Woendi (N. G.), and Biak. Return from the last of these three trips was to San Francisco in January 1945.

On 14 January 1945, the TABINTA sailed via Portland and Honolulu to Eniwetok and Saipan, and returned in April to Seattle. Her next outbound voyage was to Honolulu, Eniwetok, Ulithi, Okinawa, Tinian and Saipan. Returning in July to San Francisco, the ship soon sailed for Eniwetok, Ulithi and Leyte. She returned in October to Los Angeles and left there in November on her final voyage as a troopship—to Honolulu and Hollandia. Following return to Los Angeles a few days before Christmas of 1945, the TABINTA was on 9 January 1946 released to the WSA. In early February she sailed for Batavia.



TJISADANE

<i>Length, overall</i> ...458' 0"	<i>Gross tons</i> 9,288	<i>Propulsion</i> Diesel
<i>Beam</i> 62' 0"	<i>Speed (knots)</i> 15	<i>Passengers</i> 1,485
<i>Draft</i> 28' 5"	<i>Radius (miles)</i> 15,870	<i>Cargo (cu. ft.)</i> ...270,813

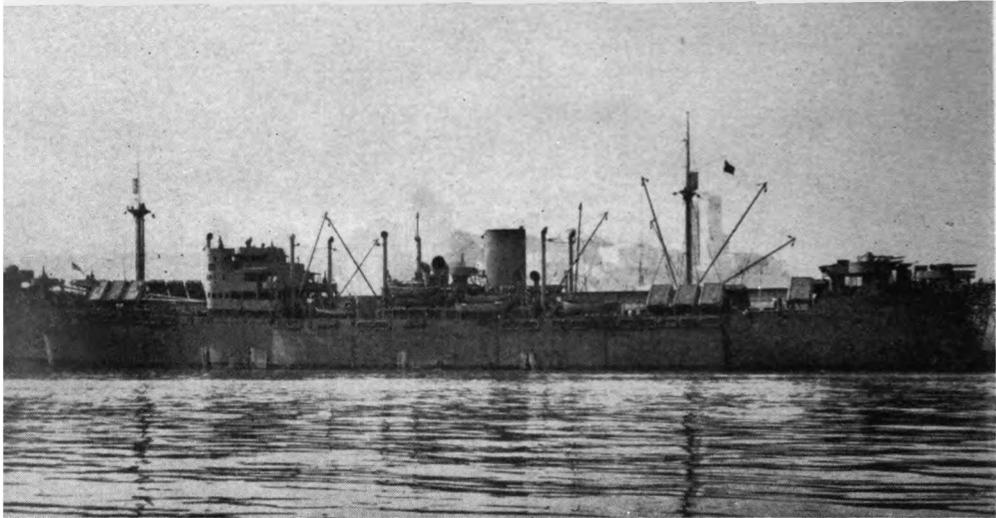
Built in 1931 by Nederlandsche Scheepsbouw Maatschappij N. V., Amsterdam, Holland.

Operated prior to World War II by Java-China-Japan Line

THE Dutch vessel TJISADANE was used for some time as a cargo ship, but after hasty conversion, sailed with troops from San Francisco on 3 November 1942 to the Southwest Pacific, and again, on 23 January 1943, for Noumea, Espiritu Santo and Vila.

Next sailing in April, the TJISADANE visited Noumea and Tutuila. In late June she left San Francisco on a special trip to the Alaskan Theatre. Points visited include Dutch Harbor, Adak, Attu, Kodiak, Cold Bay and Amchitka. The ship returned, via Honolulu, to San Francisco in September and on 1 November began a voyage to Gladstone, Townsville, Milne Bay and Oro Bay. Return to San Francisco was in January 1944 and departure therefrom was in early February, the vessel next going to Milne Bay, Buna, Lae, Finschhafen, Langemak and Oro Bay.

After another trip from San Francisco to Milne Bay, Oro Bay and Finschhafen, the TJISADANE underwent repairs in September, then proceeded, via Honolulu to Eniwetok and Saipan. Returning from the latter, via other Pacific islands, the ship reached San Francisco in late November and then sailed in mid-December for Finschhafen, Manus Island, Hollandia, Biak and Mios Woendi. Having returned to San Francisco in early March 1945, the vessel went to Seattle on 7 March for repairs before heading via Pearl Harbor to Eniwetok, Ulithi and Okinawa. (On 13 May 1945 while being used as a freighter, the TJISADANE was slightly damaged by an enemy air attack off Ie Island). She returned via Saipan to San Francisco on 20 July and left three days later for Eniwetok, Ulithi, Leyte, Manila, Homonhon, returning to Los Angeles in September. The TJISADANE made a round trip to Leyte before the end of 1945 and was then released from Army service, being delivered to the Netherlands Ministry of Shipping at San Pedro, California, on 25 January 1946.



TORRENS

<i>Length, overall</i>498' 0"	<i>Gross tons</i>	6,692	<i>Propulsion</i>	Diesel (2)
<i>Beam</i>	<i>Speed (knots)</i>	17	<i>Passengers</i>	1,702
<i>Draft</i>	<i>Radius (miles)</i>	21,420	<i>Cargo (cu. ft.)</i>	285,800

Built in 1939 by Kockums M. V. Aktieb, Malmo, Sweden.

Operated prior to World War II by Wilh. Wilhelmsen; during the War by Barber Steamship Lines and American West African Line.

THE TORRENS, a Norwegian ship, first operated to the Southwest Pacific as a freighter. After adaptation for troop use she made many voyages there during the War. In February 1942 she left Los Angeles for Brisbane, Townsville, Sydney, Hobart and Wellington. In June she sailed from San Francisco for northeastern Australia, and in September from San Francisco to the Fiji Islands.

On a voyage begun at San Francisco in October 1942 the ship carried troops to Townsville, Australia, and returned on 20 December. All subsequent Pacific voyages made by the vessel for the Army began and ended at San Francisco. The TORRENS sailed on 9 January 1943 for Noumea, Lautoka and Apia, and returned in early March. She next made two voyages to Noumea before sailing in early July for Australian and New Guinea ports. Returning in September the vessel departed in October for Noumea, Espiritu Santo, Auckland and Wellington. She returned in December, 1943 and left in early February 1944 for Espiritu Santo, Guadalcanal and Auckland. Following return to the United States, the TORRENS next went to the Southwest Pacific for nearly five months' operation. Points visited include Milne Bay, Finschhafen, Oro Bay, Lae, Hollandia, Wakde, Humboldt Bay, Auckland, Morobe and Noumea. The ship returned in early September and departed in October, via Hueneme (Calif.) for Milne Bay, Hollandia (two visits), Leyte, Biak and Lae.

Having returned in January 1945, the TORRENS next made a three months' voyage to the Southwest Pacific—calling at Finschhafen, Hollandia, Leyte, Manila, Kossol, Manus and Espiritu Santo. She returned in May and left in June, via the Panama Canal, for Le Havre. She reached New York in July and soon sailed for Leghorn and Naples, returning to New York in August. After a voyage to Le Havre and one to Marseilles (returning from the latter to Hampton Roads) the ship next made a round trip to Karachi via Port Said. On 20 December she sailed from New York; transited the Panama; and at San Francisco on 9 January 1946 was released from troop service.

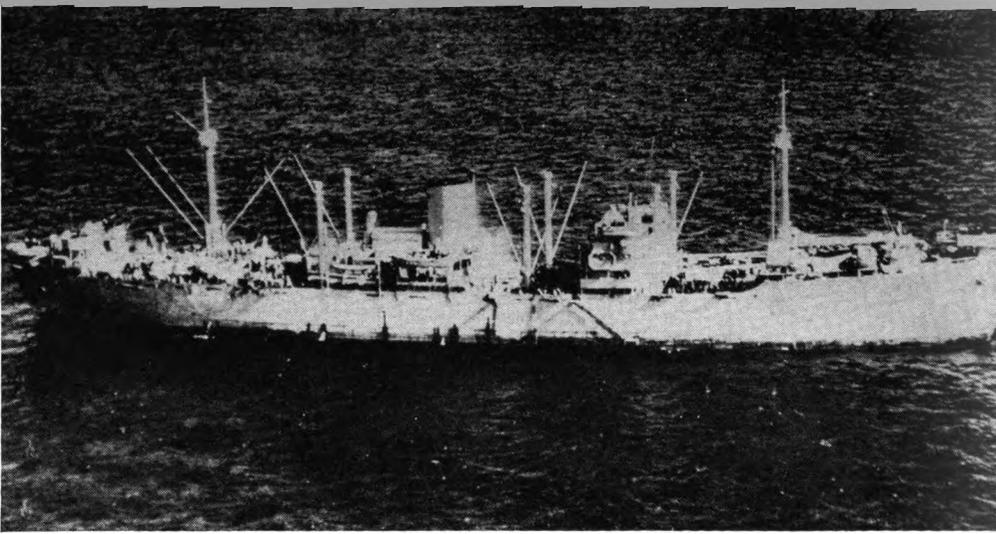


Photo courtesy Rotterdam Lloyd

WELTEVREDEN

Length, overall... 513' 0"	Gross tons 9,245	Propulsion..... Diesel (2)
Beam 63' 0"	Speed (knots) 16	Passengers 1,218
Draft 30' 0"	Radius (miles).... 23,000	Cargo (cu. ft.)... 219,000

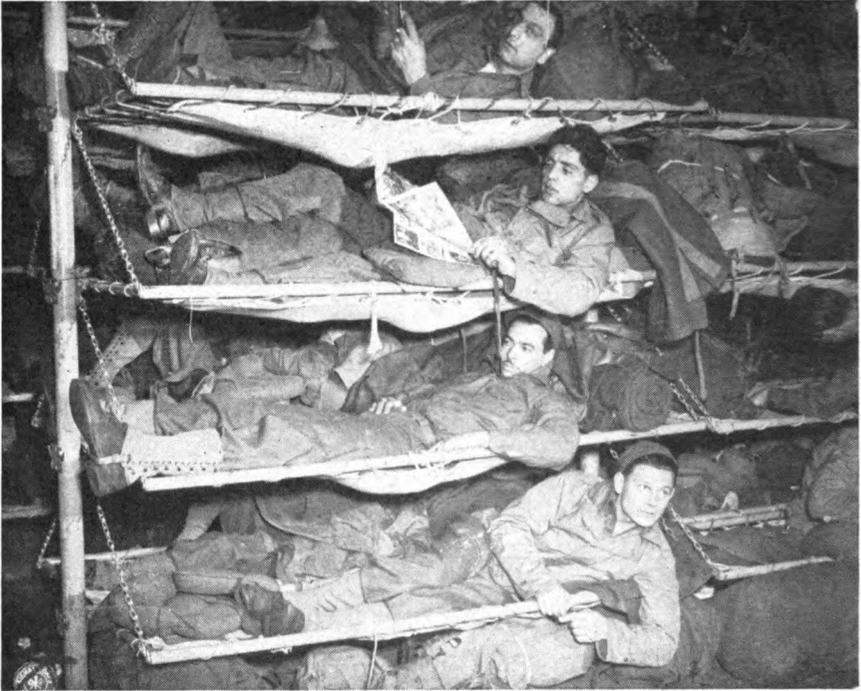
Built in 1937 by N. V. Mach. & Scheepswrf. van P. Smit, Jr., Rotterdam, Holland.
 Operated prior to World War II by Rotterdamsche Lloyd.

THIS was the last of the Dutch ships formerly under the BMWT that was converted for troop use, although she had been in operation as a cargo vessel for some time. She was allocated to the Navy for operation in the joint pool.

On 29 July 1943 the WELTEVREDEN sailed with troops for the Southwest Pacific. On 23 August she departed on another voyage to the Southwest Pacific and in December sailed again from San Francisco for Noumea, Espiritu Santo and Guadalcanal. Returning in February 1944 the ship next left San Francisco (on 10 March) for a trip to Noumea and Milne Bay and return before leaving again (in early June) for a voyage of six months' duration to the Southwest Pacific. On this voyage the vessel visited Kahului and Honolulu (Hawaii), Eniwetok, Guadalcanal, Noumea, Langemak, Manus Island, Kossol Roads and Ulithi.

The WELTEVREDEN departed from San Francisco in late January 1945 and voyaged via Pearl Harbor, to Eniwetok, Guam, Leyte, Biak and Finschhafen. She returned in May and left in June for a round trip to Finschhafen, Hollandia, Manila and Ulithi. Her next journey westward took her to Eniwetok, Ulithi and Leyte, with return to Seattle in September.

Leaving in October, the WELTEVREDEN next voyaged to Wakayama (Japan) and Lingayen (P. I.), returning in early December to Los Angeles. The ship sailed on 29 December 1945 for Honolulu, from where she departed on 14 January 1946, via the Panama Canal, for Naples. She reached the Italian city on 13 February and was there released from further Army service.



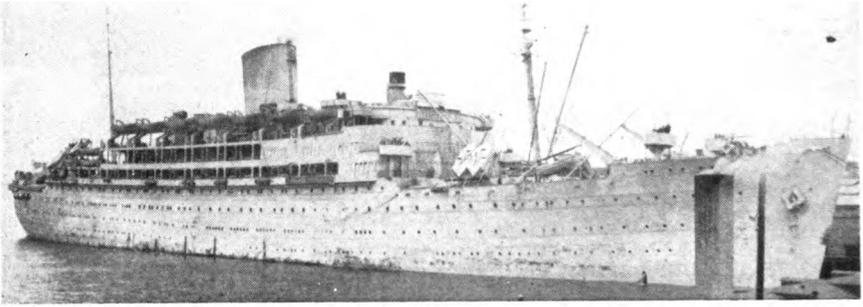
BRITISH CONTROLLED TROOPSHIPS

ALTHOUGH the British Ministry of War Transport controlled numerous passenger transports, only those on which American troops were carried overseas on more than one voyage are included herein.

It is to be noted that vessels of foreign registry other than British are listed. This situation is the result of Great Britain, being the principal maritime nation of the Allied Nations (before the entry of the United States into the war), taking over for war purposes (by agreement) such large vessels as were available from friendly countries.

As indicated elsewhere for vessels of foreign registry that were operated under jurisdiction of the War Shipping Administration, numerous foreign flag vessels were released by the British to the WSA for operation. These vessels, for practical purposes, therefore, are listed separately from those controlled directly by the British.

Inasmuch as the vessels listed on the following pages did not carry American troops on some voyages, and only on an "allocated space" basis on other voyages, no attempt has been made to record the wartime movements of these ships. Several, however, set unusual records, both as to numbers of troops carried, and as to speed and scope of assignments.



ANDES

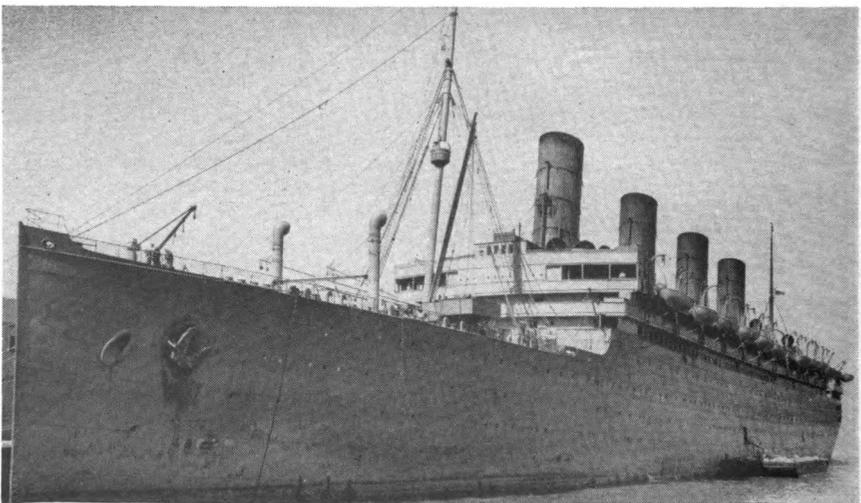
<i>Length, overall</i>669' 10"	<i>Gross tons</i> 25,689	<i>Propulsion Turbines</i> (2)
<i>Beam</i> 83' 6"	<i>Speed (knots)</i> 21	<i>Passengers</i> 4,096
<i>Draft</i> 29' 3"	<i>Radius (miles)</i> 12,000	<i>Cargo (cu. ft.)</i>148,150

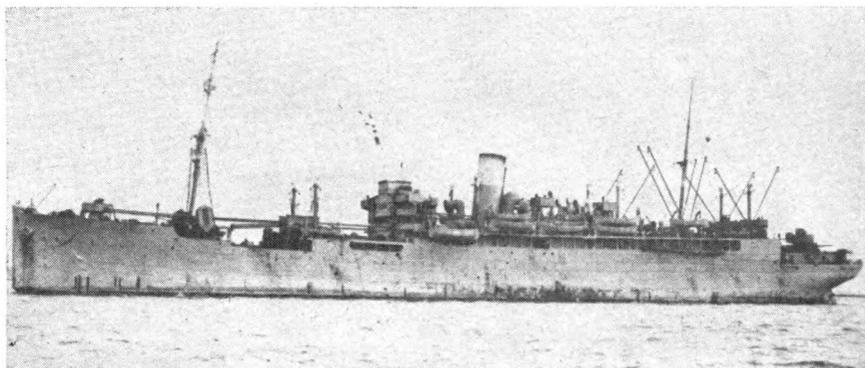
*Built in 1939 by Harland & Wolff, Belfast, Ireland.
Operated prior to World War II by Royal Mail Lines, Ltd.*

AQUITANIA

<i>Length, overall</i>901' 0"	<i>Gross tons</i> 44,786	<i>Propulsion Turbines</i> (4)
<i>Beam</i> 97' 0"	<i>Speed (knots)</i> 25	<i>Passengers</i> 7,724
<i>Draft</i> 36' 0"	<i>Radius (miles)</i> 6,000	<i>Cargo (cu. ft.)</i>141,600

*Built in 1914 by John Brown & Co., Ltd., Clydebank, Scotland.
Operated prior to World War II by Cunard White Star, Ltd.*





U. S. Coast Guard Photo

ARAWA

Length, overall .. 549' 0"	Gross tons	14,462	Propulsion..Turbines (2)
Beam	Speed (knots) ...	14½	Passengers
Draft	Radius (miles)....	12,000	Cargo (cu. ft.)....370,000

Built in 1922 by W. Beardmore & Co., Ltd., Glasgow, Scotland.

Former name: *ESPERANCE BAY*

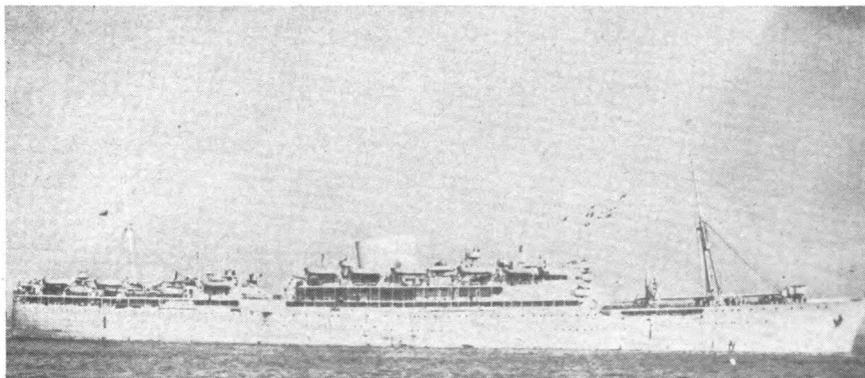
Operated prior to World War II by Shaw, Savill & Albion Co., Ltd.

ATHLONE CASTLE

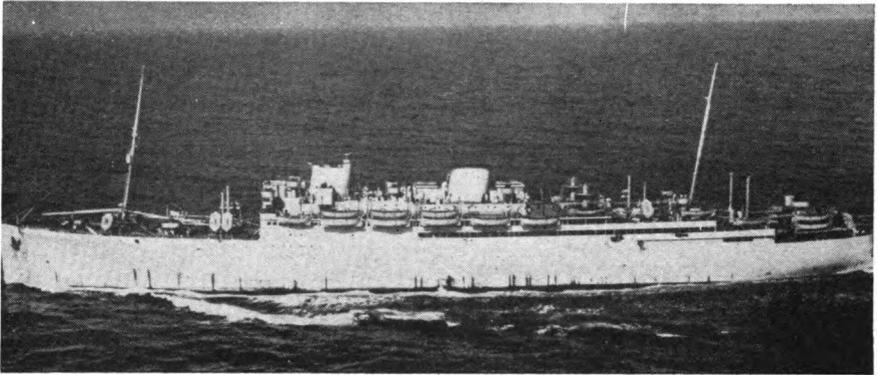
Length, overall .. 725' 0"	Gross tons	25,564	Propulsion.....Diesel (2)
Beam	Speed (knots) ...	20	Passengers
Draft	Radius (miles)....	7,000	Cargo (cu. ft.).... 90,000

Built in 1936 by Harland & Wolff, Ltd., Belfast, Ireland.

Operated prior to World War II by Union Castle Mail Steamship Co., Ltd.



U. S. Coast Guard Photo



BRITANNIC

<i>Length, overall</i>712' 0"	<i>Gross tons</i> 26,943	<i>Propulsion</i> <i>Diesel (2)</i>
<i>Beam</i> 82' 4"	<i>Speed (knots)</i> 17	<i>Passengers</i> 4,573
<i>Draft</i> 35' 0"	<i>Radius (miles)</i> 9,800	<i>Cargo (cu. ft.)</i>220,000

*Built in 1930 by Harland & Wolff, Belfast, Ireland.
Operated prior to World War II by Cunard White Star, Ltd.*

CAPETOWN CASTLE

<i>Length, overall</i>734' 0"	<i>Gross tons</i> 27,000	<i>Propulsion</i> <i>Diesel (2)</i>
<i>Beam</i> 82' 6"	<i>Speed (knots)</i> 18	<i>Passengers</i> 4,377
<i>Draft</i> 32' 0"	<i>Radius (miles)</i> 5,400	<i>Cargo (cu. ft.)</i>120,000

*Built in 1938 by Harland & Wolff, Belfast, Ireland.
Operated prior to World War II by Union Castle Mail Steamship Co., Ltd.*

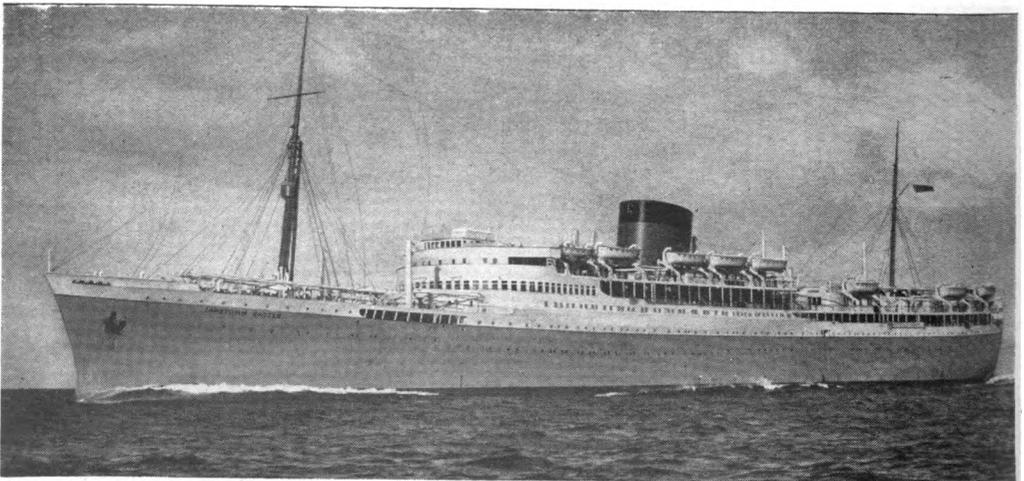
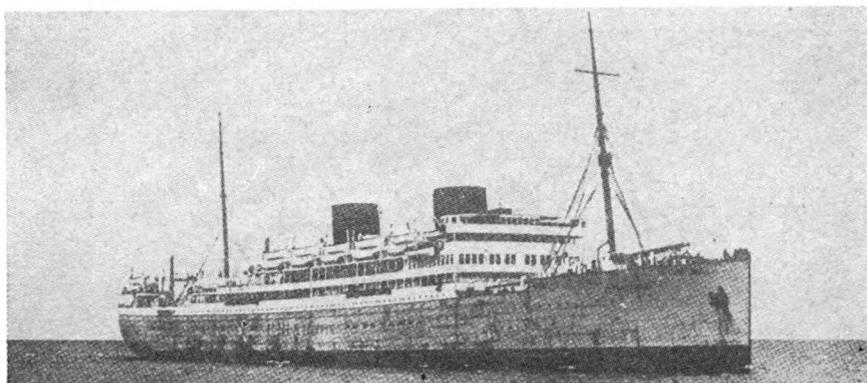


Photo courtesy The Union-Castle Mail SS Co., Ltd.



CARNARVON CASTLE

<i>Length, overall</i> .. 686' 4"	<i>Gross tons</i> 20,122	<i>Propulsion</i> Diesel (2)
<i>Beam</i> 73' 6"	<i>Speed (knots)</i> 20	<i>Passengers</i> 4,794
<i>Draft</i> 32' 9"	<i>Radius (miles)</i> 16,000	<i>Cargo (cu. ft.)</i> ...209,900

Built in 1926 by Harland & Wolff, Belfast, Ireland.

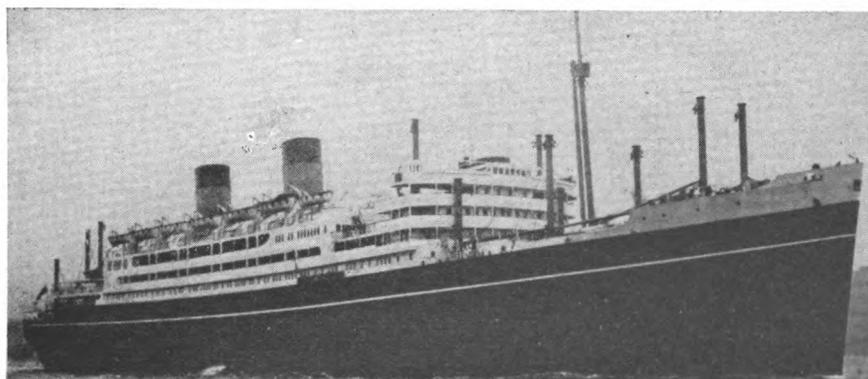
Operated prior to World War II by Union Castle Mail Steamship Co., Ltd.

DOMINION MONARCH

<i>Length, overall</i> .. 682' 1"	<i>Gross tons</i> 27,155	<i>Propulsion</i> Diesel (4)
<i>Beam</i> 84' 8"	<i>Speed (knots)</i> 18	<i>Passengers</i> 3,663
<i>Draft</i> 34' 0"	<i>Radius (miles)</i> 20,000	<i>Cargo (cu. ft.)</i> ...140,000

Built in 1939 by Swann, Hunter & Wigham Richardson, Newcastle, England.

Operated prior to World War II by Shaw, Savill & Albion Co., Ltd.



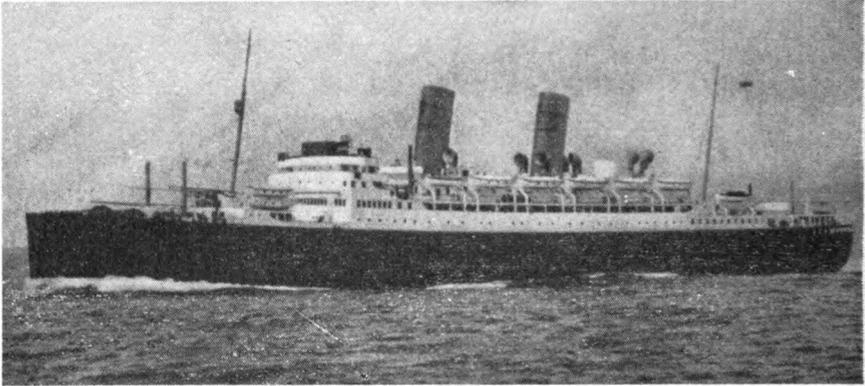


Photo courtesy Canadian Steamships, Ltd.

DUCHESS OF BEDFORD

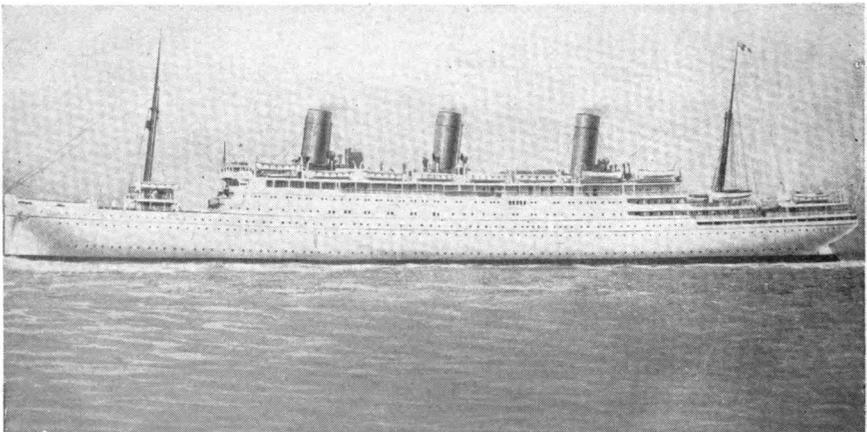
<i>Length, overall</i>600' 0"	<i>Gross tons</i> 20,123	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i> 75' 2"	<i>Speed (knots)</i> 17½	<i>Passengers</i> 3,684
<i>Draft</i> 28' 0"	<i>Radius (miles)</i> 5,400	<i>Cargo (cu. ft.)</i>160,000

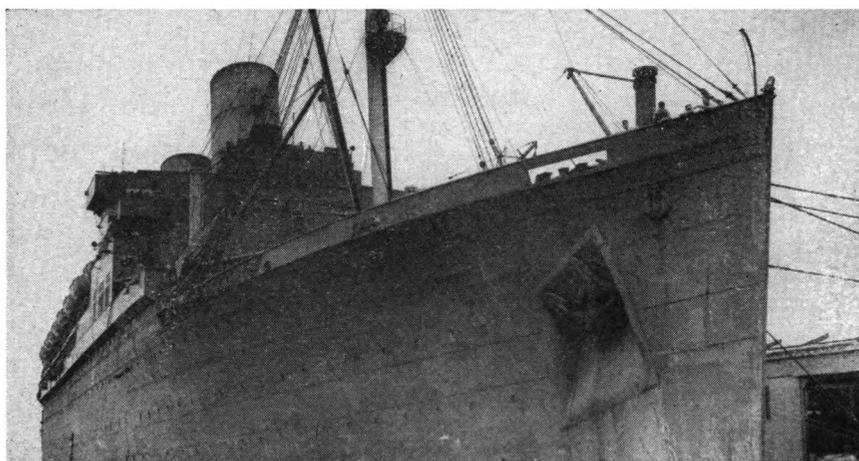
*Built in 1928 by J. Brown & Co., Ltd., Glasgow, Scotland.
Operated prior to World War II by Canadian Pacific Railway Co.*

EMPRESS OF AUSTRALIA

<i>Length, overall</i>615' 0"	<i>Gross tons</i> 21,833	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i> 75' 2"	<i>Speed (knots)</i> 16½	<i>Passengers</i> 3,789
<i>Draft</i> 29' 0"	<i>Radius (miles)</i> 5,700	<i>Cargo (cu. ft.)</i> 84,000

*Built in 1914 by A. G. Vulcan, Stettin, Germany
Former names: EMPRESS OF CHINA, TIRPITZ
Operated prior to World War II by Canadian Pacific Railway Co.*





EMPRESS OF SCOTLAND

<i>Length, overall</i>666' 0"	<i>Gross tons</i> 26,032	<i>Propulsion Turbines</i> (2)
<i>Beam</i> 83' 8"	<i>Speed (knots)</i> 22	<i>Passengers</i> 5,300
<i>Draft</i> 30' 7"	<i>Radius (miles)</i> 14,000	<i>Cargo (cu. ft.)</i>400,000

Built in 1930 by Fairfield Co., Ltd., Glasgow, Scotland.

Former name: EMPRESS OF JAPAN

Operated prior to World War II by Canadian Pacific Railway Co.

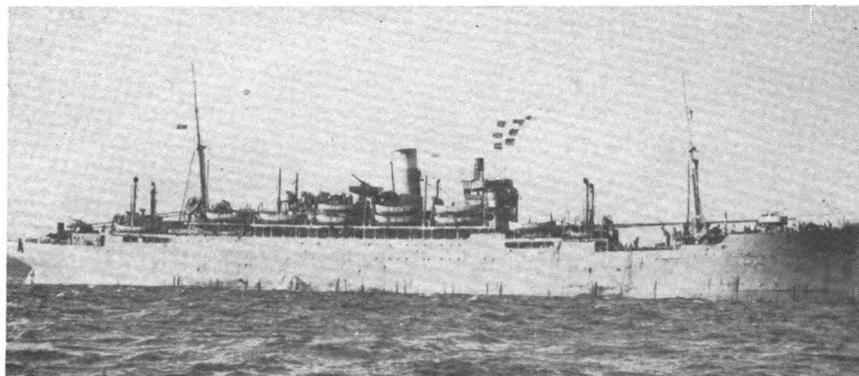
ESPERANCE BAY

<i>Length, overall</i>549' 0"	<i>Gross tons</i> 14,204	<i>Propulsion Turbines</i> (2)
<i>Beam</i> 68' 3"	<i>Speed (knots)</i> 14½	<i>Passengers</i> 1,816
<i>Draft</i> 33' 0"	<i>Radius (miles)</i> 12,000	<i>Cargo (cu. ft.)</i>430,311

Built in 1922 by Vickers, Ltd., Barrow, England

Former name: HOBSONS BAY

Operated prior to World War II by Aberdeen & Commonwealth Line, Ltd.



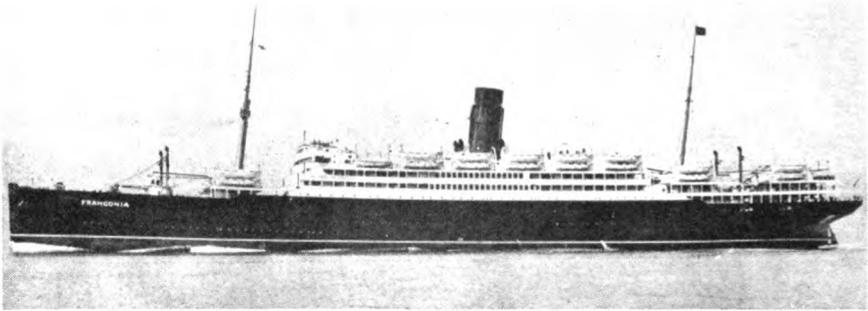


Photo courtesy Cunard-White Star

FRANCONIA

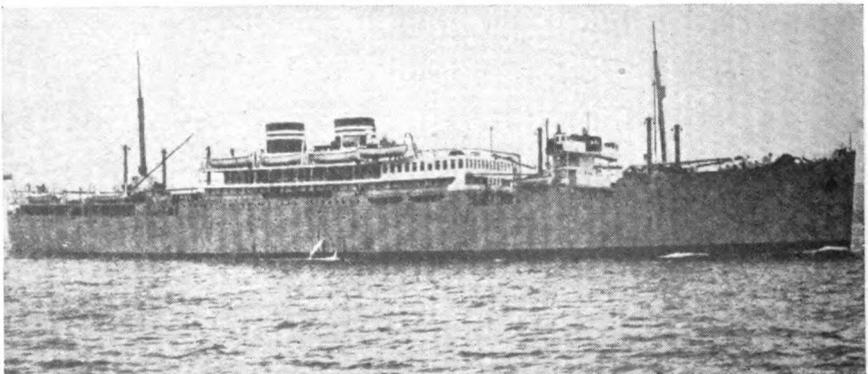
<i>Length, overall</i>625' 0"	<i>Gross tons</i> 20,175	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i> 73' 7"	<i>Speed (knots)</i> 16	<i>Passengers</i> 3,950
<i>Draft</i> 33' 0"	<i>Radius (miles)</i> 5,000	<i>Cargo (cu. ft.)</i> 50,000

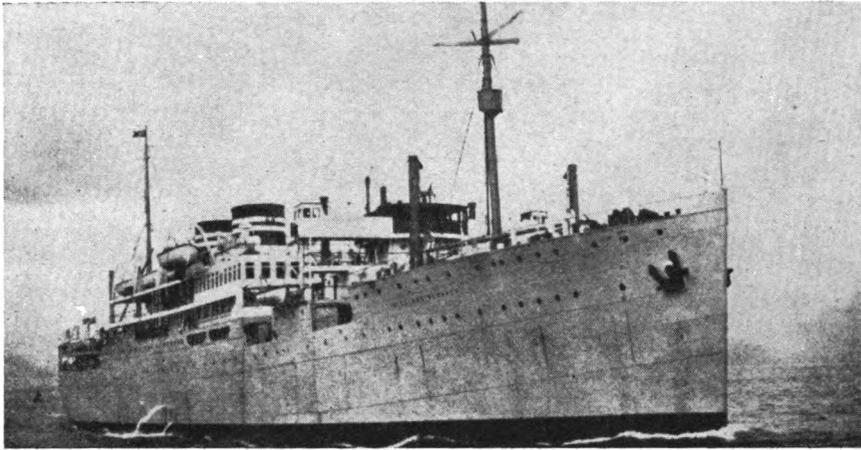
*Built in 1923 by John Brown & Co., Glasgow, Scotland.
Operated prior to World War II by Cunard White Star, Ltd.*

HIGHLAND BRIGADE

<i>Length, overall</i> ...544' 3"	<i>Gross tons</i> 14,134	<i>Propulsion</i>Diesel (2)
<i>Beam</i> 69' 4"	<i>Speed (knots)</i> 15	<i>Passengers</i> 1,917
<i>Draft</i> 29' 0"	<i>Radius (miles)</i> 12,000	<i>Cargo (cu. ft.)</i> ...192,400

*Built in 1929 by Harland & Wolff, Ltd., Belfast, Ireland.
Operated prior to World War II by Royal Mail Lines, Ltd.*





HIGHLAND CHIEFTAIN

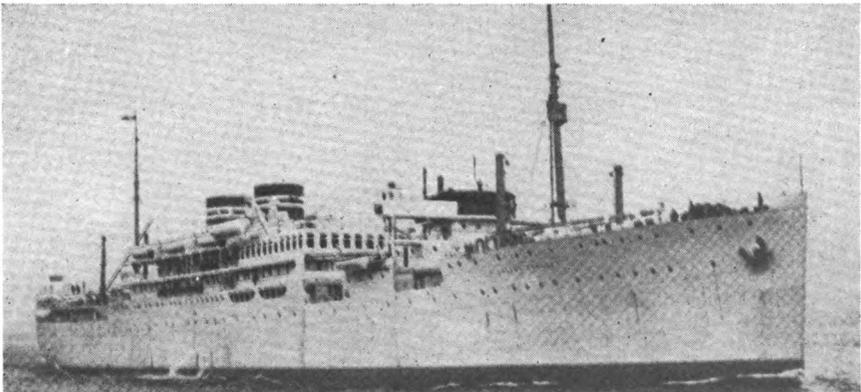
<i>Length, overall</i> ... 544' 3"	<i>Gross tons</i> 14,135	<i>Propulsion</i> Diesel (2)
<i>Beam</i> 69' 4"	<i>Speed (knots)</i> 15	<i>Passengers</i> 1,895
<i>Draft</i> 29' 0"	<i>Radius (miles)</i> 13,000	<i>Cargo (cu. ft.)</i>192,400

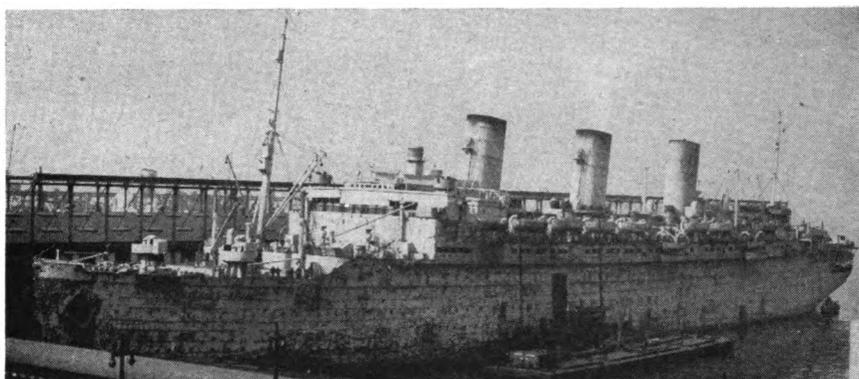
*Built in 1929 by Harland & Wolff, Ltd., Belfast, Ireland
Operated prior to World War II by Royal Mail Lines, Ltd.*

HIGHLAND MONARCH

<i>Length, overall</i> ... 544' 8"	<i>Gross tons</i> 14,139	<i>Propulsion</i> Diesel (2)
<i>Beam</i> 69' 4"	<i>Speed (knots)</i> 15	<i>Passengers</i> 1,889
<i>Draft</i> 29' 0"	<i>Radius (miles)</i> 12,600	<i>Cargo (cu. ft.)</i>192,400

*Built in 1928 by Harland & Wolff, Ltd., Belfast, Ireland.
Operated prior to World War II by Royal Mail Lines, Ltd.*





ILE DE FRANCE

<i>Length, overall</i>792' 11"	<i>Gross tons</i> 43,450	<i>Propulsion Turbines</i> (4)
<i>Beam</i> 91' 9"	<i>Speed (knots)</i> 21½	<i>Passengers</i> 9,706
<i>Draft</i> 36' 4"	<i>Radius (miles)</i> 7,000	<i>Cargo (cu. ft.)</i> ...100,000

*Built in 1926 by Ateliers & Chantiers de St. Nazaire, St. Nazaire, France.
Operated prior to World War II by Cie. Générale Transatlantique.*

LARGS BAY

<i>Length, overall</i> ...549' 0"	<i>Gross tons</i> 14,182	<i>Propulsion Turbines</i> (2)
<i>Beam</i> 68' 3"	<i>Speed (knots)</i> 14½	<i>Passengers</i> 1,731
<i>Draft</i> 33' 0"	<i>Radius (miles)</i> 7,300	<i>Cargo (cu. ft.)</i> ...373,989

*Built in 1921 by W. Beardmore & Co., Ltd., Glasgow, Scotland
Operated prior to World War II by Aberdeen & Commonwealth Line, Ltd.*

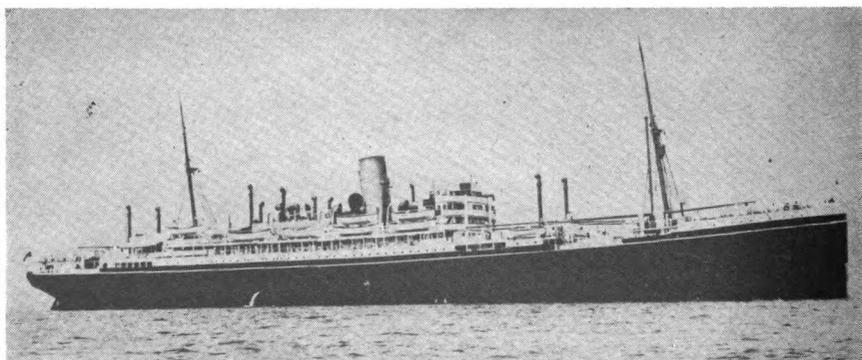
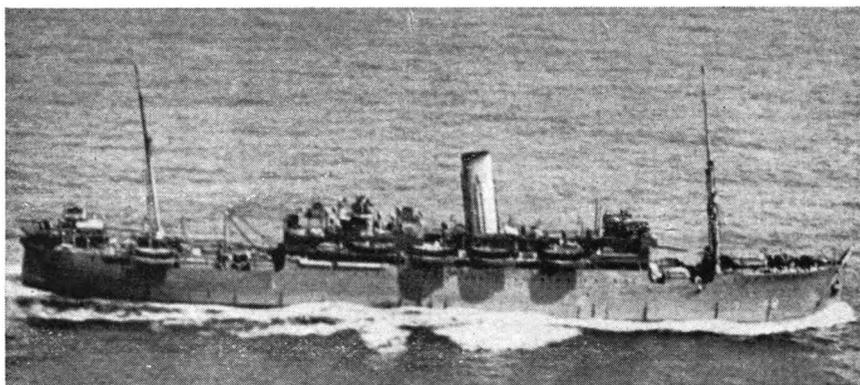


Photo courtesy Geo. Thompson & Co., Ltd.



MATAROA

<i>Length, regis</i>500' 4"	<i>Gross tons</i> 12,390	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i> 63' 2"	<i>Speed (knots)</i> 14	<i>Passengers</i> 542
<i>Draft</i> 32' 10"	<i>Radius (miles)</i> 16,500	<i>Cargo (cu. ft.)</i>354,500

Built in 1922 by Harland & Wolff, Belfast, Ireland.

Former name: DIOGENES

Operated prior to World War II by Shaw, Savill & Albion Co., Ltd.

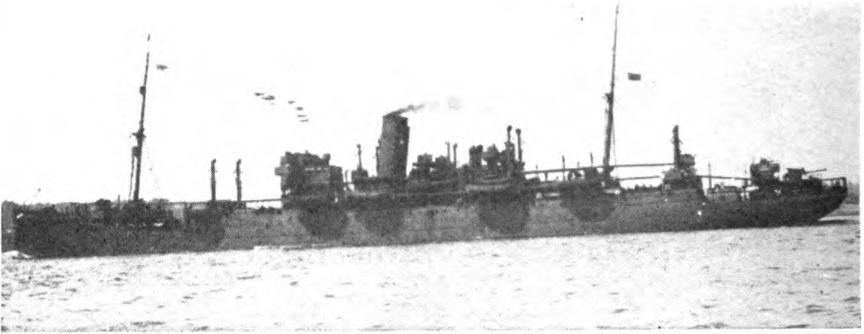
MAURETANIA

<i>Length, overall</i> ...771' 10"	<i>Gross tons</i> 35,739	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i> 89' 4"	<i>Speed (knots)</i> 22½	<i>Passengers</i> 7,124
<i>Draft</i> 33' 0"	<i>Radius (miles)</i> 4,500	<i>Cargo (cu. ft.)</i> 120,000

Built in 1939 by Cammell, Laird & Co., Ltd., Birkenhead, England.

Operated prior to World War II by Cunard White Star, Ltd.





U. S. Coast Guard Photo

MORETON BAY

<i>Length, overall</i>549' 0"	<i>Gross tons</i> 14,193	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i> 68' 3"	<i>Speed (knots)</i> 14½	<i>Passengers</i> 1,890
<i>Draft</i> 33' 2"	<i>Radius (miles)</i> 9,000	<i>Cargo (cu. ft.)</i>311,707

Built in 1921 by Vickers, Ltd., Barrow, England

Operated prior to World War II by Aberdeen & Commonwealth Line, Ltd.

NIEUW AMSTERDAM

<i>Length, overall</i>758' 6"	<i>Gross tons</i> 36,287	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i> 88' 3"	<i>Speed (knots)</i> 22	<i>Passengers</i> 6,700
<i>Draft</i> 33' 4"	<i>Radius (miles)</i> 8,200	<i>Cargo (cu. ft.)</i> 74,000

Built in 1938 by Rotterdam Droogdok Maats., Rotterdam, Holland

Operated prior to World War II by Holland-America Line.



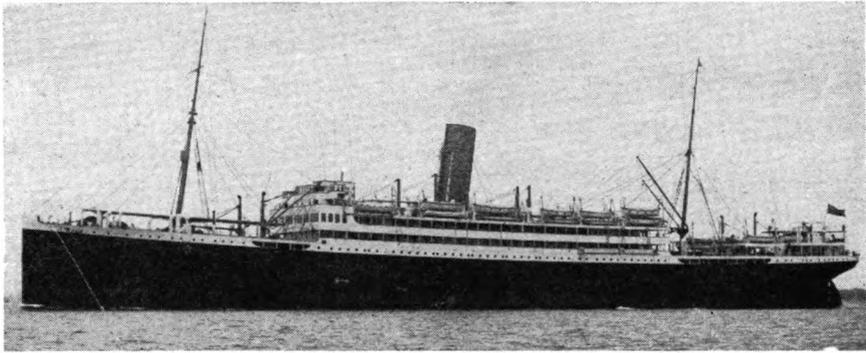


Photo courtesy The Pacific Steam Nav. Co.

ORDUNA

<i>Length, overall</i>	569' 0"	<i>Gross tons</i>	15,507	<i>Propulsion</i>	
<i>Beam</i>	67' 3"	<i>Speed (knots)</i> ...	14	<i>Recip. eng. & turb. (3)</i>	
<i>Draft</i>	33' 0"	<i>Radius (miles)</i> ...	5,000	<i>Passengers</i>	2,904
				<i>Cargo (cu. ft.)</i> ...	96,000

Built in 1914 by Harland & Wolff, Belfast, Ireland.

Operated prior to World War II by Pacific Steam Navigation Co.

ORION

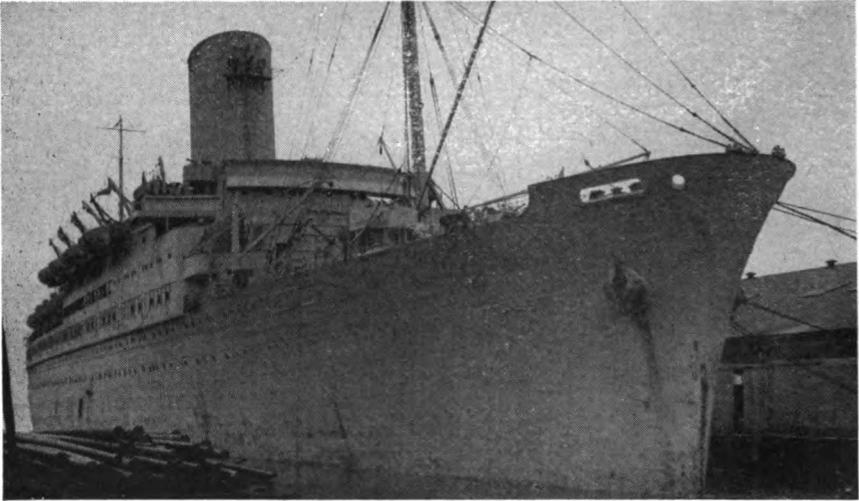
<i>Length, overall</i>	665' 0"	<i>Gross tons</i>	23,371	<i>Propulsion</i> ..	Turbines (2)
<i>Beam</i>	82' 2"	<i>Speed (knots)</i> ...	19	<i>Passengers</i>	5,449
<i>Draft</i>	30' 0"	<i>Radius (miles)</i> ...	4,500	<i>Cargo (cu. ft.)</i> ...	87,200

Built in 1935 by Vickers-Armstrongs, Ltd., Barrow, England.

Operated prior to World War II by Orient Steam Navigation Co., Ltd.



U. S. Coast Guard Photo



PASTEUR

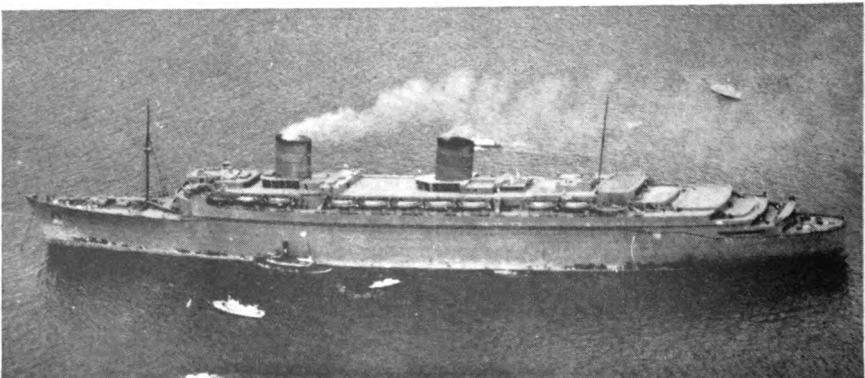
<i>Length, overall</i>695' 0"	<i>Gross tons</i> 29,253	<i>Propulsion</i> ..Turbines (4)
<i>Beam</i> 87' 9"	<i>Speed (knots)</i> 22	<i>Passengers</i> 4,490
<i>Draft</i> 30' 7"	<i>Radius (miles)</i> 5,000	<i>Cargo (cu. ft.)</i> ...180,000

*Built in 1938 by Chantiers & Ateliers de St. Nazaire, St. Nazaire, France.
Operated prior to World War II by Cie. de Nav. Sud-Atlantique*

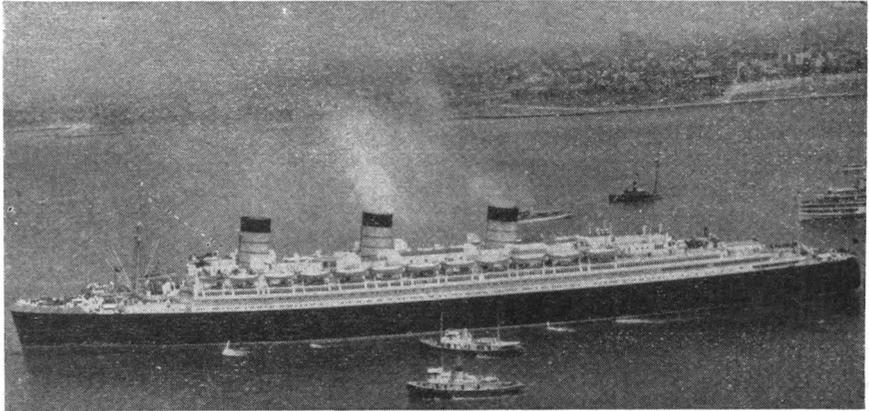
QUEEN ELIZABETH

<i>Length, overall</i> ..1031' 0"	<i>Gross tons</i> 83,673	<i>Propulsion</i> ..Turbines (4)
<i>Beam</i>118' 0"	<i>Speed (knots)</i> 28	<i>Passengers</i> 11,027
<i>Draft</i> 39' 0"	<i>Radius (miles)</i> 8,000	<i>Cargo (cu. ft.)</i> ...178,780

Built in 1940 by John Brown & Co., Clydebank, Scotland.



U. S. Army Air Forces Photo



U. S. Army Air Forces Photo

QUEEN MARY

Length, overall...1019' 6"	Gross tons 81,235	Propulsion..Turbines (4)
Beam118' 0"	Speed (knots) 28	Passengers 10,595
Draft38' 10"	Radius (miles).... 5,250	Cargo (cu. ft.).... 50,000

Built in 1936 by John Brown & Co., Clydebank, Scotland.
 Operated prior to World War II by Cunard White Star, Ltd.

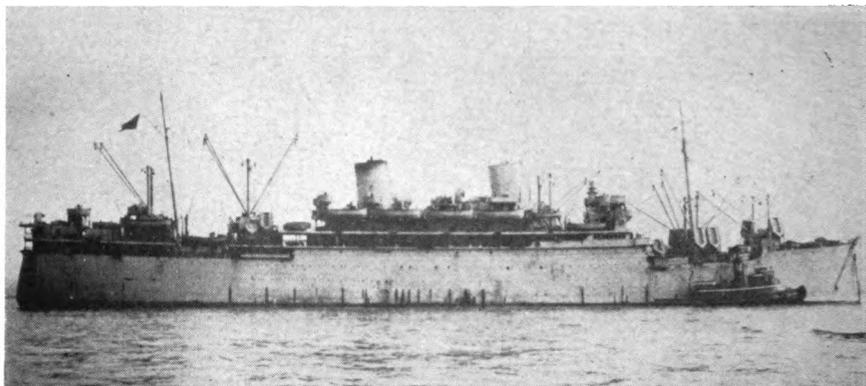
QUEEN OF BERMUDA

Length, overall...580' 0"	Gross tons 22,575	Propulsion..Turbines (4)
Beam76' 7"	Speed (knots) 20	Passengers 4,000
Draft28' 4"	Radius (miles).... 6,000	Cargo (cu. ft.).... 35,000

Built in 1932 by Vickers-Armstrongs, Ltd., Barrow, England.
 Operated prior to World War II by Furness, Withy & Co., Ltd.



Photo courtesy Furness Lines



U. S. Coast Guard Photo

RANGITATA

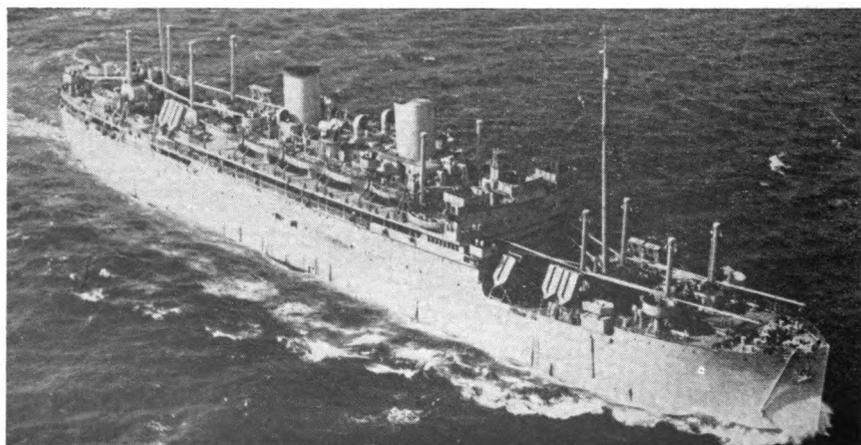
<i>Length, overall</i> ... 552' 5"	<i>Gross tons</i> 16,737	<i>Propulsion</i> Diesel (2)
<i>Beam</i> 70' 2"	<i>Speed (knots)</i> 14	<i>Passengers</i> 2,616
<i>Draft</i> 33' 8"	<i>Radius (miles)</i> 8,300	<i>Cargo (cu. ft.)</i> ...119,400

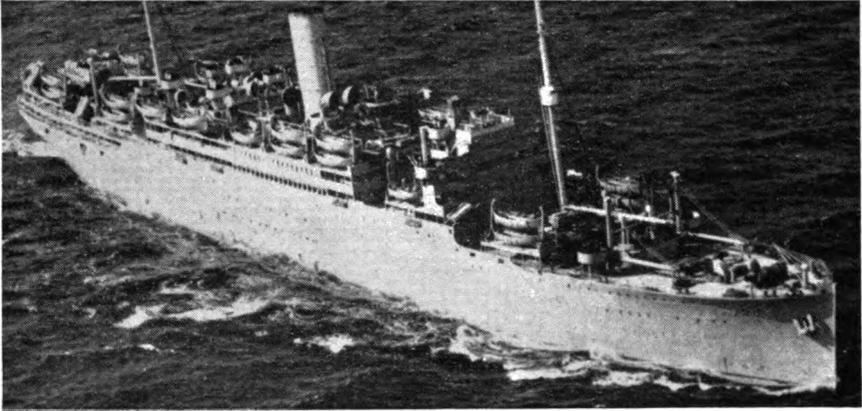
*Built in 1929 by J. Brown & Co., Ltd., Clydebank, Scotland.
Operated prior to World War II by New Zealand Shipping Co., Ltd.*

RANGITIKI

<i>Length, overall</i> ... 552' 5"	<i>Gross tons</i> 16,698	<i>Propulsion</i> Diesel (2)
<i>Beam</i> 70' 2"	<i>Speed (knots)</i> 14	<i>Passengers</i> 2,571
<i>Draft</i> 33' 8"	<i>Radius (miles)</i> 8,300	<i>Cargo (cu. ft.)</i> ...119,400

*Built in 1929 by J. Brown & Co., Ltd., Clydebank, Scotland.
Operated prior to World War II by New Zealand Shipping Co., Ltd.*





SAMARIA

<i>Length, overall</i> 625' 0"	<i>Gross tons</i> 19,597	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i> 73' 7"	<i>Speed (knots)</i> 16	<i>Passengers</i> 4,540
<i>Draft</i> 33' 0"	<i>Radius (miles)</i> 5,900	<i>Cargo (cu. ft.)</i>276,970

Built in 1921 by Cammell, Laird & Co., Ltd., Birkenhead, England.

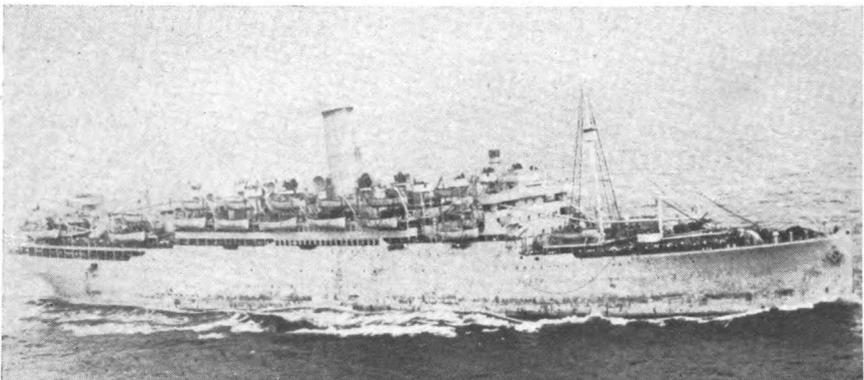
Operated prior to World War II by Cunard White Star, Ltd.

SCYTHIA

<i>Length, overall</i> 625' 0"	<i>Gross tons</i> 19,761	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i> 73' 8"	<i>Speed (knots)</i> 15	<i>Passengers</i> 4,800
<i>Draft</i> 32' 8"	<i>Radius (miles)</i> 5,700	<i>Cargo (cu. ft.)</i> 86,700

Built in 1929 by Vickers, Ltd., Barrow, England.

Operated prior to World War II by Cunard White Star, Ltd.



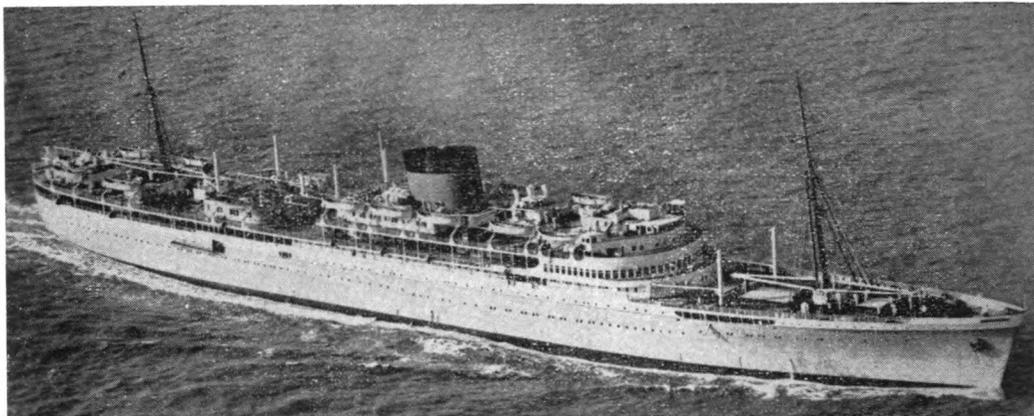


Photo courtesy The Union-Castle Mail SS Co., Ltd.

STIRLING CASTLE

<i>Length, overall</i>725' 0"	<i>Gross tons</i> 25,550	<i>Propulsion</i> Diesel (2)
<i>Beam</i> 82' 5"	<i>Speed (knots)</i> 18	<i>Passengers</i> 4,981
<i>Draft</i> 32' 0"	<i>Radius (miles)</i> 15,000	<i>Cargo (cu. ft.)</i>256,660

Built in 1936 by Harland & Wolff, Belfast, Ireland

Operated prior to World War II by Union Castle Mail Steamship Co., Ltd.

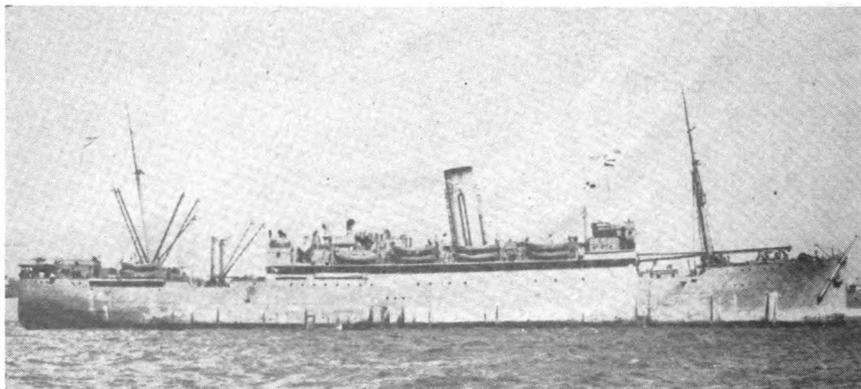
TAMAROA

<i>Length, regis.</i>500' 4"	<i>Gross tons</i> 12,405	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i> 63' 2"	<i>Speed (knots)</i> 14½	<i>Passengers</i> 1,763
<i>Draft</i> 32' 10"	<i>Radius (miles)</i> 10,000	<i>Cargo (cu. ft.)</i>279,178

Built in 1922 by Harland & Wolff, Belfast, Ireland.

Former name: SOPHOCLES

Operated prior to World War II by Shaw, Savill & Albion Co., Ltd.



U. S. Coast Guard Photo

ARMY HOSPITAL SHIPS

EXCEPT for the ACADIA's three initial voyages as a "hospital-transport," all hospital ships under the jurisdiction of the War Department in World War II were operated under the provisions of Hague Convention X of 1907, in accordance with international practice. The reference convention, between the United States and other powers, was for the purpose of adapting to maritime warfare, the principles laid down at a previous convention (at Geneva) for the conduct of medical and Red Cross personnel in war.

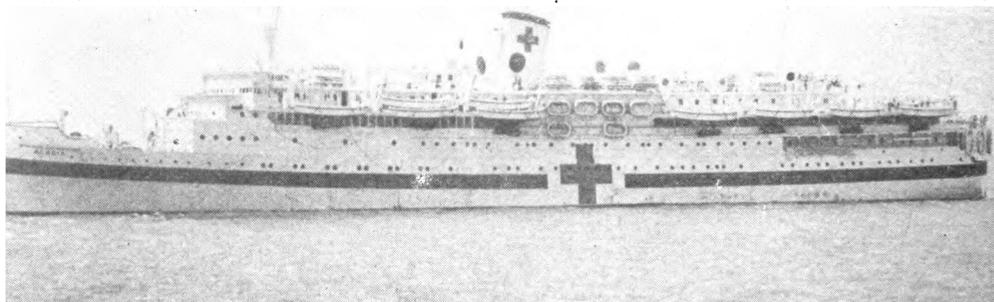
Article V of Hague Convention X prescribes certain specific identifying marks for hospital ships. The character of World War II, however, made the previously accepted markings alone inadequate, and therefore, supplemental means of identification (such as large illuminated red crosses on deck for the benefit of aviators at night) were added to ships to prevent mistaken identity.

Crew members of Army hospital ships were civilian employees of the Transportation Corps; hospital staff personnel (including nurses) was assigned to vessels from Medical Department personnel in the form of Hospital Ship Complements which functioned the same as at a station hospital.

Physical arrangement of wards, operating rooms, diet kitchens, and other details of hospital ship design, were mutually arranged between representatives of The Surgeon General and the Chief of Transportation.

It will be noted that none of these vessels is shown as having cargo capacity. Under international agreement, however, hospital ships may carry medical supplies—even for ultimate use in battle.

Heretofore, the War Department did not operate hospital ships during peacetime—separate space on regular troopships being set aside for patients—but the post-war fleet is expected to include a few such vessels.



ACADIA

<i>Length, overall</i>402' 11"	<i>Gross tons</i>	6,185	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i>	<i>Speed (knots)</i>	18	<i>Patients</i>
<i>Draft</i>	<i>Radius (miles)</i>	8,000	<i>Cargo</i>
			None

*Built in 1932 by Newport News Shipbuilding and Drydock Co., Newport News, Va.
Operated prior to World War II by Eastern Steamship Co.*

IN connection with extensive combat operations in North Africa and in the Mediterranean, the Surgeon General requested inviolable hospital ships for returning sick and wounded veterans to the United States. The ACADIA was promptly adopted for this service—being the first World War II vessel so commissioned under rules of The Hague convention applicable to hospital ships.

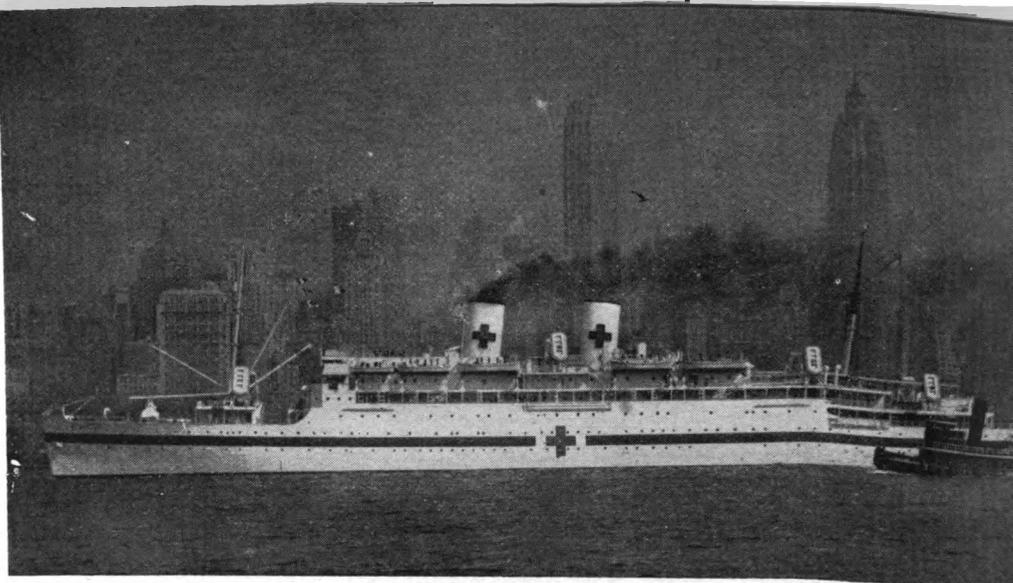
The ACADIA had already been arranged as a "hospital transport" that carried troops outbound and patients inbound. Minor alterations, disarming and repainting were quickly accomplished by the Bethlehem Steel Co. at New York.

Upon completion of changes in June 1943, the ACADIA sailed for North Africa and operated for several months in the Mediterranean. In August 1943, while on this assignment she struck a submerged object in Oran harbor and damaged the starboard propeller.

Upon return to the United States in November 1943, the ACADIA was based at Charleston, S. C., from where she made numerous trips to the European Theatre of Operations.

In the summer of 1945 the vessel returned to New York, where ventilation was added and the ship otherwise altered by Arthur Tickle Engineering Co. for service in the Pacific. She made one trip to Manila to bring back patients, returning to Los Angeles December 20, 1945.

In January 1946, while on her second trip to Manila, however, the ACADIA was decommissioned as a hospital ship. At Manila pertinent identification was removed and she resumed service as a troopship. For additional details, see page 3.



ALEDA E. LUTZ

<i>Length, overall</i>520' 0"	<i>Gross tons</i> 12,348	<i>Propulsion</i> ..Turbines (2)
<i>Beam</i> 66' 4"	<i>Speed (knots)</i> 16	<i>Patients</i> 828
<i>Draft</i> 26' 7"	<i>Radius (miles)</i> 10,800	<i>Cargo</i> None

Built in 1931 by Ateliers et Chantiers de France, Dunkirk, France.

Former name: COLOMBIE

Operated prior to World War II by Cie. Général Transatlantique.

THIS was the former troopship COLOMBIE, originally a French passenger vessel described on page 288.

To meet the demand in early 1945 for additional hospital ships, the COLOMBIE was selected as one of the vessels for this service. Conversion took place from January to April of 1945 at the yard of Arthur Tickle Engineering Co., New York—the same contractor who converted the vessel to a troopship two years before.

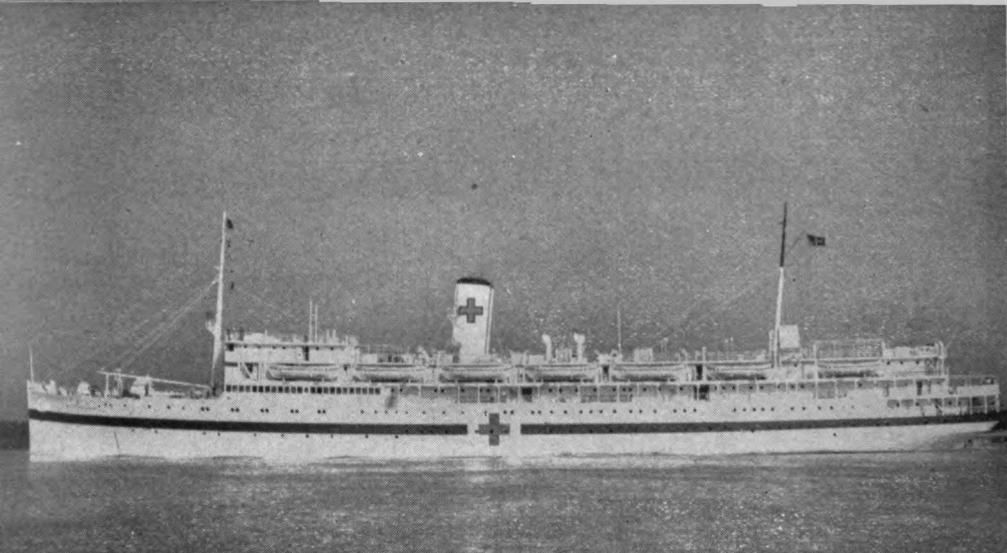
The new name ALEDA E. LUTZ was in honor of Lieut. Aleda E. Lutz, an Army nurse killed in a plane crash in southern France in November 1944 after having participated in 190 missions to evacuate wounded personnel by air.

The vessel left New York in April 1945 for Europe, but upon returning from this voyage in May was assigned to the Charleston Port of Embarkation. After a second voyage to ETO for patients, the ALEDA E. LUTZ had considerable alteration done at the Todd Brooklyn yard in preparation for operation in the Pacific.

The vessel left New York for Manila in December 1945. Upon arrival at Honolulu, the main gearing was found in such poor condition that the voyage was discontinued and the ship ordered returned to the United States at reduced speed without passengers for disposal.

The ALEDA E. LUTZ left Honolulu February 21, 1946 for New York for redelivery to the War Shipping Administration upon arrival there, for subsequent delivery to French owners.

Redelivery was effected on 11 April 1946 at Pier 88, North River. It was understood that the French Line, Inc., would continue to operate the vessel as a hospital ship, between France and Indo-China.



ALGONQUIN

<i>Length, overall</i>402' 2"	<i>Gross tons</i>	7,128	<i>Propulsion</i>	<i>Turbine</i>
<i>Beam</i>	55' 0"	<i>Speed (knots)</i>	15	<i>Patients</i>
<i>Draft</i>	19' 3"	<i>Radius (miles)</i>	10,000	<i>Cargo</i>
				<i>None</i>

*Built in 1926 by Newport News Shipbuilding & Drydock Co., Newport News, Va.
Operated prior to World War II by Agwilines, Inc.*

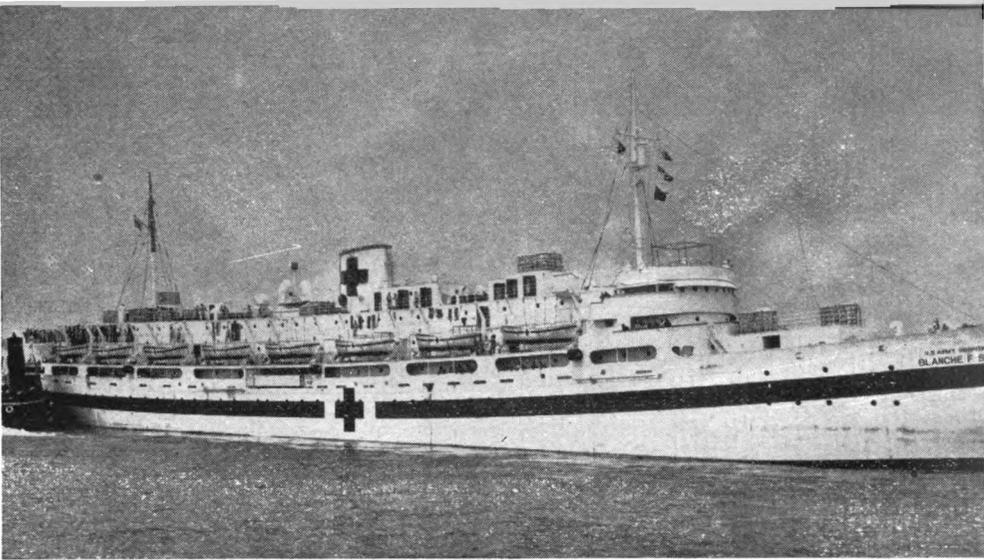
THIS vessel served as a troopship under the same name, as described on page 6.

Following decommissioning as a troopship the ALGONQUIN was converted to a hospital ship by the Alabama Drydock Co. at Mobile between July 1943 and January 1944.

The ALGONQUIN sailed from New Orleans in late January for Gibraltar, Bizerte, Oran, and Naples. She returned to Charleston in March 1944, but went to Jacksonville, Florida for repairs by Merrill-Stevens Drydock & Repair Co. in April.

The vessel next made a voyage from Charleston (her designated home port) to Gibraltar and Bizerte in May and another to Bizerte and Naples in June. After leaving her home port in July the ALGONQUIN went to the Mediterranean where she was operated locally (chiefly between Naples and Oran) for two months. After another voyage from Charleston to Oran and Naples and return the ship left for the MTO again. She was operated locally at Casablanca, Oran, Naples, Leghorn, Tripoli and Marseilles until February 1945, when she returned to Charleston.

From the same home port the vessel made four more trips to Europe before returning to New York in September. For the remainder of 1945 she operated from New York to Naples, Leghorn and Marseilles, having made two such voyages before being altered in January 1946 to carry military dependents.



BLANCHE F. SIGMAN

<i>Length, overall</i> ... 441' 6"	<i>Gross tons</i> 7,933	<i>Propulsion</i>Recip. eng.
<i>Beam</i> 56' 10"	<i>Speed (knots)</i> 11	<i>Patients</i> 595
<i>Draft</i> 24' 0"	<i>Radius (miles)</i> 17,000	<i>Cargo</i> None

Built in 1943 by California Shipbuilding Corp., Los Angeles, Calif.

Former names: STANFORD WHITE (POPPY)

Operated by United States Lines Co. prior to acquisition by the War Department.

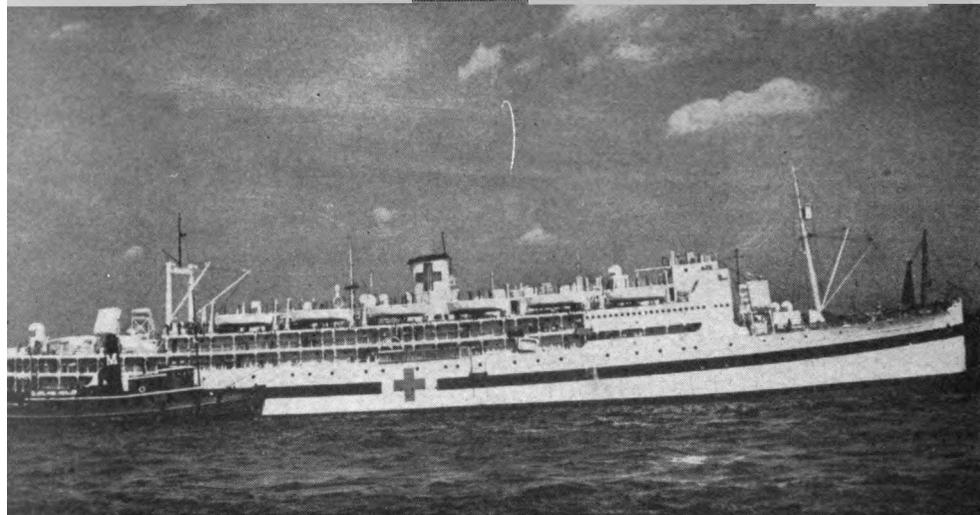
AS the Liberty type freight ship STANFORD WHITE, this vessel was operated several months before being selected for use as a hospital ship. Ownership was transferred to the War Department and conversion was accomplished by Todd's Hoboken yard at the Port of New York, between late November 1943 and 30 June 1944.

The name BLANCHE F. SIGMAN was in honor of First Lieutenant Blanche F. Sigman, first Army nurse to be killed in action on the Anzio beachhead.

Following commissioning as a mercy ship, the BLANCHE F. SIGMAN sailed from New York in early July 1944 for the Clyde (England) and returned late in the same month. The vessel next left New York in early August and went to Charleston, which became her home port for the ensuing year.

From Charleston in late August the vessel voyaged to the Mersey and Liverpool; in October she sailed for Gibraltar, Oran and Leghorn; in December she went to the same ports visited on the preceding voyage and to Naples in addition. From this latter trip the SIGMAN returned to Charleston in January 1945, and next made trips as follows through the calendar year 1945: (1) to Marseilles and Naples; (2) to Oran and Marseilles; (3) to Gibraltar and Marseilles; (4) to Milfordhaven and Avonmouth; (5) to Cherbourg and Horta (Azores); (6) to Cherbourg.

From the sixth of the above voyages the BLANCHE F. SIGMAN returned to New York, and from that port made three voyages to Europe as a hospital ship as follows: (1) to Cherbourg and Bremerhaven; (2) to Downs (England) and Bremerhaven; (3) to Bremerhaven and Le Havre. While in Europe on the latter trip, the ship was decommissioned in early April 1946 before returning to New York.



CHARLES A. STAFFORD

<i>Length, overall</i>	443' 0"	<i>Gross tons</i>	7,587	<i>Propulsion</i> ..	Turbines (2)
<i>Beam</i>	60' 0"	<i>Speed (knots)</i>	16	<i>Patients</i>	704
<i>Draft</i>	24' 6"	<i>Radius (miles)</i>	8,000	<i>Cargo</i>	None

Built in 1918 by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.

Former name: SIBONEY

Operated prior to World War II by New York & Cuba Mail Steamship Co.

THIS was the former troopship SIBONEY, the story of which appears on page 59.

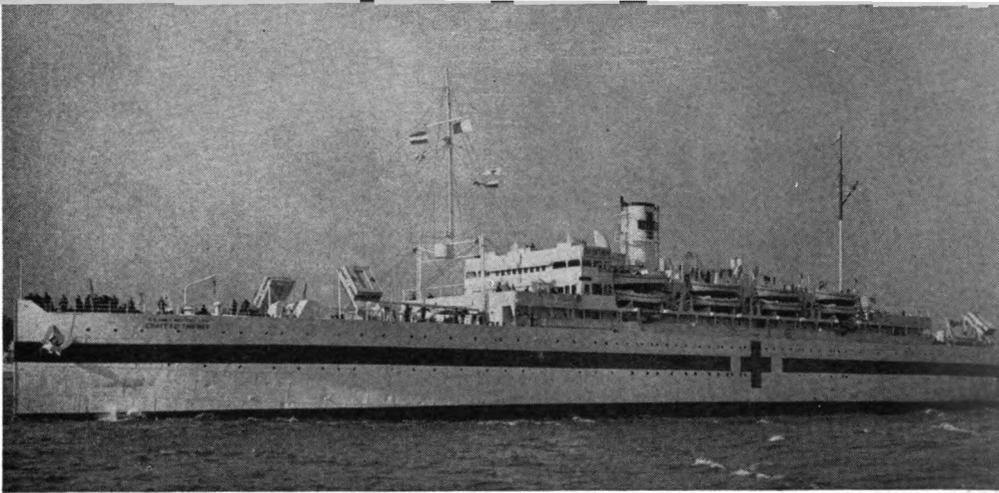
While in New York in January 1944 undergoing major repairs and re-boiling at the 56th Street yard of Bethlehem Steel Co., it was decided to make the vessel into a hospital ship. The new name, CHARLES A. STAFFORD, was in honor of Captain Charles A. Stafford of the Medical Corps, who lost his life in 1942 during the evacuation of Java.

Upon completion of conversion in September the STAFFORD was based at Charleston, from where she sailed at monthly intervals between October 1944 and May 1945 to the United Kingdom and return, except for one trip which was to Gibraltar and Marseilles.

The ship returned from her last transatlantic trip to New York, where she was given three months overhaul and alteration (including ventilation) to fit her for service in the Southwest Pacific.

In August 1945 the STAFFORD left for Cristobal and the home port was changed to Los Angeles. From the Canal Zone she went to Honolulu, Manila, Biak, Leyte and Mindoro. She returned to Los Angeles the last of October and left the first of December 1945 for Honolulu, Manila and Eniwetok.

Upon her return to Los Angeles the STAFFORD sailed (in February 1946), via the Panama Canal, to New York, her new home port. She arrived in New York in March and was once more placed in the North Atlantic run to U. K. She is still in this service.



CHATEAU THIERRY

<i>Length, overall</i>448' 0"	<i>Gross tons</i>	8,915	<i>Propulsion</i>	Turbine	
<i>Beam</i>	58' 0"	<i>Speed (knots)</i>	16	<i>Patients</i>	508
<i>Draft</i>	26' 6"	<i>Radius (miles)</i>	7,300	<i>Cargo</i>	None

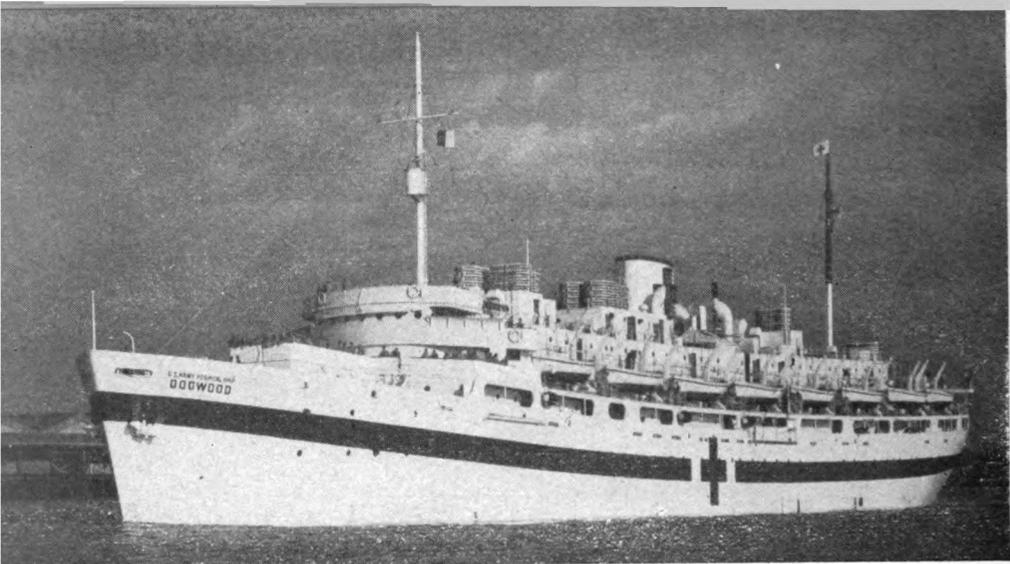
*Built in 1920 by American International Shipbuilding Corp., Hog Island, Pa.
In operation by the War Department as a troopship prior to World War II.*

THIS was formerly a troopship as described on page 12. Upon redelivery of the vessel by the Navy in July 1943, steps were immediately taken to convert the CHATEAU THIERRY to a hospital ship. The work was done by Bethlehem Steel Co., Simpson Yard, Boston, Mass., between September 1943 and February 1944. Stability test was conducted on the vessel by the U. S. Coast Guard following conversion and suitable ballast provided.

The vessel operated between New York and Oran until being ordered to Charleston in April 1944. From Charleston as her home port the CHATEAU THIERRY operated over a year to North Africa and Great Britain. Upon return to New York in June 1945 improved ventilation was installed and extensive repairs undertaken by Todd Shipyard Corp., in anticipation of operation of the CHATEAU THIERRY in the Pacific. This work completed in September 1945, the ship sailed on 1 October 1945 and her home port was changed from Charleston, South Carolina to San Francisco, California.

She made one trip to Manila for patients, returning to San Francisco in December 1945.

In January 1946, after starting on a second trip to Manila, the CHATEAU THIERRY was decommissioned as a hospital ship. Identification as a mercy ship was removed at Honolulu, where defective evaporators had delayed the vessel. She returned to San Francisco in February 1946, from where she went to Seattle for delivery to the War Shipping Administration as surplus. Although the vessel was laid up, actual delivery to the WSA was deferred until May 1946.



DOGWOOD

<i>Length, overall</i> .. 441' 6"	<i>Gross tons</i> 7,933	<i>Propulsion</i>Recip. eng.
<i>Beam</i> 56' 10"	<i>Speed (knots)</i> 11	<i>Patients</i> 597
<i>Draft</i> 24' 0"	<i>Radius (miles)</i> 21,000	<i>Cargo</i> None

Built in 1943 by Permanente Metals Corp (Yard # 1), Richmond, Calif.

Former name: GEORGE WASHINGTON CARVER

Operated by American South African Line, Inc., prior to acquisition by the War Department.

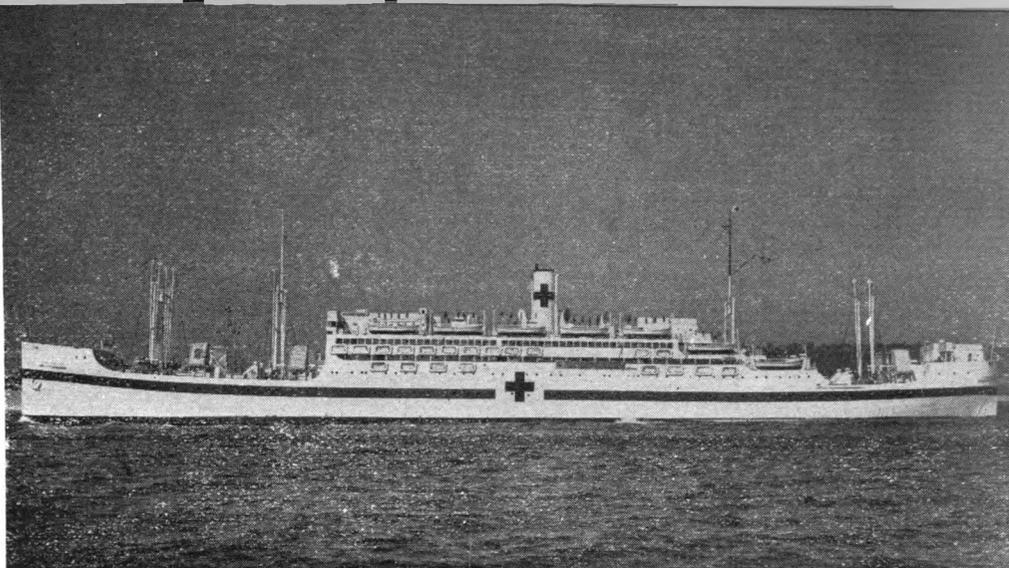
THE DOGWOOD was one of six Liberty type freighters selected for conversion to bona fide The Hague Convention hospital ships. She was transferred to Army ownership on 23 November 1943 under the name of GEORGE WASHINGTON CARVER.

Conversion was done by Atlantic Basin Iron Works at New York between November 1943 and July 1944. At that time the ship was renamed DOGWOOD on recommendation of the Surgeon General.

On her first trip as a hospital ship the DOGWOOD sailed from New York in late July 1944 and returned in August to Charleston, S. C., where she was based for the ensuing year. She made six trips from there to England, usually calling at Avonmouth, Liverpool and the Mersey.

In May 1945 the vessel was ordered through the Panama Canal, to proceed directly to the Philippines. She arrived at Leyte and Manila in late June. From the latter, she went to Biak and Hollandia and returned to Manila. In August she again left Manila going to Biak, Hollandia and Finschhafen, thence to Los Angeles.

In November the DOGWOOD left Los Angeles and went to Manila and returned to San Francisco in early January 1946. At this time she was decommissioned as a hospital ship and was altered for transporting dependents and troops. She then reverted to her former name, GEORGE WASHINGTON CARVER, description of which is carried on page 33.



EMILY H. M. WEDER

<i>Length, overall</i>	522' 0"	<i>Gross tons</i>	11,029	<i>Propulsion..Recip.eng.(2)</i>	
<i>Beam</i>	62' 0"	<i>Speed (knots)</i>	13	<i>Patients</i>	743
<i>Draft</i>	27' 2"	<i>Radius (miles)</i>	11,000	<i>Cargo</i>	None

Built in 1920 by New York Shipbuilding Corp., Camden, N. J.

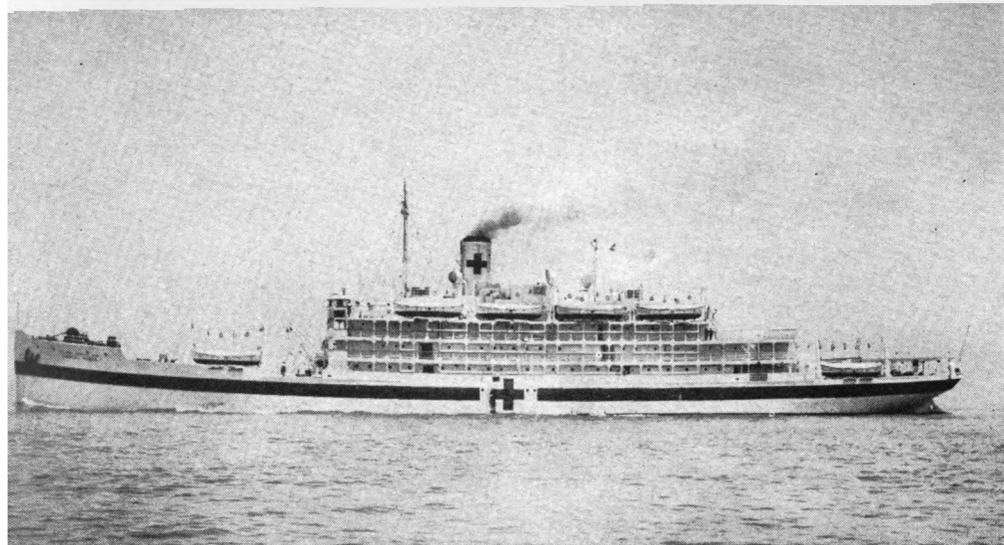
Former names: PANHANDLE STATE, PRESIDENT MONROE, PRESIDENT BUCHANAN (IRIS)

Operated prior to World War II by Dollar Steamship Lines.

THIS was formerly the troopship **PRESIDENT BUCHANAN**. The vessel was delivered to the Army at New York in late October 1943 and was converted to a hospital ship by the Atlantic Basin Iron Works between 1 November 1943 and 5 July 1945.

Major Emily H. M. Weder, Army nurse for whom the ship was renamed, served in World War I on a special detail with the AEF at Vladivostok, Siberia. She also served three years in the Philippines and had important assignments at Walter Reed and Letterman General Hospital before her death in 1943.

The USAHS **EMILY H. M. WEDER** left New York in mid-July 1944 and went to Naples, Italy where it was operated locally across the Mediterranean for two months. The ship returned to Charleston in October, but soon left, via the Panama Canal, for Finschhafen, Hollandia and Biak. From the latter place it went to the Philippines in January 1945. For the ensuing six months the **WEDER** was operated locally in the Southwest Pacific, having visited Leyte, Lingayen Gulf, Subic and Manila, besides the three ports already mentioned. Arriving at Los Angeles on 31 July 1945, the **WEDER** underwent extensive repairs until late September and then made one more voyage to Leyte and Manila before being decommissioned as a hospital ship at Los Angeles in November 1945, to enter troopship and dependent passenger service as the **PRESIDENT BUCHANAN**, which is referred to on page 49.



ERNEST HINDS

<i>Length, overall</i> 373' 6"	<i>Gross tons</i> 5,341	<i>Propulsion</i> <i>Recip. eng.</i>
<i>Beam</i> 51' 6"	<i>Speed (knots)</i> 12	<i>Patients</i> 286
<i>Draft</i> 22' 8"	<i>Radius (miles)</i> 10,600	<i>Cargo</i> None

Built in 1918 by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.

Former names: SANTA TERESA, KENT

Operated prior to World War II by Merchants & Miners Transportation Co.

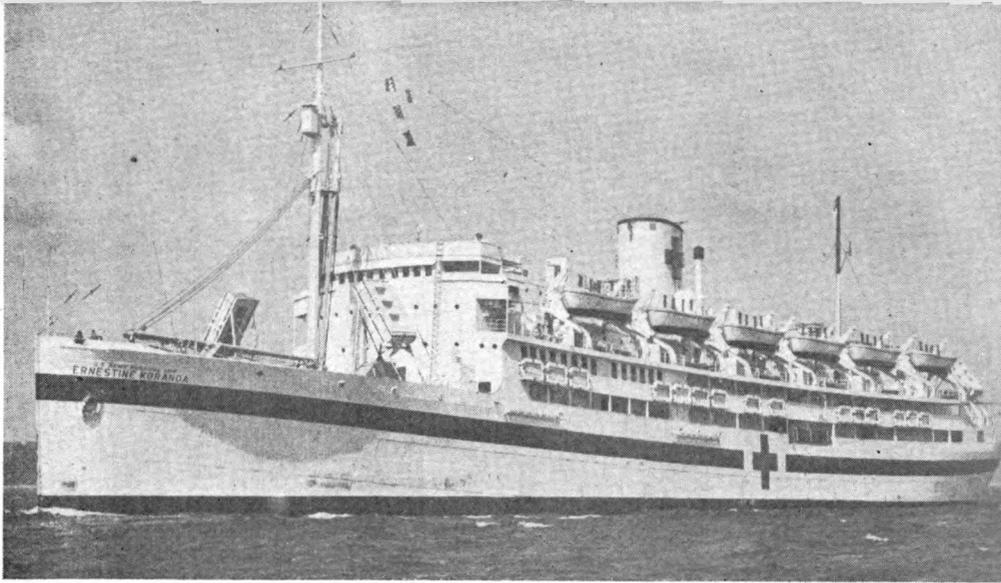
UPON arrival at San Francisco as a troopship in September 1943, the ERNEST HINDS was converted to a hospital ship by Moore Drydock Co., the work being completed in early June 1944.

The vessel left San Francisco and sailed for Charleston, S. C. via the Panama Canal. From Charleston she operated to Gibraltar, Naples, and Oran until March 1945.

For the next several months the HINDS continued in regular hospital service between Charleston and Europe, but the overseas ports of call were changed to Oran, Marseilles, Leghorn and Naples.

On her last homeward bound trip as a hospital ship, the HINDS was diverted to New York, arriving there in September 1945. At New York she was decommissioned as a mercy ship and underwent minor alterations for use as a troopship for return to the Pacific.

For a record of the ERNEST HINDS as a troopship, both before and after her service as a hospital ship see page 21.



ERNESTINE KORANDA

<i>Length, overall</i> ... 473' 7"	<i>Gross tons</i>	9,729	<i>Propulsion Turbines</i> (2)
<i>Beam</i>	<i>Speed (knots)</i>	12	<i>Patients</i>
<i>Draft</i>	<i>Radius (miles)</i>	11,100	<i>Cargo</i>
			None

Built in 1919 by Sun Shipbuilding Co., Chester, Pa.

Former names: EDELLYN, DOROTHY LUCKENBACH

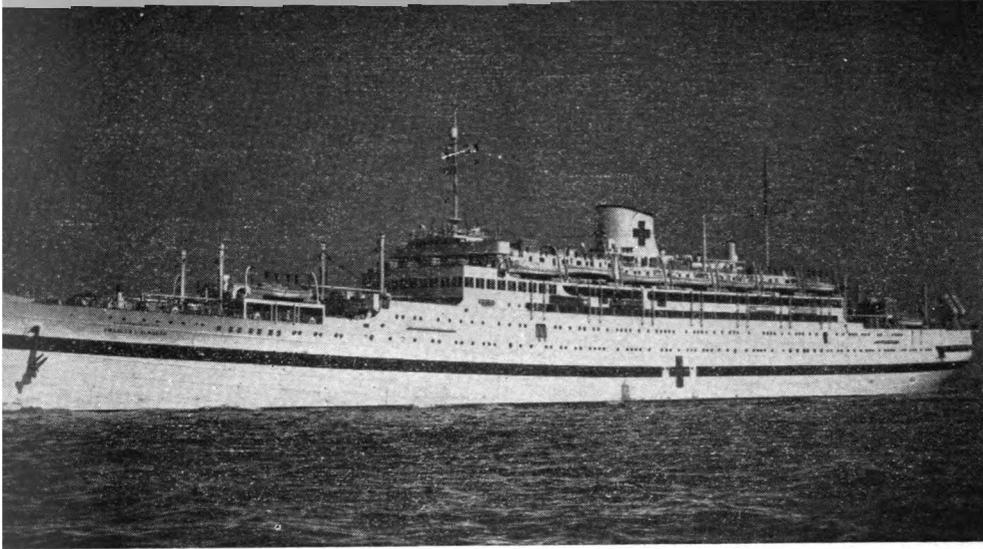
Operated by the Luckenbach Steamship Co., Inc., prior to acquisition by the War Department.

ALTHOUGH not completed until July 1919, this vessel, as the Army Transport EDELLYN, assisted in returning troops from France after World War I ended. In 1923 the ship was taken over by the Luckenbach Steamship Co., renamed the DOROTHY LUCKENBACH, and operated as a freighter until July 1944, when acquired by the War Department on bareboat charter for use as a hospital ship.

Conversion took place at Bethlehem's 27th St. yard in Brooklyn from 19 July 1944 to 3 April 1945. The vessel was renamed the ERNESTINE KORANDA in honor of Lieutenant Ernestine Koranda, Army flight nurse, who was killed in a plane crash in the Southwest Pacific on 19 December 1943.

The ERNESTINE KORANDA's maiden voyage as a mercy ship was to Avonmouth, England, with return to Charleston on 10 May 1945. Five days later she departed for Cherbourg, France, returning to Charleston in early June. The ship then made a voyage from the southern city to Southampton, England, which was followed by another to Cherbourg from where she returned to New York in August.

Being then ordered to the Pacific, the ERNESTINE KORANDA proceeded through the Panama Canal to Honolulu and Manila, returning from that voyage to Los Angeles in late November. After a month's repairs by United Concrete Pipe Corporation, the ship sailed via Honolulu, for Manila, where she arrived on 25 January 1946. The ensuing two months were spent in making calls at Okinawa, Jinsen (Korea), Yokohama and Kobe. Returning via Honolulu to San Francisco on 8 April the vessel next went to Seattle for major voyage repairs and minor alterations before leaving in late May 1946 on a scheduled trip to Japan.



FRANCES Y. SLANGER

<i>Length, overall</i>631' 3"	<i>Gross tons</i> 19,637	<i>Propulsion</i>Diesel (2)
<i>Beam</i> 79' 6"	<i>Speed (knots)</i> 19	<i>Patients</i> 1,618
<i>Draft</i> 28' 9"	<i>Radius (miles)</i> 12,000	<i>Cargo</i> None

Built in 1927 by Cantiere Navale Triestino, Monfalcone, Trieste, Italy.

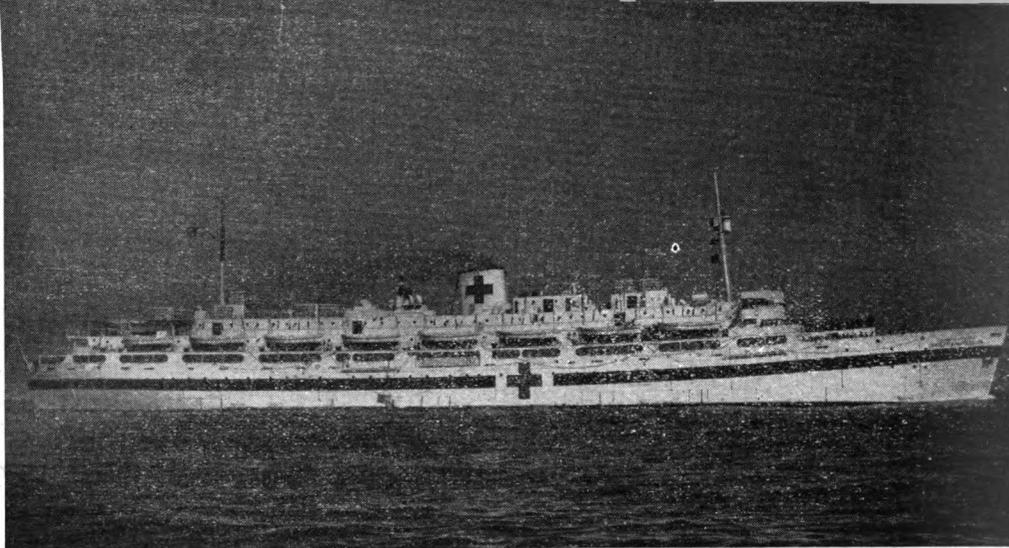
Former name: SATURNIA

Operated prior to World War II by the Italian Government.

THE Army Hospital Ship **FRANCES Y. SLANGER** was the former Italian luxury liner **SATURNIA** which was taken over from Italy in late 1943. She was the allocated troopship and the military dependent transport referred to on pages 55 and 301 under the name **SATURNIA**.

Having been first operated as a troopship by the War Shipping Administration, the vessel was sub-bareboat chartered to the War Department on 17 January 1945. Conversion to a Hague Convention mercy ship was accomplished at the yard of Todd-Erie Basin in New York between January and June 1945. The new name, **FRANCES Y. SLANGER**, was selected in honor of Second Lieutenant Frances Y. Slinger, the seventh nurse to lose her life in World War II, and the first American nurse to be killed in the European Theatre of Operations.

The **SLANGER** left New York in July 1945 and made four successive voyages to Cherbourg for patients and then an emergency trip to Bermuda to assist a vessel that was in distress. Upon return to New York in November 1945, the vessel was decommissioned as a hospital ship and altered slightly for transporting military dependents. Subsequent operation in this capacity was under the former name **SATURNIA**, as indicated in paragraph one above.



JARRETT M. HUDDLESTON

<i>Length, overall</i>441' 6"	<i>Gross tons</i> 7,933	<i>Propulsion</i>Recip. eng.
<i>Beam</i> 56' 10"	<i>Speed (knots)</i> 11	<i>Patients</i> 589
<i>Draft</i> 24' 0"	<i>Radius (miles)</i> 14,000	<i>Cargo</i> None

Built in 1942 by Permanente Metals Corp. (Yard # 2), Richmond, Calif.

Former names: SAMUEL F. B. MORSE (YUCCA)

Operated by Moore-McCormack Lines, Inc., prior to acquisition by the War Department.

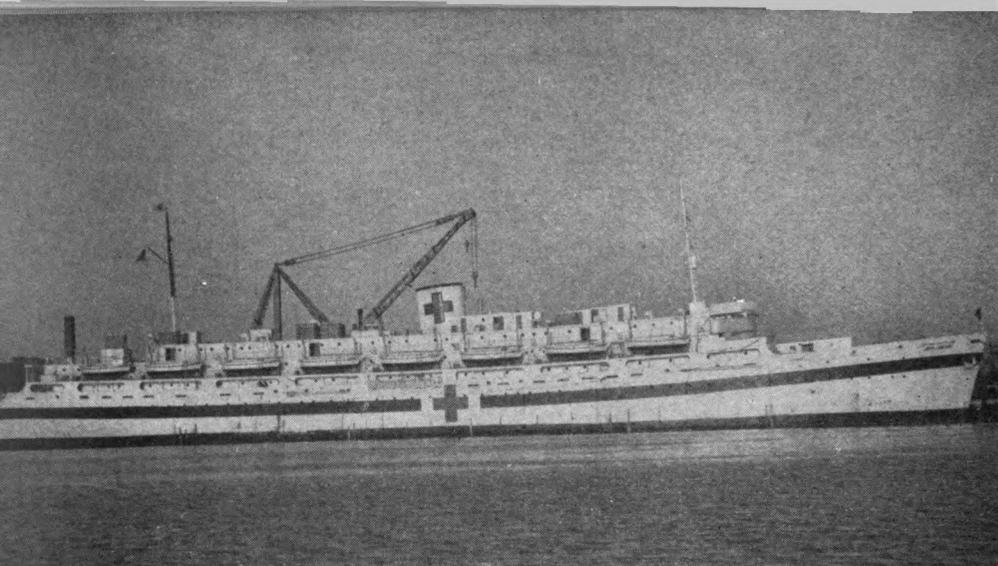
AS the SS SAMUEL F. B. MORSE, this was one of six Liberty-type freight ships transferred to the War Department in November 1943 for use as hospital ships. Conversion of the JARRETT M. HUDDLESTON was accomplished by Brewer Drydock Co. at New York from late November 1943 to late August 1944. The ship was given her new name in honor of Colonel Jarrett M. Huddleston, Corps Surgeon in the Fifth Army, who was killed in action in Italy early in 1944.

The HUDDLESTON left New York on her first voyage of mercy on 2 September 1944 and went to Liverpool and Avonmouth, England. She returned to Charleston, where she was based for the ensuing year.

From Charleston the vessel made nine voyages to the European Theatre of Operations, calling principally at Avonmouth, although she also went to Falmouth and Cherbourg on some of these trips. While in that area she made 13 trips between Cherbourg and Southampton from 13 January to 10 March 1945, shuttling sick and wounded.

Beginning in September 1945 the HUDDLESTON made two voyages from New York to Cherbourg and Southampton before being designated for transporting military dependents. She was accordingly decommissioned as a hospital ship in December 1945.

For information pertaining to subsequent operation of the JARRETT M. HUDDLESTON, see page 41.



JOHN J. MEANY

Length, overall...441' 6"	Gross tons 7,933	Propulsion Recip. eng.
Beam 56' 10"	Speed (knots) 11	Patients 589
Draft 24' 0"	Radius (miles).... 21,000	Cargo None

Built in 1942 by North Carolina Shipbuilding Co., Wilmington, N. C.

Former names: ZEBULON B. VANCE (ZINNIA)

Operated by American Export Lines, Inc., prior to acquisition by the War Department.

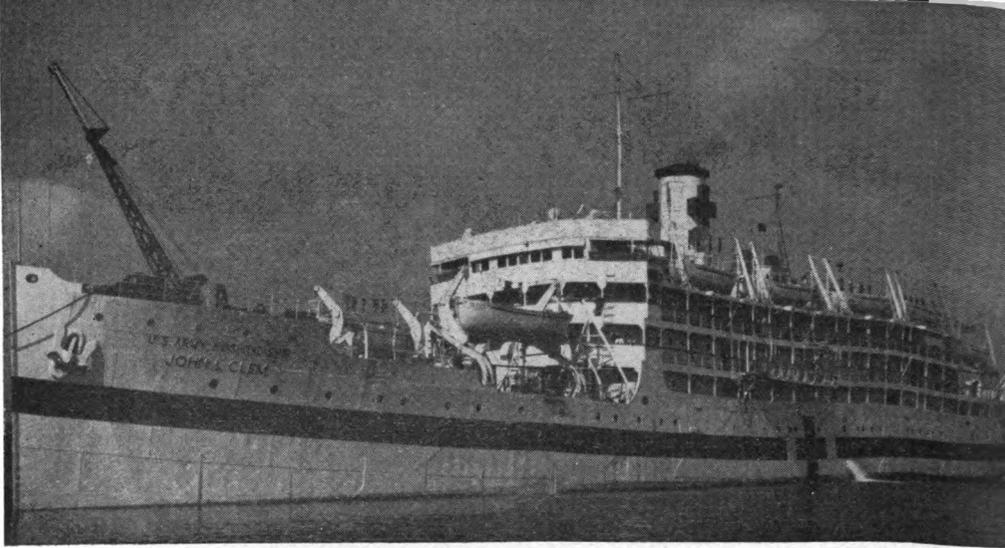
THE JOHN J. MEANY was formerly the SS ZEBULON B. VANCE, another of the Liberty type cargo vessels transferred to the War Department in November 1943 for conversion to hospital ships in accordance with regulations of The Hague Convention X, 1907.

Upon commissioning as a hospital ship, the name was changed to JOHN J. MEANY in honor of Major John J. Meany, who was killed in action in North Africa in March 1943.

Conversion was completed at Boston in July 1944 by Bethlehem Steel Co. The ship at once left for service in the Mediterranean, reaching Oran in early August, and operating to the following ports until leaving Gibraltar in late December: Naples, Palermo, Bari, Marseilles, and Leghorn.

The MEANY reached Charleston (from Gibraltar) in early January 1945, and from there made a trip to Bermuda and return before making six trips to England (the Mersey and Avonmouth) or Cherbourg. She left Southampton in September and returned to New York from where she made two trips—one to Cherbourg and Bremerhaven; the other to Cherbourg and Southampton.

The ship reached New York on New Year's Day 1946 and was withdrawn from service as a hospital ship. To help meet the demand for additional lift for war brides and children, the MEANY was promptly altered and entered this new service under her former name of ZEBULON B. VANCE, for which see page 67.



JOHN L. CLEM

<i>Length, overall</i> ... 373' 6"	<i>Gross tons</i> 5,211	<i>Propulsion</i> <i>Recip. eng.</i>
<i>Beam</i> 51' 6"	<i>Speed (knots)</i> 12½	<i>Patients</i> 291
<i>Draft</i> 23' 0"	<i>Radius (miles)</i> 12,800	<i>Cargo</i> None

Built in 1918 by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.

Rebuilt in 1936 by Maryland Drydock Co., Baltimore, Md.

Former names: SANTA ANA, GUATEMALA, SANTA CECILIA, IRWIN

Operated prior to World War II by Merchants & Miners Transportation Co.

THIS vessel was formerly the Army Troopship JOHN L. CLEM, which, after three and one-half years duty on the Gulf and East Coasts, and in the Caribbean was selected in September 1943 for conversion to a hospital ship.

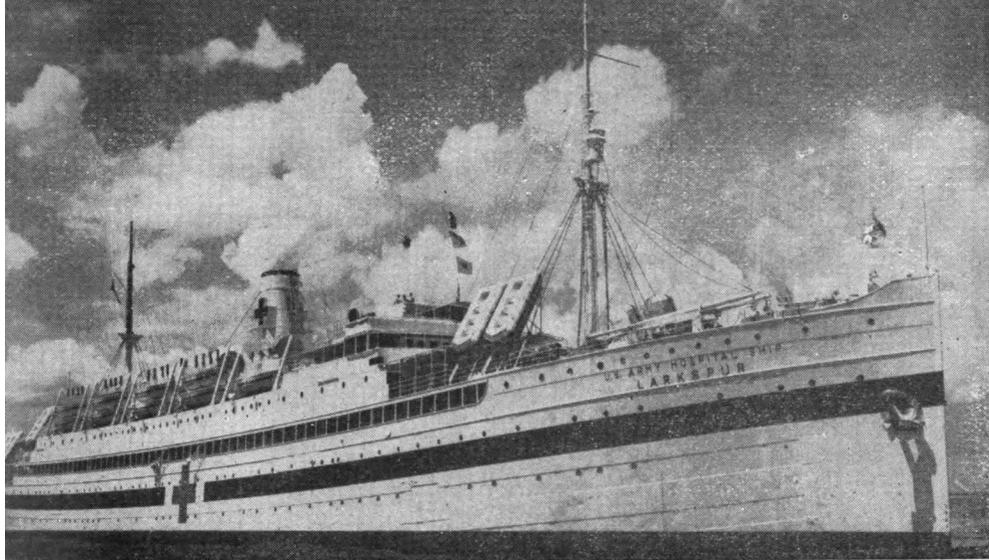
The work of converting the CLEM to a Hague Convention ship of mercy was done by the Alabama Drydock & Shipbuilding Co., Mobile, Ala., between September 1943 and June 1944.

Following conversion, the ship left Charleston on 15 June 1944 and went, via Gibraltar, to Oran, arriving at the latter on 3 July 1944. She was locally operated from then until March 1945, having served faithfully between such ports as: Algiers, Oran, Naples, Palermo, Leghorn, Toulon, and Marseilles.

The CLEM returned to Charleston in early March 1945 and after voyage repairs returned in April to the Mediterranean Theatre of Operations where she resumed service between Italian and African ports. In June the ship returned to New York where steps were taken to increase the ventilation and make other improvements to fit her for Pacific duty.

The coming of V-J Day, however, resulted in the vessel being decommissioned in September 1945 and hasty conversion for carrying passengers other than patients.

A résumé of the troopship activities of the JOHN L. CLEM is given on page 42.



LARKSPUR

<i>Length, overall</i>447' 0"	<i>Gross tons</i>	7,995	<i>Propulsion</i> ..Recip.eng.(2)
<i>Beam</i>	54' 4"	<i>Speed (knots)</i>	10
<i>Draft</i>	29' 4"	<i>Radius (miles)</i>	9,300
		<i>Patients</i>	594
		<i>Cargo</i>	None

Built in 1901 by Bremer Vulcan, Vegesack, Germany.

Former names: BRESLAU, BRIDGEPORT

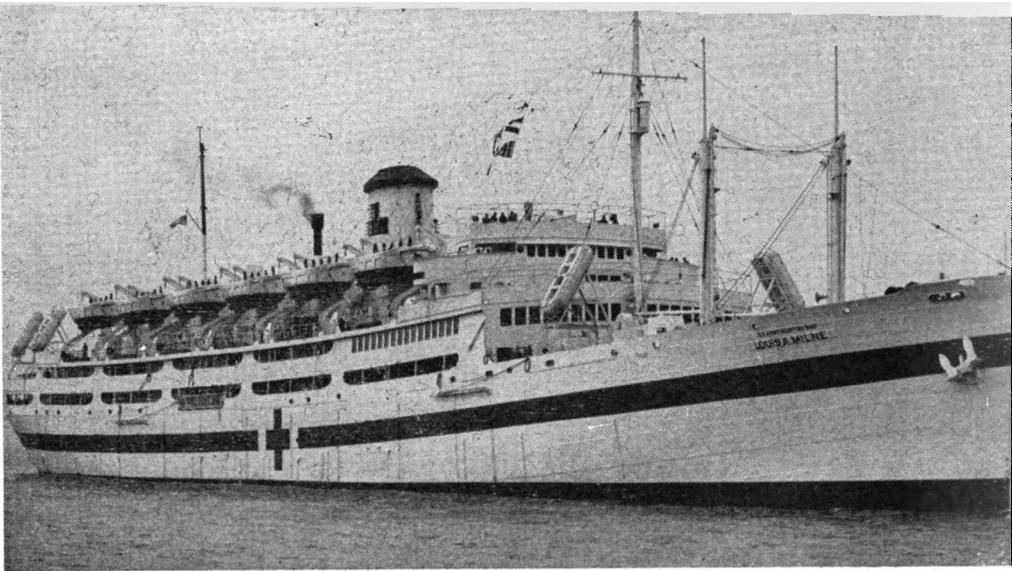
In operation prior to World War II by Navy Department.

THE Hospital Ship LARKSPUR was the same vessel described under the name BRIDGEPORT on page 11.

Following conversion to a mercy ship (from September 1943 to August 1944) at the yard of Merrill-Stevens Drydock & Repair Co. at Jacksonville, Florida, the vessel was renamed LARKSPUR, a "flower name" nominated by the Office of the Surgeon General.

The vessel went to Charleston before leaving in September 1944 for the Clyde, Belfast and Avonmouth. Leaving the latter in late September the LARKSPUR was forced to turn back (to Newport, England) for engine repairs, but soon reached Charleston (16 October) with her first load of patients.

After two more voyages to England, the LARKSPUR next left on 1 February 1945 for Oran, Marseilles and Naples. Two similar trips were made, during which the vessel was locally operated in the Mediterranean for some time. In early September the ship sailed for Cherbourg, France, and from that voyage returned to New York, from where she was in service to the European Theatre of Operations until selected for a dependent carrying vessel in January 1946. For further details of the vessel, refer to page 11 as indicated above.



LOUIS A. MILNE

<i>Length, overall</i>527' 0"	<i>Gross tons</i>	9,953	<i>Propulsion</i>Turbines (2)
<i>Beam</i>	<i>Speed (knots)</i>	12	<i>Patients</i>
<i>Draft</i>	<i>Radius (miles)</i>	12,000	<i>Cargo</i>
			None

Built in 1919 by Bethlehem Shipbuilding Corp., Quincy, Mass.

Former name: LEWIS LUCKENBACH

Operated prior to World War II by Luckenbach Steamship Co., Inc.

THE vessel was the former LEWIS LUCKENBACH, a freighter that was in operation 25 years before being selected for use as an Army hospital ship.

Conversion was accomplished at Boston, Mass. between 16 May 1944 and 18 March 1945 by the Bethlehem Steel Co. The ship was renamed LOUIS A. MILNE in honor of Colonel Louis A. Milne, MC, who was port surgeon at the New York Port of Embarkation from 1937 to the time of his death in 1943.

Following commissioning, the MILNE left Boston on 19 March 1945 and went to Milfordhaven (Wales), from where she returned to Charleston. After a voyage to Avonmouth in May and one to Milfordhaven and Southampton, the ship sailed in mid-July for Cherbourg, France and from there returned to New York in August.

The LOUIS A. MILNE was next ordered to the Pacific, via the Panama Canal, and reached Honolulu in early September. After repairs at Pearl Harbor, the ship proceeded to Manila, returning to Los Angeles in November. The MILNE then went to Anchorage, Alaska, and from there to Honolulu, thence to Manila (arriving in January 1946), and via Hawaii to San Francisco in early March. At San Francisco the vessel underwent extensive voyage repairs by General Engineering & Drydock Co. from March until 10 May 1946.



MARIGOLD

<i>Length, overall</i> ... 522' 8"	<i>Gross tons</i> 11,342	<i>Propulsion..Recip.eng.</i> (2)
<i>Beam</i> 62' 0"	<i>Speed (knots)</i> 12	<i>Patients</i> 763
<i>Draft</i> 27' 2"	<i>Radius (miles)</i> 10,000	<i>Cargo</i> None

Built in 1920 by New York Shipbuilding Corp., Camden, N. J.

Former names: OLD NORTH STATE, PRESIDENT VAN BUREN, PRESIDENT FILLMORE.

Operated prior to World War II by American President Lines.

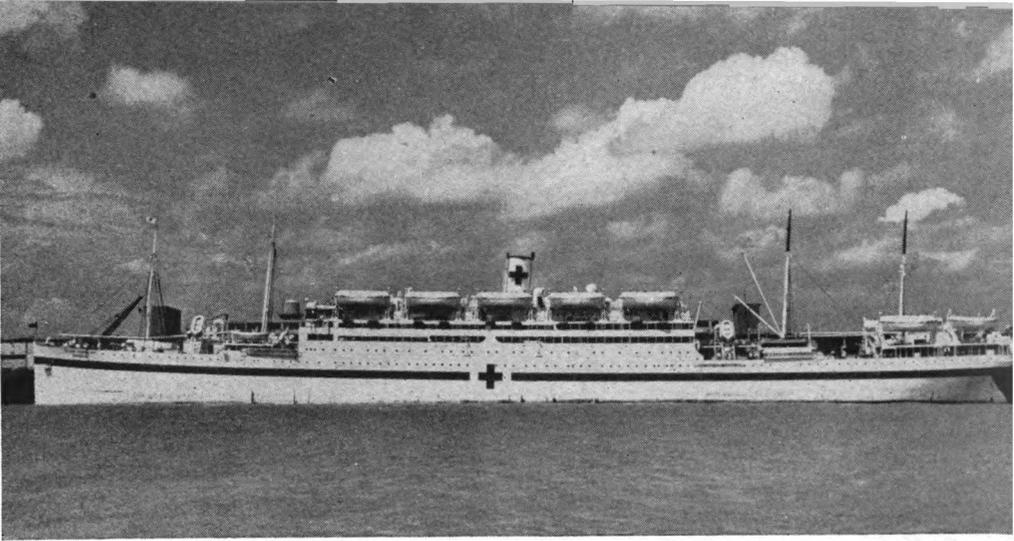
HAVING operated as a passenger vessel many years, under the names indicated above, this ship was used as an allocated troop transport to the Aleutians (for which see page 234) prior to becoming an Army hospital ship.

Conversion took place at the Seattle-Tacoma Shipyard at Tacoma, Washington, from October 1943 to June 1944. The name MARIGOLD was selected by the Office of the Surgeon General.

Upon completion of conversion work, the ship left Seattle on 18 June 1944, transited the Panama Canal, and arrived at Charleston on 11 July to begin service in the Atlantic. She made but one voyage to Europe (Gibraltar and Naples), however, and following repairs at Charleston in late September and early October, the vessel made a westbound trip through the Panama Canal for duty in the Pacific.

The MARIGOLD reached Finschhafen on 14 November 1944 and during the following month made three calls at Hollandia and stops at Milne Bay and Biak. She arrived at Leyte the day after Christmas and during the ensuing five months voyaged three times from that Philippine port to Hollandia; called at Lingayen, Subic Bay and Manila; then visited Hollandia twice before departing via Manus Island for Los Angeles, where she arrived on 12 May 1945.

Leaving Los Angeles in early July the MARIGOLD went, via Honolulu, to the Philippines again and from there to Okinawa, Tokyo and Yokohama. After stopping at Manila the ship headed east to Los Angeles where she arrived in mid-December. After extensive repairs, she departed in February for Honolulu, Manila and Subic, and returned from that voyage to Los Angeles on 9 May. In June 1946 the MARIGOLD was decommissioned as a hospital ship, and was subsequently placed in the Reserve Fleet at Suisun Bay, California.



REPUBLIC

<i>Length, overall</i>615' 3"	<i>Gross tons</i> 19,144	<i>Propulsion</i> Recip.eng.(2)
<i>Beam</i> 68' 3"	<i>Speed (knots)</i> 12	<i>Patients</i> 1,244
<i>Draft</i> 32' 6"	<i>Radius (miles)</i> 10,000	<i>Cargo</i> None

Built in 1907 by Harland & Wolff, Ltd., Belfast, Ireland

Former names: PRESIDENT GRANT (PRESIDENT BUCHANAN)

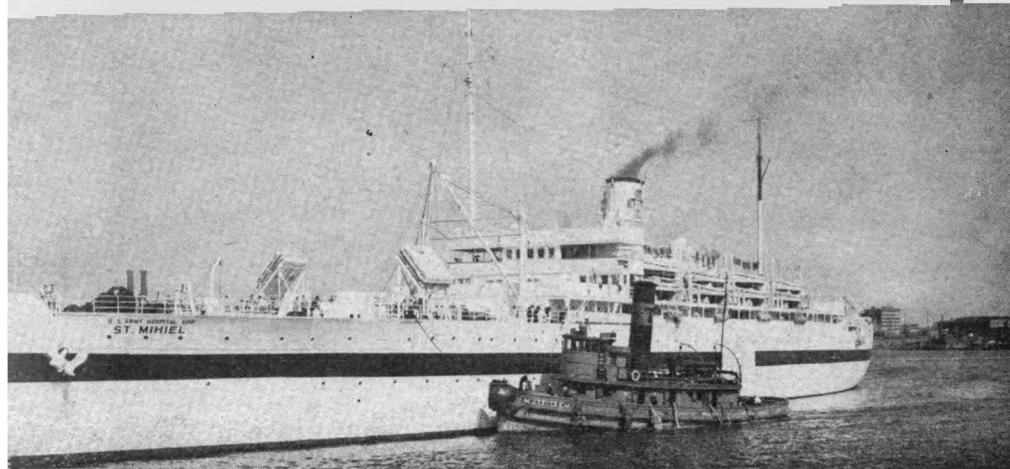
In operation by the War Department as a troopship prior to World War II.

THIS was the former German liner PRESIDENT GRANT and the Army Troopship REPUBLIC referred to on page 52.

After decommissioning as a troopship at New Orleans in January 1945 the vessel proceeded to Mobile, Alabama, where she was converted to a Hague Convention hospital ship by Waterman Steamship Company between January and August 1945.

Following conversion the REPUBLIC left New Orleans in September, transited the Panama Canal and arrived at Los Angeles in October. She was delayed there for some time because of major repairs required to the main crankshafts, before sailing to Honolulu.

While en route from Honolulu to Manila in February 1946 she was decommissioned as a hospital ship. Thus, having never completed an overseas voyage during her brief career under the protection of international rules applicable to mercy ships, the REPUBLIC had all pertinent distinguishing marks removed at Manila and began operating again as a troopship as indicated in paragraph one above.



ST. MIHIEL

<i>Length, overall</i>448' 0"	<i>Gross tons</i>	8,909	<i>Propulsion</i>	<i>Turbine</i>
<i>Beam</i>	<i>Speed (knots)</i>	16	<i>Patients</i>	509
<i>Draft</i>	<i>Radius (miles)</i>	8,000	<i>Cargo</i>	<i>None</i>

*Built in 1920 by American International Shipbuilding Corp., Hog Island, Pa.
In operation by the War Department prior to World War II.*

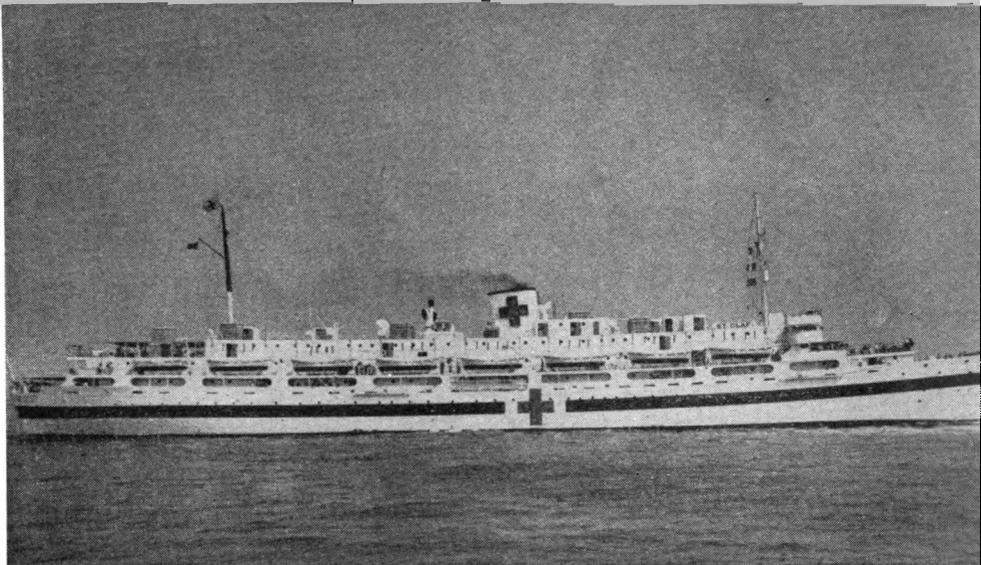
THE Army Hospital Ship ST. MIHIEL was formerly the Army troop-ship and dependent carrying vessel by the same name, described on page 53. She was converted to a hospital ship by the Bethlehem Steel Co. at Boston, Mass. between November 1943 and May 1944.

Her first voyage as a mercy ship took her to Gibraltar and Oran. She returned to Charleston and then went to New York for three weeks' repairs during June 1944 by Todd Shipyards Corporation (Brooklyn).

The ship next sailed, via Gibraltar, to Naples, returning in July. This was followed by a voyage to Oran and Naples and three to England. Returning from Avonmouth in January 1945, the ST. MIHIEL went aground at Bermuda and was obliged to transfer patients to the USAHS JOHN J. MEANY. The ST. MIHIEL then underwent a month's repair at Charleston.

In March the vessel went to Avonmouth, and in May to Cherbourg. At New York from June to August 1945 she underwent extensive repairs and alteration (including ventilation requirements) for service in the Pacific. The ship transited the Panama Canal in September; stopped for repairs at the Pearl Harbor Navy Yard; and proceeded to Saipan, Okinawa, Yokohama, Otaru (Hokkaido Island, Japan), Manila and Honolulu before returning to Los Angeles in early February 1946.

The ST. MIHIEL was decommissioned as a hospital ship at Los Angeles in mid-February 1946, following which she was altered for transporting military dependents.



ST. OLAF

<i>Length, overall</i>441' 6"	<i>Gross tons</i> 7,940	<i>Propulsion</i>Recip. eng.
<i>Beam</i> 56' 10"	<i>Speed (knots)</i> 11	<i>Patients</i> 591
<i>Draft</i> 24' 0"	<i>Radius (miles)</i> ... 21,000	<i>Cargo</i> None

Built in 1942 by Bethlehem Fairfield Shipyard, Inc., Baltimore, Md.

At one time assigned the name JASMINE, but never operated under that name.

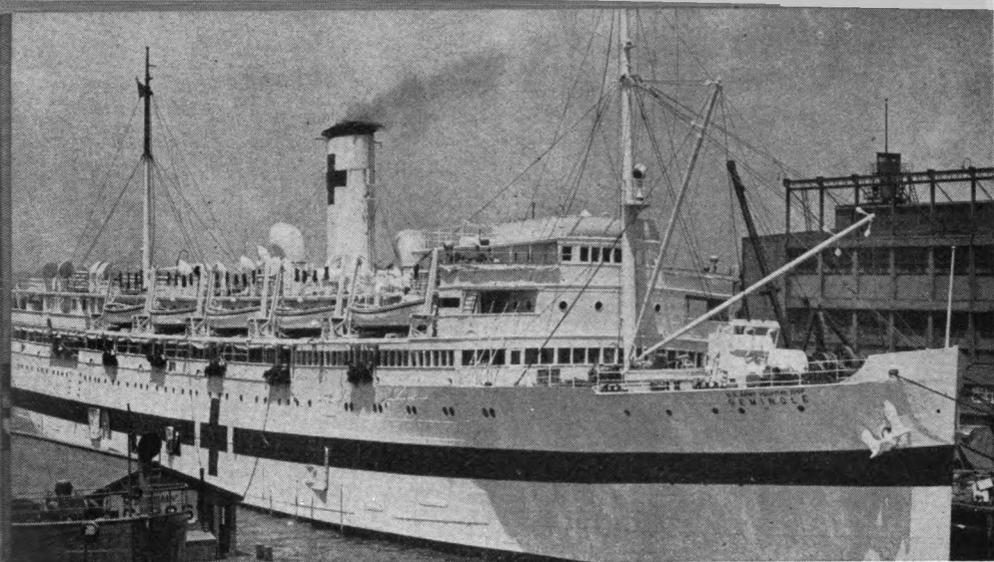
Operated by Union Sulphur Co., Inc., prior to acquisition by the War Department.

THE ST. OLAF was one of the six Liberty freighters selected for conversion to hospital ships. Ownership was transferred to the War Department on 23 November 1943, at which time conversion to a Hague Convention hospital ship was begun at the Simpson Yard of the Bethlehem Steel Company at Boston. This work was completed in late July 1944.

In August the ST. OLAF sailed from New York to the Clyde, the Mersey and Liverpool, England. She returned from there to Charleston, where she was based for the ensuing eight months. During this period of operation from Charleston, the ship made three trips to Europe (United Kingdom and Cherbourg). While in shuttle service between Southampton and Cherbourg in early 1945, the vessel suffered minor damage in a collision with another vessel.

Homeward bound from Liverpool in April 1945, the ST. OLAF was diverted to New York. After undergoing repairs and improvements in ventilation systems, the ship left in June and went, via the Panama Canal, to Saipan, arriving in July.

While in the western Pacific, the ST. OLAF also visited Hollandia, Biak, Manila, Shanghai, Tokyo and Leyte before returning to the Los Angeles Port of Embarkation in late November 1945. At Los Angeles, the vessel was promptly decommissioned as a hospital ship, and was converted to a combination troop and dependent transport. A résumé of her service in this capacity is given on page 54.



SEMINOLE

Length, overall.....	402' 2"	Gross tons	5,896	Propulsion	Turbine
Beam	54' 0"	Speed (knots)	14	Patients	454
Draft	18' 7"	Radius (miles).....	6,700	Cargo	None

*Built in 1925 by Newport News S. B. & D. D. Co., Newport News, Va.
Operated prior to World War II by Agwilines, Inc.*

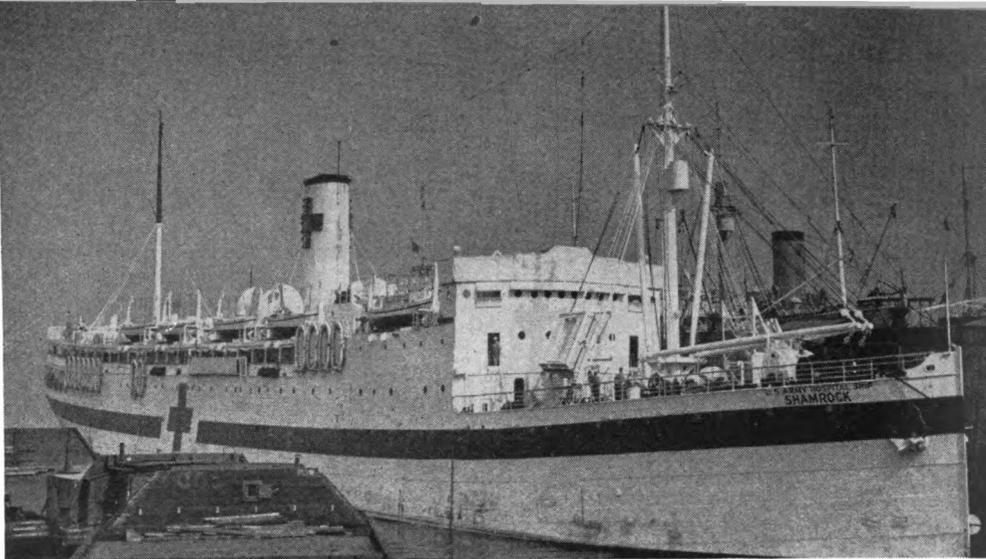
THE Army Hospital Ship SEMINOLE was formerly the allocated troopship referred to on page 276.

The vessel was accepted on bareboat charter by the War Department at New York on 22 May 1943 and converted to a hospital ship by Atlantic Basin Iron Works during May and June 1943.

Her first trip as a mercy ship took her to the Mediterranean, where during the next several weeks she called at Gibraltar, Oran, Algeria, Sicily, Bizerte and Tunisia. She made another trip from New York—to Oran, Catania, Philippeville and Gibraltar—before returning to Charleston in late November 1944.

The SEMINOLE next made a voyage to Oran and Bizerte and return then left Charleston again in January 1944 for a seven months' stay in the Mediterranean (shuttling between the various ports named above). She returned to Charleston in July and left the same month for three months local operation from Oran.

At Charleston again, the ship underwent repairs at the Navy Yard before leaving (in January 1945) for Oran, Naples and Leghorn. Returning home in March, the SEMINOLE made four more voyages to the Mediterranean, with one stop at Cherbourg. From her last European trip, the vessel returned to New York in October 1945 and was there decommissioned as a hospital ship and held pending disposal. She went from New York to Hampton Roads and was redelivered to the War Shipping Administration at Lee Hall, Virginia on 31 January 1946 to be placed in the WSA Reserve Fleet.



SHAMROCK

<i>Length, overall</i>429' 10"	<i>Gross tons</i>	6,678	<i>Propulsion</i> ..Recip.eng.(2)
<i>Beam</i>	<i>Speed (knots)</i>	14	<i>Patients</i>
<i>Draft</i>	<i>Radius (miles)</i>	5,800	<i>Cargo</i>
			None

Built in 1907 by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.

Reconstructed in 1928 by Todd Drydock Co., Seattle, Washington.

Former names: COMFORT, HAVANA, YUCATAN, AGWILEON

Operated prior to World War II by Atlantic, Gulf & West Indies Steamship Lines.

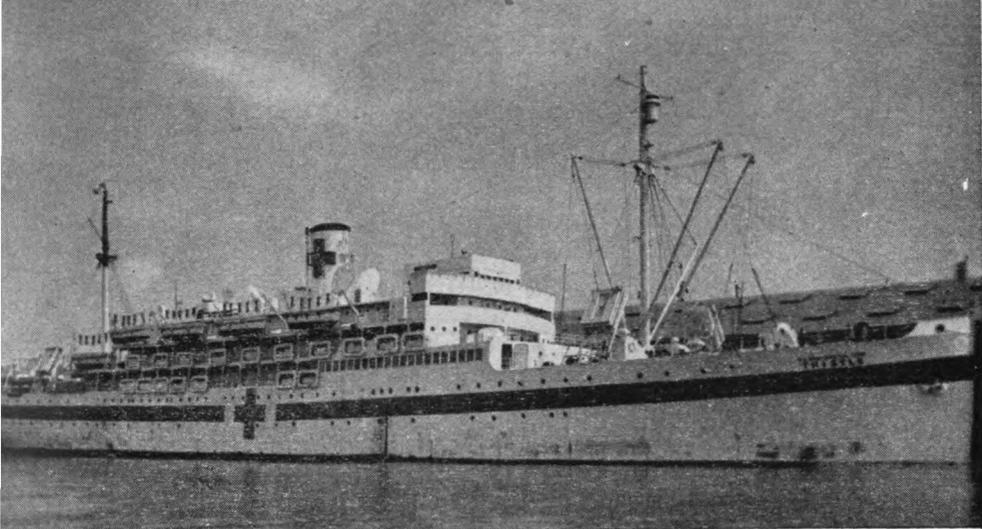
THIS was the former troopship AGWILEON described on page 5. Following conversion at the Atlantic Basin Iron Works, New York, N. Y., the SHAMROCK was officially designated a hospital ship in August 1943.

The ship left New York in September and went to Gibraltar and the Mediterranean Sea, where she operated locally (Oran, Palermo, Southern Beaches, Bizerte, Naples, etc.) until mid-February. She moved 11,989 patients before leaving Gibraltar (via Bermuda) for Charleston, S. C., where she arrived in early March 1944.

After miscellaneous repairs and alterations the SHAMROCK left Charleston in late April and arrived at Gibraltar in early May 1944. Again she was locally operated in the Mediterranean until September. During this stay she moved over 6,000 patients before returning, via Horta, Azores, to Charleston in late September 1944.

The ship underwent major repairs at Jacksonville, Fla. during October, and then made one more trip to the Mediterranean for local operation before returning to Charleston. From April to mid-September 1945 the Charleston Navy Yard accomplished major repairs and ventilation alterations on the SHAMROCK to outfit her for service in the Southwest Pacific.

She left Charleston and proceeded to Los Angeles, via the Panama Canal, arriving in October 1945. About this time the demand for the vessel as a hospital ship was over and in November the SHAMROCK was decommissioned and it was decided to return her to the War Shipping Administration. She was redelivered on 4 February 1946 at San Francisco, and placed in the Reserve Fleet at Suisun Bay, California.



THISTLE

<i>Length, overall</i>432' 4"	<i>Gross tons</i> 7,822	<i>Propulsion</i>Turbine
<i>Beam</i> 57' 6"	<i>Speed (knots)</i> 14	<i>Patients</i> 456
<i>Draft</i> 23' 6"	<i>Radius (miles)</i> 7,000	<i>Cargo</i> None

Built in 1921 by New York Shipbuilding Corp., Camden, N. J.

Former name: MUNARGO

Operated prior to World War II by Munargo Line Co.

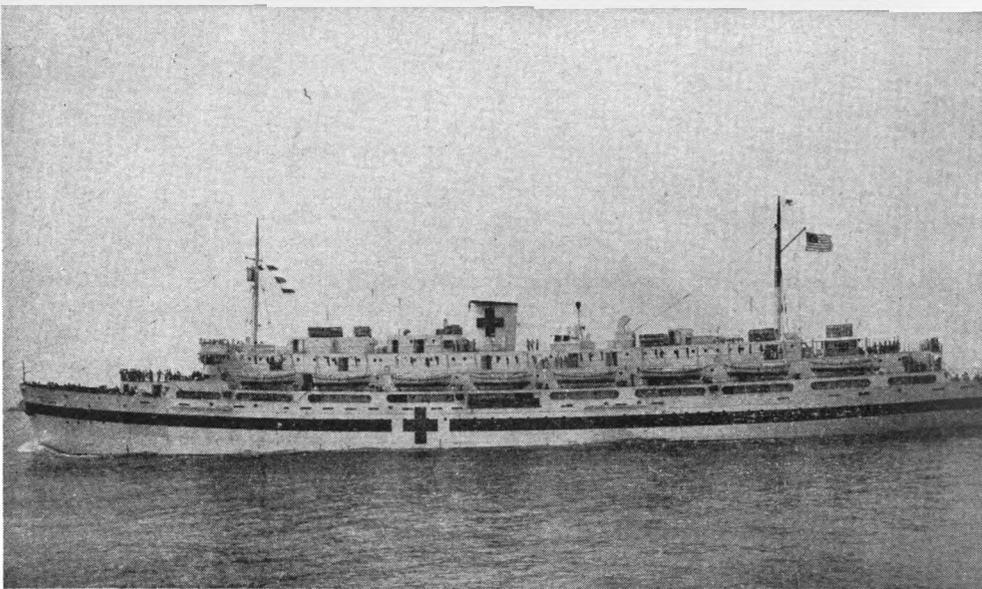
THE THISTLE was the same vessel that served in the early part of World War II as the troop-carrier USS MUNARGO and which subsequent to her service as a hospital ship carried dependents as discussed on page 61.

Following redelivery to the Army by the Navy at New York in October 1943, the vessel was converted to a Hague Convention hospital ship by Atlantic Basin Iron Works between 18 October 1943 and 31 March 1944. The name THISTLE was selected by the Medical Department.

Immediately after conversion the ship left New York for Gibraltar, Naples and Oran, but returned in early May 1944 to Charleston, which was made her home port for the ensuing year. From Charleston the THISTLE made nine voyages to the Mediterranean Theatre of Operations, calling at Naples, Marseilles, Leghorn, Gibraltar and Oran. On one of these trips (in January 1945) the THISTLE was obliged to put in at Bermuda for fuel.

From her last Mediterranean voyage the vessel returned to New York and from there made two trips to Marseilles, from which she last returned (to New York) in August 1945. In mid-September the vessel was ordered to the Pacific (to be based at Los Angeles). She transited the Panama Canal and sailed directly to Honolulu, thence to Manila, arriving at the Philippine port in November. The ship visited Leyte, then proceeded, via Honolulu, to Los Angeles. She was there decommissioned as a hospital ship and steps were taken in March 1946 to alter her for use as a dependent carrying vessel for Pacific use.

After some delay, the THISTLE underwent conversion to a dependent carrying ship with passenger capacity of 318. The ship is not expected to continue in Army service beyond the summer of 1946.



WISTERIA

Length, overall	441' 6"	Gross tons	7,940	Propulsion	Recip. eng.
Beam	56' 10"	Speed (knots)	11	Patients	595
Draft	24' 0"	Radius (miles)	21,000	Cargo	None

Built in **1943** by **Bethlehem-Fairfield Shipyard, Inc., Baltimore, Md.**

Former name: WILLIAM OSLER

Operated by American Export Lines, Inc., prior to acquisition by the War Department.

THIS was the former Liberty type freighter WILLIAM OSLER, one of six such vessels selected for use as hospital ships. She was operated as a freighter a year and a half prior to undergoing conversion by Bethlehem's 27th Street yard at New York between 23 November 1943 and 15 July 1944. The name WISTERIA was chosen by the Office of the Surgeon General.

The day following conversion the WISTERIA departed from New York for the Mersey (England) and returned in August with her initial load of patients to Charleston, which became the vessel's home port for the ensuing year. After another voyage to Liverpool and the Mersey, the ship next left Charleston on 1 October for a voyage to Gibraltar, Oran and Naples. It was on this voyage that the WISTERIA was involved in a minor collision with a British destroyer while in the Mediterranean.

Having returned to Charleston in late November, the vessel made the following round trips in succession: two to Avonmouth (returning therefrom on 10 January and 26 February 1945, respectively); to Oran and Marseilles (with return in April); to Gibraltar and Marseilles; to Southampton; to Avonmouth and Horta (Azores); and to Cherbourg (with return via St. Johns, Newfoundland to New York in September).

The WISTERIA next made a voyage to Cherbourg, which was followed by a longer one to Cherbourg, Bremerhaven and Plymouth. From the latter journey, the ship returned to New York in January 1946. After another trip to Cherbourg, the vessel left New York in early March for Liverpool, Antwerp and Bremerhaven. On 1 May she departed again for Bremerhaven.



APPENDIX 'A'

Statement of Work Incident to Conversion of Troopships, Etc.

Commercially operated *freight and passenger* vessels are never entirely suitable for use as troopships without alteration. They have quarters for passengers and crew, and large 'tween deck spaces for cargo, and the public facilities already existing are adequate for the normal number of persons carried. Re-arrangement of such vessels into troopships, however, requires that some of the cargo or public spaces be taken for troop use. In addition to installing the necessary berths in selected compartments, other facilities must be provided, or those on the vessel must be expanded, to care for the needs of the increased number of passengers. These new or increased facilities include principally: troop galley and mess, toilets, hospital, ventilation and evaporators, plus the items indicated below.

If *freight* ships are taken to be converted to troopships, it is necessary to supply *all* of the facilities mentioned inasmuch as practically none exist on freighters for the benefit of passengers.

By reason of the service troopships are in, additional quarters, public areas, and other features, such as the following, are required:

- (a) Living quarters for medical, military and signal detachments
- (b) Troop office
- (c) Heavy lift equipment
- (d) Strong room
- (e) Parcel post and baggage storeroom

For use in convoy, additional equipment, such as the following, is required:

- (a) Special signal lights
- (b) Signal flags
- (c) Range finders
- (d) Black-out switches and screens

In addition to actual conversion, selected vessels almost always require extensive rehabilitation, some major items of which are:

- (a) Overhauling main engines
- (b) Retubing and repairing main boilers, including rebricking furnaces
- (c) Renewing hull plating and decking
- (d) Cleaning and repairing fuel tanks
- (e) Replacing or overhauling much auxiliary machinery and pumps
- (f) Overhauling refrigerating equipment
- (g) Overhauling electrical machinery and equipment
- (h) Overhauling ventilating equipment
- (i) Overhauling navigation equipment

All World War II troopships were suitably armed, many of them prior to the Jap attack on Pearl Harbor. At first, a few gun crews consisted of Army personnel, but soon all permanent armament was supplied and manned by the Navy. All troopships were also adequately equipped with other defense features, such as degaussing coils, camouflage painting, searchlights and sea-chest protection. Many troopships were furnished with radar before the War ended. Defense features were largely removed following V-J Day.

Life-saving equipment was supplied in the form of lifeboats (stowed in cradles at davits), life rafts (secured for instant release), life floats (stacked on upper decks), and life jackets (one issued to each person on board).

All troop compartments were provided with heat, ventilation, and at least two means of escape (stairways). Except in isolated cases, troops were never berthed lower than the waterline. Patients on hospital ships were carried not more than two decks below the one on which lifeboats were located.

Practically all major and voyage repairs to troopships were accomplished in the United States, although the Navy and War Shipping Administration provided facilities overseas for emergency repairs.

APPENDIX 'B'

Definitions of Terms

ALLOCATION—A term developed as a result of the War Shipping Administration program for assignment of vessels under its jurisdiction commercially operated, to the Army (or Navy) for military use for an indefinite period without exchange of funds for charter hire, etc.

BAREBOAT CHARTER—The charter of a bare vessel from the owner, without crew, fuel, stores, etc.; all such items being furnished by the charterer at the latter's expense.

COASTAL TYPE VESSEL—A vessel distinguished from a trans-ocean vessel chiefly by its smaller size, lighter construction, less stringent safety requirements, etc., and not intended for overseas use.

COMMERCIAL BASIS—The use of a vessel at normal commercial rates for carrying passengers and cargo, but in World War II, usually not on its regular schedule nor on regular route.

CONVERSION—Major alteration of a vessel to fit it for a specific purpose other than that for which it was originally constructed or previously used—used chiefly herein to apply to adaptation for troop-carrying. (See Appendix "A".)

DELIVERY—The turning-over or transfer of a vessel by the owner, etc., to the charterer or using agency.

GROSS TONNAGE—The total cubic measurement of the permanently inclosed internal capacity of a vessel, in units of 100 cubic feet to a ton.

HOME PORT—Officially, the port designated as such by the owner and approved by the Commissioner of Customs, at which the permanent document of a vessel issues and where bill of sale, conveyance, mortgage, etc., is recorded. In this book, the port so-designated by the wartime operating agency.

LOAN BASIS—A term applicable for a few vessels only, which were owned by the Maritime Commission (or its successor for operation, the War Shipping Administration), and which were released to the War (or Navy) Department for Service operation without charter hire, and to be returned on a mutually agreeable date.

RECONVERSION—The opposite of conversion; namely, changing a converted vessel back to its former condition.

REDELIVERY—The reverse of delivery; namely, the return of a vessel to the previous owner or agency that formerly exercised control of the vessel.

SPACE CHARTER—The chartering of all or a portion of the cargo or passenger space on a vessel at an agreed rate for a specific period, route or voyage.

STANDARD TYPE VESSELS—Vessels constructed in considerable quantity from adopted "standard" plans, under the jurisdiction of the Maritime Commission, in accordance with a long-range, rapid-delivery construction program to meet the shipping needs of World War II and the post-war period, such as:

C1—The smallest of the "large" types; designed for trade routes not requiring speed and on which large cargoes may not be continuously available. Overall length, 413 feet; speed, 14 knots; horsepower, 4,000.

C2—A design originally produced to replace older vessels of the American merchant marine; intended to have a good balance of size, speed and capacity. Overall length, 459 feet; speed, 15½ knots; horsepower, 6,000.

C3—Designed to meet the need for faster vessels of greater deadweight cargo capacity. Overall length, 492 feet; speed, 16½ knots; horsepower, 8,500.

C4—Originally intended to be a still larger cargo vessel than the C3, but re-designed to be a troopship. Overall length, 523 feet; speed, 17 knots; horsepower, 9,000.

P2—Large troopship type. Two kinds of propulsion: turbine with reduction gears and turbo-electric. Overall length, 610 feet; speed, 19 knots; horsepower, 18,000.

C1-M-AV1—Designed for general cargo purposes where shallow draft was necessary. Diesel propelled. Overall length, 339 feet; speed, 11 knots; horsepower, 1,700.

EC2 ("Liberty Ship")—The slow, all cargo type, "plow-horse" of the war. Over 2,600 constructed, of which many were converted to special uses. Reciprocating engine. Overall length, 442 feet; speed, 11½ knots; horsepower, 2,500.

VC2 ("Victory Ship")—A tremendous improvement over the EC2 design, but for a similar purpose. Two classes, both turbine drive. Overall length, 455 feet; speeds, 15½ and 16½ knots; horsepower, 6,000 and 8,500.

N3-M-A1—Popularly called the "Bowes Coaster." Diesel driven (not to be confused with the steam driven Norwegian coaster, also an N3 type). Overall length, 259 feet; speed, 10½ knots; horsepower, 1,300.

SUB-BAREBOAT CHARTER—Similar in character to a bareboat charter, except that the vessel is in turn bareboat chartered by the first bareboat charterer to a third party, who becomes the sub-charterer.

TIME CHARTER—A charter in which the owner furnishes the crew and meets all other ship operating expenses, the charterer paying an agreed rate for an agreed period of time for all consolidated services furnished with the vessel.

VOYAGE CHARTER—Practically a special case of time charter in which the charterer pays the owner for use of the entire vessel to and from specified ports on specified or approximate dates.

APPENDIX 'C'

Army Inter-Island Troopships

ARROW
CEFALU
COMET
CONTESSA
DELAROF
ELI D. HOYLE

FREDERICK C. JOHN-
SON
GATUN
HALEAKALA
HARRY F. RETHERS
MADISON

NORTH COAST
OCTORARA
ROANOKE
STATE OF MARY-
LAND
STATE OF VIRGINIA

APPENDIX 'D'

Fully-Converted Liberty Ships

BENJAMIN GOOD-
HUE¹
CARL SHURZ
CARLOS CARRILLO
CHARLES LUMMIS
CHRISTOPHER GREEN-
UP
CUSHMAN K. DAVIS
EDWARD RICHARD-
SON²
F. A. C. MUHLEN-
BERG³
GEORGE FLAVEL
GEORGE W. JULIAN
HENRY BERGH

HENRY FAILING
HENRY W. LONGFEL-
LOW⁴
J. H. KINKAID
JAMES B. FRANCIS
JAMES H. McCLIN-
TOCK²
JANE ADDAMS
JOHN B. FLOYD
JOHN C. AINS-
WORTH
JOHN W. WEEKS
JOSEPH HEWES²
JOSIAH D. WHIT-
NEY²

KEMP P. BATTLE¹
LEW WALLACE
LINDLEY M. GARRI-
SON
LYMAN ABBOTT¹
NATHANIEL J. WY-
ETH¹
RICHARD MARSH
HOE
ROBERT TREAT
PAINE¹
SACAJAWEA
THOMAS SUMTER¹
WALTER REED¹
WILLIAM M. EVARTS

¹In accordance with Yalta Agreement.

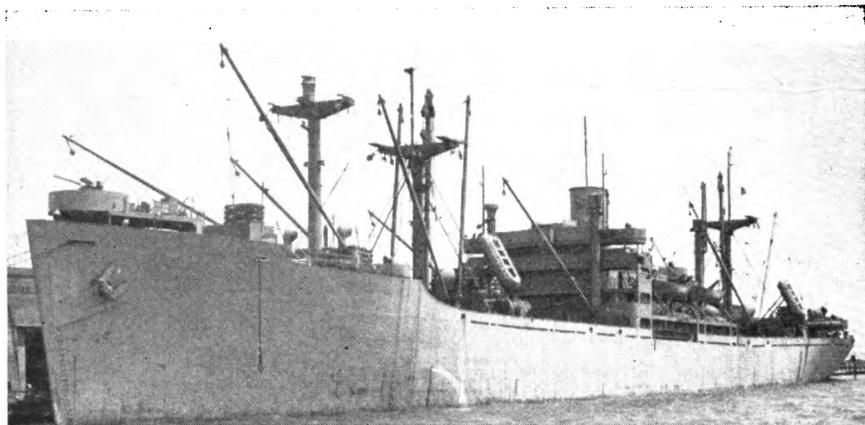
²Renamed USS KENMORE.

³Renamed USS LIVINGSTON.

⁴Renamed USS DE GRASSE.

APPENDIX "E"

Victory Troopship Conversions (All converted and operated by WSA)



Length, overall...455' 3"	Gross tons 7,612	PropulsionTurbine
Beam 62' 0"	Speed (knots) 15½-16½	Passengers 1,597
Draft 28' 6"	Radius (miles).....20,000	Cargo (cu. ft.)...70,000-140,000

Builders:

Bethlehem-Fairfield Shipyard, Inc., Baltimore, Md.
 California Shipbuilding Corp., Los Angeles, Calif.
 Kaiser Co., Inc., Vancouver, Washington.
 Oregon Shipbuilding Corp., Portland, Oregon.
 Permanente Metals Corp., Richmond, California.

Of 100 Victory ships originally selected for conversion to troopships, work on 3 was cancelled, leaving but 97 in the final program.

Work on the first vessel, the "CENTRAL FALLS VICTORY," was begun on 23 April 1945 at Bethlehem's Key Highway Plant, Baltimore, Md. She was completed on 4 June, being the first Victory ship fully converted for *Atlantic* service.

During the summer of 1945 it was decided to augment the conversion work on 74 of these vessels to fit them for *Pacific* service. Vessels still at yards were held there for the additional work, while some of those previously completed for *Atlantic* service were withdrawn from operation and ordered back into suitable yards. Conversion work for *Pacific* service was undertaken on 58 vessels only—all at New York, Baltimore or Norfolk. No such work was done on the 16 vessels of this group (of 74) that were assigned to shipyards at other ports.

Following V-J Day, many of these ships were utilized to return troops from the Pacific. The 97 Victory type troopships were:

AIKEN VICTORY
 ALHAMBRA VICTORY
 ALTOONA VICTORY
 AMHERST VICTORY
 ANTIOCH VICTORY*
 BARDSTOWN VICTORY
 BLUE ISLAND VICTORY
 BLUE RIDGE VICTORY
 BRANDON VICTORY
 C. C. N. Y. VICTORY
 CENTRAL FALLS VICTORY
 CHANUTE VICTORY

CHAPEL HILL VICTORY
 CLAYMONT VICTORY
 COALDALE VICTORY
 CODY VICTORY
 COLBY VICTORY
 COLORADO SPRINGS VICTORY
 COSTA RICA VICTORY
 CRANSTON VICTORY
 DOMINICAN VICTORY
 ELGIN VICTORY*
 EUFAULA VICTORY
 FAIRMONT VICTORY

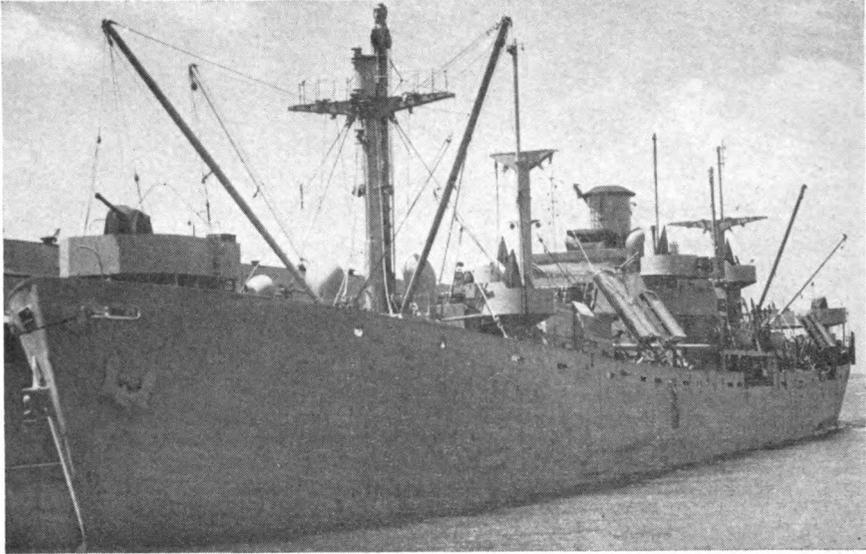
FAYETTEVILLE VICTORY
FREDERICK VICTORY
FROSTBURG VICTORY
GEORGETOWN VICTORY
GOUCHER VICTORY*
GUSTAVUS VICTORY
HAGERSTOWN VICTORY
HAMPDEN-SYDNEY VICTORY
HAVERFORD VICTORY
HOOD VICTORY
HOWARD VICTORY
INDIA VICTORY
KINGS POINT VICTORY
KINGSTON VICTORY
KOKOMO VICTORY
LACONIA VICTORY
LA CROSSE VICTORY
LA GRANDE VICTORY
LAKE CHARLES VICTORY
LEHIGH VICTORY*
LEWISTON VICTORY
LINCOLN VICTORY
M. I. T. VICTORY*
MADAWASKA VICTORY
MAHANAY CITY VICTORY
MARITIME VICTORY*
MARSHALL VICTORY*
MARYVILLE VICTORY
MEDINA VICTORY
MEXICO VICTORY
MILFORD VICTORY
MONTCLAIR VICTORY
MUHLENBERG VICTORY
N. Y. U. VICTORY
NEW BERN VICTORY
NORWAY VICTORY
ONEIDA VICTORY

PACHAUG VICTORY
PITTSTON VICTORY
POMONA VICTORY
PONTOTOC VICTORY
RENSSELAER VICTORY
ROCK HILL VICTORY
ROLLINS VICTORY
RUSHVILLE VICTORY
ST. ALBANS VICTORY*
SEDALIA VICTORY
SHEEPSHEAD BAY VICTORY
SMITH VICTORY
STAMFORD VICTORY
STETSON VICTORY*
STEVENS VICTORY*
TAOS VICTORY
TEXARKANA VICTORY
TUFTS VICTORY
TUSCULUM VICTORY
USSR VICTORY
UNITED STATES VICTORY
VASSAR VICTORY
WATERBURY VICTORY
WAYCROSS VICTORY
WEBSTER VICTORY
WESTBROOK VICTORY
WESTERLEY VICTORY
WESTMINSTER VICTORY
WHEATON VICTORY
WILLIAM & MARY VICTORY
WILLIAMS VICTORY
WILSON VICTORY
WINCHESTER VICTORY
WOODBRIDGE VICTORY
WOOSTER VICTORY
ZANESVILLE VICTORY

*Subsequently transferred to War Department for post-war permanent fleet.

APPENDIX ‘F’

Liberty Type Troopships of Limited Capacity) (All converted and operated by WSA)



<i>Length, overall</i> ...441' 6"	<i>Gross tons</i> 7,185	<i>Propulsion</i>Recip- eng.
<i>Beam</i> 56'11"	<i>Speed (knots)</i> 11.5	<i>Passengers</i> ...(See below)
<i>Draft</i> 27'..7"	<i>Radius (miles)</i>17,000	<i>Cargo (cu. ft.)</i> 350,000- 390,000

Builders:

- Alabama Drydock & Shipbuilding Co., Mobile, Ala.
- Bethlehem-Fairfield Shipyard, Inc., Baltimore, Md.
- California Shipbuilding Corp., Los Angeles, Calif.
- Delta Shipbuilding Co., Inc., New Orleans, La.
- J. A. Jones Construction Co., Inc., Panama City, Fla.
- J. A. Jones Construction Co., Inc., Brunswick, Ga.
- Kaiser Co., Inc., Vancouver, Wash.
- Marinship Corp. (ex-W. A. Bechtel), Sausalito, Calif.
- New England Shipbuilding Corp., So. Portland, Me.
- North Carolina Shipbuilding Co., Wilmington, N. C.
- Oregon Shipbuilding Corp., Portland, Ore.
- Permanente Metals Corp., Richmond, Calif.
- Rheem Mfg. Co., Providence, R. I.
- St. John River Shipbuilding Co., Jacksonville, Fla.
- Southeastern Shipbuilding Corp., Savannah, Ga.
- Todd-Houston Shipbuilding Corp., Houston, Tex.
- Walsh-Kaiser Co., Inc. (ex-Rheem Mfg. Co.), Providence, R. I.

Except for those few that were fully converted to troopships (see Appendix "D"), the first use of Liberty ships for passengers was following successes in North Africa, when it was decided to bring large numbers of prisoners of war to the United States.

Accordingly, the vessels listed below were nominated for this service. It was planned to carry 308 POW's per vessel—with minor alterations. However, only 113 ships were arranged for 308 capacity by the time it was decided to augment the number to 504.

Of the 113 vessels already converted for 308, fifty-seven remained at that capacity, but fifty-six were altered slightly to enable a load of 504 POW's to be carried. The

remaining vessels, which had not yet undergone alteration, went directly into conversion for 504 POW's.

While the Liberty ships so altered were still essentially freighters, it was apparent that (once all prisoners had been transported) a considerable number of U. S. troops could be moved by the large fleet of these vessels. However, somewhat improved conditions were obtained by reducing the berths from "5-high" to "3-high," and making other minor alterations, which reduced the *troop*-carrying capacity to 350.

The use of ships with this revised capacity had already begun when V-E Day occurred. It was then decided to increase the troop lift of the vessels to 550 each, to assist in the redeployment of troops to the Southwest Pacific. Therefore, alteration work was done on a "no-delay" basis insofar as practicable, 206 of the original list being designated for the increased lift. Work was actually accomplished on but 200, however, inasmuch as six were either lost or did not reach the United States by V-J Day. In the following list, vessels with capacity increased to 550 are unmarked, those not so increased are marked by an asterisk (*) and those lost prior to date of this compilation are marked by a cross (†).

The following Liberty Ships were converted for carrying a limited number of troops:

A. P. HILL
ABRAHAM LINCOLN
ALEXANDER GRAHAM BELL
ALEXANDER LILLINGTON
ALFRED MOORE
AMBROSE E. BURNSIDE
ANDREW FURUSETH
ANDREW HAMILTON
ANDREW MOORE
ARCHBISHOP LAMY
ASA GRAY
BENJAMIN CONTEE*
BENJAMIN HUNTINGTON
BENJAMIN R. MILAM
BERNARD CARTER
BETTY ZANE
BOOKER T. WASHINGTON
BRET HARTE
BUTTON GWINETT
CALEB STRONG
CALVIN COOLIDGE
CHARLES BRANTLEY AYCOCK
CHARLES GOODYEAR
CLARK MILLS*
COLIN P. KELLY JR.*
CONRAD WEISER
CORNELIUS GILLIAM
CORNELIUS HARTNETT
DANIEL H. HILL
DANIEL H. LOWNSDALE
DANIEL HUGER
DAVID G. FARRAGUT
EDWARD BATES*
EDWARD RUTLEDGE†
ELBRIDGE GERRY
ELEAZAR WHEELOCK
ELIHU YALE*
EMMA WILLARD
ESEK HOPKINS
ETHAN ALLEN
EUGENE HALE
EZRA CORNELL
F. MARION CRAWFORD
FELIPE DE NEVE
FELIX GRUNDY
FITZHUGH LEE
FRANCIS AMASA WALKER

FRANCIS L. LEE
FRANCIS MARION
GEORGE B. McCLELLAN
GEORGE BANCROFT
GEORGE DAVIS
GEORGE G. MEADE
GEORGE H. DERN
GEORGE H. THOMAS
GEORGE HANDLEY
GEORGE LEONARD
GEORGE M. BIBB
GEORGE SHIRAS
GEORGE W. CAMPBELL
GEORGE W. McCRARY
GEORGE W. WOODWARD
GIDEON WELLES
GRENVILLE M. DODGE
HANNIS TAYLOR
HAYM SALOMON
HELEN HUNT JACKSON
HENRY BALDWIN
HENRY GROVES CONNOR
HENRY MIDDLETON
HENRY WARD BEECHER
HILARY A. HERBERT
HORACE BINNEY*
HOWARD A. KELLY
IRVIN MACDOWELL
ISAAC COLES*
ISAAC SHARPLESS
JAMES B. RICHARDSON
JAMES BARBOUR
JAMES FORD RHODES
JAMES G. BLAINE
JAMES HOBAN
JAMES IREDELL*
JAMES J. HILL
JAMES JACKSON
JAMES McCOSH*
JAMES MONROE
JAMES MOORE
JAMES RUSSEL LOWELL†
JAMES TURNER
JAMES W. FANNIN
JAMES W. MARSHALL*
JAMES W. NESMITH*
JAMES WHITCOMB RILEY

JOAQUIN MILLER
 JOEL CHANDLER HARRIS
 JOHN B. HOOD
 JOHN BANVARD*
 JOHN BLAIR
 JOHN C. BRECKENRIDGE
 JOHN CLARKE
 JOHN CROPPER
 JOHN DICKINSON
 JOHN E. SCHMELTZER
 JOHN FISKE
 JOHN HARVARD
 JOHN HARVEY*
 JOHN HATHORN
 JOHN HOWLAND
 JOHN JAY
 JOHN L. MOTLEY*
 JOHN LAWSON
 JOHN M. MOREHEAD
 JOHN MILLEDGE
 JOHN MURRAY FORBES
 JOHN P. MITCHELL
 JOHN S. PILLSBURY
 JOHN SERGEANT
 JOHN STEVENS
 JOHN SULLIVAN
 JOHN TRUMBULL
 JOHN W. BROWN
 JOHN WALKER
 JOHNS HOPKINS
 JONATHAN EDWARDS
 JONATHAN ELMER
 JONATHAN GROUT
 JONATHAN TRUMBULL
 JONATHAN WORTH
 JOSEPH ALSTON
 JOSEPH GALE
 JOSEPH H. HOLLISTER
 JOSEPH H. NICHOLSON
 JOSEPH HOOKER
 JOSEPH LEIDY
 JOSEPH N. TEAL
 JOSEPH T. ROBINSON
 JOSEPH WARREN
 JOSHUA SENEY*
 JOSIAH BARTLETT
 JUSTIN S. MORRILL
 KING S. WOOLSEY
 LAMBERT CADWALADER
 LELAND STANFORD
 LEVI WOODBURY
 LINCOLN STEFFENS
 LOUIS McLANE
 LOUISA M. ALCOTT
 LUCRETIA MOTT
 LUTHER MARTIN
 M. M. GUHIN
 MARION McKINLEY BOVARD
 MARSHALL ELLIOTT
 MATTHEW MAURY
 MAYO BROTHERS
 MIRABEAU B. LAMAR
 MOSES AUSTIN

NEWTON D. BAKER
 NICHOLAS GILMAN
 NOAH WEBSTER
 PAINE WINGATE
 PAUL HAMILTON*
 PETER J. McGUIRE
 PETER MINUIT
 PIERRE L'ENFANT
 PIERRE SOULE
 PONCE DeLEON
 REVERDY JOHNSON
 RICHARD BASSETT
 RICHARD JODAN GATLING
 RICHARD OLNEY*
 RICHARD RUSH
 ROBERT DALE OWEN
 ROBERT F. STOCKTON
 ROBERT H. HARRISON
 ROBERT M. T. HUNTER
 SAMUEL ADAMS
 SAMUEL ASHE
 SAMUEL GRIFFIN
 SAMUEL HUNTINGTON*
 SAMUEL J. TILDEN*
 SAMUEL JOHNSTON
 SAMUEL LIVERMORE
 SMITH THOMPSON
 SOLOMON JUNEAU
 STEPHEN A. DOUGLAS
 TABITHA BROWN
 TARLETON BROWN
 THADDEUS KOSCIUSZKO
 THEODORIC BLAND*
 THOMAS B. ROBERTSON
 THOMAS CRESAP
 THOMAS HART BENTON
 THOMAS JOHNSON
 THOMAS NELSON PAGE
 THOMAS R. MARSHALL
 THOMAS W. BICKETT
 THOMAS W. HYDE
 TIMOTHY DWIGHT
 TRISTRAM DALTON
 WALTER E. RANGER
 WALTER FORWARD
 WARD HUNT
 WILLIAM A. GRAHAM
 WILLIAM A. RICHARDSON
 WILLIAM B. GILES
 WILLIAM B. TRAVIS
 WILLIAM BLOUNT
 WILLIAM CUSHING
 WILLIAM D. MOSELEY
 WILLIAM D. PENDER
 WILLIAM F. CODY
 WILLIAM FEW
 WILLIAM FLOYD
 WILLIAM H. JACKSON
 WILLIAM L. SMITH
 WILLIAM P. MULHOLLAND
 WILLIAM RAWLE
 WILLIAM S. ROSECRANS*
 WILLIAM S. YOUNG
 WILLIAM T. BARRY
 ZEBULON PIKE

APPENDIX "G"

Ships Adapted to Carry War Brides and Military Dependents

<i>Name</i>	<i>Control</i>	<i>Name</i>	<i>Control</i>
ACADIA	Army	MONTEREY (Matson)	WSA
ALGONQUIN	Army	PRESIDENT BUCHANAN	Army
BRAZIL	WSA	PRESIDENT TYLER	Army
BRIDGEPORT	Army	QUEEN MARY	British
CRISTOBAL	Army	REPUBLIC	Army
DAVID C. SHANKS	Army	ST. MIHIEL	Army
EDMUND B. ALEXANDER	Army	ST. OLAF	Army
FRED C. AINSWORTH	Army	SANTA PAULA	WSA
GEORGE W. GOETHALS	Army	SATURNIA	Army
HENRY GIBBINS	Army	THISTLE	Army
JAMES PARKER	Army	THOMAS H. BARRY	Army
JARRETT M. HUDDLESTON	Army	VULCANIA	WSA
JOHN ERICSSON	WSA	WASHINGTON	WSA
LURLINE	WSA	WILLARD A. HOLBROOK	Army
MARIPOSA	WSA	ZEBULON B. VANCE	Army

APPENDIX "H"

Animal Transports (All converted and operated by WSA)

ALC&E FORTIER	JOSE NAVARRO*	SANTIAGO IGLESIAS
CHARLES W. WOOSTER	JOSHUA HENDY	TJINEGARA*
CYRUS W. FIELD	MEXICAN	VIRGINIAN
F. J. LUCKENBACH	NEVADAN	WILLIAM J. PALMER
HENRY DEARBORN	PETER SILVESTER*	WILLIAM S. HALSTEAD
JOHN J. CRITTENDEN	SAMUEL H. WALKER	ZONA GALE

*Lost

APPENDIX "I"

Engineer Port Repair Ships (All Ex-AK's were of N3-M-1A type; all converted and operated by War Department)

ARTHUR C. ELY	(Ex-AK-88)	MADISON JORDAN	
GLENN GERALD		MANCHESTER	(Ex-AK-82)
GRISWOLD	(Ex-AK-83)	MARVIN LYLE	
HENRY WRIGHT		THOMAS	(Ex-AK-87)
HURLEY	(Ex-AK-86)	RICHARD R. ARNOLD	(Ex-AK-85)
JOE C. SPECKER	(Ex-AK-89)	ROBERT M. EMERY	(Ex-AK-84)
JUNIOR N. VAN NOY	(Ex-Lawrence)	THOMAS F. FARRELL, JR.	(Ex-AK-81)

APPENDIX "J"

Spare Parts Ships (All converted and operated by War Department)

BLLENHEIM	ROUND SPLICE (C1-M-AV1 type)
LOCK KNOT (C1-M-AV1 type)	SPANISH BOWLINE (C1-M-AV1 type)
MARYMAR	SUSAN V. LUCKENBACH
NEVADAN	

APPENDIX "K"

Marine Repair Ships (All converted and operated by War Department)

DULUTH	JAMES B. HOUSTON
J. E. GORMAN	W. J. CONNERS
J. M. DAVIS	WILLIAM F. FITCH

APPENDIX 'L'

Aircraft Repair Ships (All EC-2 Liberty type; all converted and operated by War Department)

<i>Name</i>	<i>Former Name</i>
BRIG. GEN. ALFRED J. LYON	NATHANIEL SCUDDER
BRIG. GEN. ASA N. DUNCAN	RICHARD O'BRIEN
BRIG. GEN. CLINTON W. RUSSELL	ROBERT W. BINGHAM
MAJ. GEN. HERBERT A. DARGUE	REBECCA LUKENS
MAJ. GEN. ROBERT OLDS	DANIEL E. GARRETT
MAJ. GEN. WALTER R. WEAVER	THOMAS LeVALLEY

APPENDIX 'M'

News Transmission Ship (Converted and operated by War Department)

SPINDLE EYE (C1-M-AV1 type)

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GAZETTEER

Showing Approximate Latitude and Longitude of Places Referred to in "Troopships of World War II"

A

ABADAN	Town, on Shatt-al-Arab, Iran	30°N. 48°E.
ACCRA	City, Gold Coast, Africa	6°N. 0°
ADAK	Island, Andreanof Is., Aleutians, Alaska	52°N. 177°W.
ADELAIDE	City, southern coast of Australia	35°S. 138°E.
ADEN	City, southern tip of Arabian peninsula	13°N. 45°E.
AGUSAN	Province, Mindanao Island, Philippines	8°N. 126°E.
AITAPE	City, north coast of New Guinea	3°S. 142°E.
AKUTAN	Harbor, Akutan Is., tip of Alaska Pen.	54°N. 166°W.
ALEXANDRIA	City, Mediterranean coast of Egypt	31°N. 30°E.
ALGIERS	City, north coast of Algeria, N. Africa	37°N. 3°E.
ALMA (PORT)	Harbor, northeast coast of Australia	24°S. 151°E.
AMCHITKA	Island, Rat Islands, Aleutians, Alaska	52°N. 179°E.
ANCHORAGE	City, southern coast of Alaska	62°N. 150°W.
ANGAUR	Island, Palau Islands, western Pacific	7°N. 134°E.
ANTIGUA	Island, Leeward Is., British West Indies	17°N. 62°W.
ANTOFAGASTA	City, northern Chile, South America	22°S. 70°W.
ANTWERP	City, northwest coast of Belgium	51°N. 4°E.
APARRI	City, northern Luzon, Philippine Is.	18°N. 122°E.
APIA	City, Upolu Island, Samoa	14°S. 172°W.
ARABISTAN	Harbor, north end of Persian Gulf, Iran	31°N. 49°E.
ARGENTIA	City, Placentia Bay, s.e. Newfoundland	47°N. 54°W.
ARUBA	Island, north of Venezuela, Dutch W. I.	12°N. 70°W.
ARZEW	Port, near Oran, Mediterranean coast of Algeria	36°N. 0°
ASCENSION	Island, between Brazil and Africa	7°S. 14°W.
ATTU	Island, Aleutian Islands, Alaska	53°N. 173°E.
AUCKLAND	City, northern North Island, New Zeal.	37°S. 174°E.
AUGUSTA	City, east coast of Sicily	37°N. 15°E.
AVONMOUTH	City, west coast of England	51°N. 3°W.

B

BAHIA	City, eastern coast of Brazil	13°S. 38°W.
BAHREIN	Islands, Persian Gulf, southwestern Asia	26°N. 50°E.
BALBOA	City, Pacific terminus of Panama Canal	9°N. 79°W.
BANDAR SHAPUR	City, head of Persian Gulf, Iran	30°N. 48°E.
BARBADOS	Island, Lesser Antilles, West Indies	13°N. 60°W.
BARI	City, east coast of Italy	41°N. 17°E.
BARRANQUILLA	City, northern coast of Colombia	11°N. 75°W.
BARRY	City, southeast coast of Wales	51°N. 3°W.
BASRA	City, upper end of Shatt-al-Arab	31°N. 48°E.
BATANGAS	City, northern Luzon, Philippine Islands	14°N. 121°E.
BATAVIA	City, northeast coast of Java, D. E. I.	6°S. 107°E.
BATHURST	Port, west coast of Gambia, western tip of Africa	13°N. 17°W.
BEIRA	City, east central coast of Mozambique	20°S. 35°E.
BELEM	Port, on Para River, north coast of Brazil	1°S. 48°W.
BELFAST	City, east coast of Northern Ireland	55°N. 6°W.
BELIZE	City, British Honduras, Central America	18°N. 88°W.
BENI SAF	Port, northwestern Algeria, near Oran	35°N. 1°W.
BERMUDA	Islands, central Atlantic Ocean	32°N. 65°W.
BLAK	Island, Schouten Is., northwest coast New Guinea	1°S. 136°E.
BIRKENHEAD	City, northwest coast of England	53°N. 3°W.
BIZERTE	City, Mediterranean coast of Algeria	37°N. 10°E.
BOMBAY	City, west coast of India	19°N. 73°E.
BORA BORA	Island, southwestern Pacific Ocean	16°S. 152°W.

BORDEAUX	City, west coast of France	45°N. 1/2°W.
BOUGAINVILLE	Island, Solomon Islands, SWP	6°S. 155°E.
BOWEN	City, northeast coast of Australia	20°S. 149°E.
BREMEN	City, northwest Germany, on Weser River	53°N. 9°E.
BREMERHAVEN	City, northwest coast of Germany	54°N. 8°E.
BRISBANE	City, east coast of Australia	27°S. 153°E.
BRISTOL	City, southwestern England	51°N. 3°W.
BRITISH GUIANA	Colony, northern South America	3°N. 59°W.
BUENAVENTURA	Port, west coast of Colombia, S. America	4°N. 77°W.
BUENOS AIRES	City, northeast coasts of Argentina	35°S. 58°W.
BUNA	City, eastern coast of New Guinea	9°S. 149°E.

C

CAIRNS	City, northeast coast of Australia	17°S. 146°E.
CALAIS	City, north tip of France on Strait of Dover	51°N. 2°E.
CALCUTTA	City, south coast of eastern India	22°N. 88°E.
CALLAO	City, southwestern coast of Peru	12°S. 77°W.
CANTON (ISL.)	Atoll, Phoenix Is., central Pacific Ocean	3°S. 172°W.
CAPELLE	Roadstead, northwestern coast of France	49°N. 1°W.
CAPETOWN	City, westerly southern tip of Africa	34°S. 18°E.
CARDIFF	City, southeastern tip of Wales	51°N. 3°W.
CASABLANCA	City, west coast of Morocco, Africa	33°N. 8°W.
CATANIA	Seaport, east coast of Sicily	36°N. 15°E.
CEBU	City, Cebu Island, eastern Philippines	10°N. 124°E.
CHANARAL	City, central coast of Chile	26°S. 71°W.
CHATHAM	Town, on Peril Strait, southeast. Alaska	57°N. 135°W.
CHERBOURG	City, west coast of France	50°N. 2°E.
CHERNOFSKI	Harbor, south. Unalaska Is., Aleutians	54°N. 167°W.
CHIGNIK	Village, east coast of Alaska Peninsula	56°N. 159°W.
CHIMO (FORT)	City, northern Quebec, Canada	58°N. 68°W.
CHINWANGTAO	Port, northeastern China	40°N. 120°E.
CHRISTMAS (ISL.)	Island, Indian Ocean, south of Java	10°S. 106°E.
CHRISTMAS (ISL.)	Island, Pacific Ocean	2°N. 157°W.
CHURCHILL	City, western shore of Hudson Bay, Can.	59°N. 94°W.
CLYDE	River, western Scotland	56°N. 5°W.
COCHIN	City, southern India	10°N. 76°E.
COLD BAY	Harbor, near tip of Alaska Peninsula	55°N. 162°W.
COLOMBIA	Country, northwestern South America	5°N. 75°W.
COLOMBO	City, Ceylon Island, at south top of India	8°N. 80°E.
CONSTANTA	City, eastern Romania, on Black Sea	44°N. 29°E.
CORDOVA	City, south coast of Alaska	61°N. 146°W.
CROSS (SOUND)	Entrance water from ocean to Icy Strait, Alaska	58°N. 137°W.
CURACAO	Island, north of Venezuela, D. W. I.	12°N. 70°W.

D

DAKAR	City, Senegal, French West Africa	15°N. 17°W.
DARWIN	City, north coast of Australia	12°S. 131°E.
DEAUVILLE	City, northwest coast of France	49°N. 0°
DJIBOUTI	City, French Somaliland, n.e. Africa	12°N. 43°E.
DOMINICA	Country, east part of Hispaniola, W. I.	19°N. 70°W.
DOWNS	Area, North Sea, near Ramsgate, Eng.	51°N. 1°E.
DURBAN	City, east coast of South Africa	30°S. 31°E.
DUTCH HARBOR	City, Unalaska Is., Aleutians, Alaska	54°N. 167°W.

E

EFATE	Island, New Hebrides, southwest Pacific	18°S. 168°E.
ELIZABETH (PORT)	City, easterly southern tip of Africa	34°S. 26°E.
EMIRAU	Island, Bismarck Archipelago, w. Pacific	2°S. 150°E.
ENIWETOK	Atoll, Marshall Islands, SWP	11°N. 162°E.
ESPIRITU SANTO	Island, New Hebrides, southwest Pacific	15°S. 167°E.
EXCURSION (INLET)	Arm, on north side of Icy Strait, Alaska	58°N. 136°W.

F

FALMOUTH	City, near southwestern tip of England	50°N. 5°W.
FALSE PASS	Harbor, near tip of Alaska Peninsula	55°N. 163°W.

FEDALA	Port, near Casablanca, French Morocco	34°N. 7°W.
FINSCHHAFEN	Harbor, eastern New Guinea, SWP	7°S. 148°E.
FREETOWN	City, Sierra Leone, West Africa	8°N. 8°W.
FREMANTLE	City, southwest coast of Australia	32°S. 115°E.
FROBISHER	Bay, southern Baffin Land	63°N. 66°W.
FUNAFUTI	Atoll, Elliee Islands, SWP	9°S. 179°E.

G

GALAPAGOS	Islands, Pacific Ocean, south of C. Amer.	0° 91°W.
GENOA	City, northwestern coast of Italy	44°N. 9°E.
GIBRALTAR	City, and Fort, southern tip of Spain	36°N. 5°W.
GILA GILA	Islet, Ketapang Bay, Kangean Is., east of Java	7°S. 115°E.
GILBERT	Islands, southwest Pacific Ocean	0° 175°E.
GLADSTONE	City, northeast coast of Australia	24°S. 151°E.
GLASGOW	City, central Scotland	56°N. 4°W.
GLOUCESTER	Cape, west tip of New Britain, SWP	6°S. 148°E.
GOLD COAST	Country, westerly central Africa	7°N. 2°W.
GOODENOUGH	Island, off eastern end of New Guinea	9°S. 150°E.
GOTHENBURG	City, southwest coast of Sweden	58°N. 12°E.
GREENOCK	Port, near Glasgow, w. coast of Scotland	56°N. 5°W.
GUADALCANAL	Island, Solomon Islands, SWP	10°S. 160°E.
GUAM	Island, western Pacific Ocean	13°N. 145°E.
GUANTANAMO	Bay, southeastern tip of Cuba	20°N. 75°W.
GUATEMALA	Country, central part of Central Amer.	16°N. 90°W.

H

HAIFA	City, west coast of Palestine	33°N. 35°E.
HAITI	Country, west part of Hispaniola, W. I.	19°N. 73°W.
HALIFAX	City, east central coast of Nova Scotia	45°N. 63°W.
HAVANNAH	Harbor, enclosed bet. Efate, Leleppa and Moso Is.	18°S. 168°E.
HIDDEN (INLET)	Arm of Pearse Canal, southeast. Alaska	55°N. 130°W.
HILO	City, east coast of Island of Hawaii, T.H.	20°N. 155°W.
HOBART	City, Tasmania Is., southeast of Australia	43°S. 147°E.
HOLLANDIA	City, north coast of New Guinea	2°S. 141°E.
HOMOHON	Island, east of Leyte Isl., Philippines	11°N. 126°E.
HONG KONG	Enclave, southeastern coast of China	22°N. 114°E.
HONOLULU	City, south coast of Oahu, Island, Hawaii	21°N. 158°W.
HORTA	Port, Fayal Island, Azores Islands	39°N. 29°W.
HUMBOLDT	Bay, north coast of New Guinea	2°S. 141°E.

I

ICY STRAIT	Passage, Chatham Strait to Pacific Ocean, Alaska	58°N. 136°W.
IE (SHIMA)	Islet, west of Okinawa	27°N. 128°E.
INCHON	City, west coast of Korean Peninsula	38°N. 126°E.
ISTANBUL	City, on Bosphorus, western Turkey	41°N. 29°E.
IVIGTUT	Town, southwestern Greenland	62°N. 48°W.
IWO JIMA	Island, western Pacific, s.e. of Japan	25°N. 141°E.

J

JAMAICA	Island, Caribbean Sea, south of Cuba	18°N. 77°W.
JAVA	Island of the Dutch East Indies	8°S. 110°E.
JINSEN	City, west coast of Korean Peninsula	38°N. 126°E.
JUNEAU	City, southeastern Alaska	58°N. 135°W.

K

KAHULUI	City, northern coast of Maui Is., Hawaii	21°N. 156°W.
KARACHI	City, western India	25°N. 67°E.
KAUAI	Island, northwestern Hawaiian Islands	22°N. 160°W.
KEMBLA (PORT)	City, New South Wales, Australia	34°S. 151°E.
KENYA	Territory, east coast of Africa	0° 37°E.
KETCHIKAN	City, southeastern tip of Alaska	55°N. 132°W.
KHORRAMSHAHR	City, southwestern Iran	30°N. 48°E.
KILINDINI	City, east coast of Kenya	4°S. 40°E.
KINGSTON	City, Island of Jamaica, Caribbean Sea	18°N. 77°W.

KISKA	Island, Aleutian Islands, Alaska	52°N. 177°E.
KOBE	City, southwestern Honshu Island, Japan	35°N. 135°E.
KODIAK	City, Kodiak Island, south of Alaska	58°N. 153°W.
KOSSOL (ROADS)	Anchorage, Palau Islands	6°N. 133°E.
KUNGNAIT	Anchorage, Arsuk Fjord, Greenland	61°N. 48°W.
KWAJALEIN	Atoll, Marshall Islands, western Pacific	9°N. 167°E.

L

LAE	Settlement, east coast of New Guinea	7°S. 147°E.
LAGOULETTE	City, near Tunis, north coast of Tunisia	37°N. 10°E.
LANGEMAK	Bay, east coast of New Guinea	7°S. 148°E.
LAUTOKA	Village, Viti Levu Is., Fiji Islands	18°S. 177°E.
LEGHORN	City, northwest coast of Italy	44°N. 10°E.
LE HAVRE	City, west coast of France	50°N. 0°
LEYTE	Island, eastern Philippines	11°N. 125°E.
LINGAYEN	City, on Lingayen Gulf, Luzon, P. I.	16°N. 120°E.
LISHAHALLY	Landing, Foyle River, near Londonderry, Northern Ireland	55°N. 6°W.
LIVERPOOL	City, northwest coast of England	53°N. 3°W.
LOCK EWE	Inlet, northwest coast of Scotland	58°N. 6°W.
LUNGA POINT	Promontory, north coast of Guadalcanal	9°S. 160°E.
LYTTTELTON	City, east coast of South Island, N. Z.	44°S. 173°E.

M

MACKAY	City, northeast coast of Australia	21°S. 149°E.
MADANG	Harbor, north coast of New Guinea	5°S. 146°E.
MAGELLAN	Strait, south tip of Chile, South Amer.	53°S. 70°W.
MAJURO	Atoll, Marshall Islands, western Pacific	7°N. 171°E.
MAKIN	Island, Gilbert Islands, Southwest Pacific	3°N. 173°E.
MANILA	City, Luzon Island, Philippines	14°N. 121°E.
MANUS	Island, Admiralty Is., Bismarck Archipel.	2°S. 147°E.
MARIANAS	Island group, western Pacific Ocean	16°N. 145°E.
MARSEILLES	City, southern coast of France	48°N. 5°E.
MARSHALL	Islands, western Pacific Ocean	10°N. 165°E.
MARSHALL	Port, northwestern coast of Liberia, west- ern Africa	7°N. 10°W.
MASSAUA	City, Red Sea Coast of Eritrea	16°N. 39°E.
MAUI	Island, central Hawaiian Islands	21°N. 156°W.
MELBOURNE	City, southeast tip of Australia	37°S. 145°E.
MERS-EL-KABIR	Port, near Oran, n.w. coast of Algeria	36°N. 1°W.
MERSEY	River, northwestern England	53°N. 3°W.
MIDWAY	Islands (Eastern & Sand), Pacific Ocean	28°N. 177°E.
MILFORDHAVEN	City, southwestern tip of Wales	52°N. 5°W.
MILNE	Bay, southeastern tip of New Guinea	10°S. 150°E.
MINDORO	Island, west central Philippines	13°N. 121°E.
MIOS WOENDI	Island, Schouten Is., northeast coast of New Guinea	1°S. 137°E.
MOLLENDO	City, southern coast of Peru	17°S. 72°W.
MONTEVIDEO	City, southern coast of Uruguay	35°S. 56°W.
MORESBY (PORT)	Town, south coast of New Guinea	9°S. 147°E.
MOROB	Harbor, east coast of New Guinea	8°S. 148°E.
MOROTAI	Island, Northern Moluccas, west. Pacific	2°N. 128°E.
MOZAMBIQUE	Country, southeastern Africa	16°S. 35°E.
MUMBLES	City, southern Wales	52°N. 4°W.
MUNDA	Town, New Georgia Is., Solomons, SWP	8°S. 157°E.

N

NAGASAKI	City, Kyushu Island, southern Japan	33°N. 130°E.
NAGOYA	City, Honshu Island, southern Japan	35°N. 137°E.
NAHA	City, Okinawa Island, south of Japan	27°N. 127°E.
NAKNEK	City, west coast of Alaska Peninsula	59°N. 157°W.
NANDI	Port, west coast Viti Levu Island, Fijis	18°S. 178°E.
NAPLES	City, west coast of Italy	41°N. 14°E.
NARSARSSUAK	Harbor, near s.w. tip of Greenland	61°N. 45°W.
NASSAU	City, New Providence Is., Bahamas, BWI	25°N. 77°W.
NAWILIWILI	Harbor, Island of Kauai, Hawaiian Is.	22°N. 159°W.

NELSON	Cape, Victoria, southeastern Australia	38°S. 142°E.
NEW CALEDONIA	Island, east of Australia	21°S. 165°E.
NEWFOUNDLAND	Island colony, northwestern Atlantic O.	49°N. 56°W.
NEWPORT	City, southwestern England	52°N. 3°W.
NOEMFOR	Island, off n.w. coast of New Guinea	1°S. 135°E.
NOME	City, Seward Peninsula, western Alaska	65°N. 165°W.
NORFOLK	Island, east of Australia	29°S. 168°E.
NOUMEA	City, southeast tip of New Caledonia	22°S. 166°E.
NUKUALOFA	Town, north coast Tongatabu, Tonga Is.	22°S. 175°E.

O

OAHU	Island, Hawaiian Islands, Cen. Pacific	21°N. 158°W.
OKINAWA	Island, Nansei Islands, south of Japan	27°N. 128°E.
ORAN	City, coast of Algeria, North Africa	36°N. 1°W.
ORCA (POINT)	Point, on Revillagigedo Channel, south-eastern Alaska	55°N. 131°W.
ORO BAY	Inlet, east coast of New Guinea	9°S. 149°E.
OSAKA	City, Honshu Island, southerly Japan	35°N. 135°E.
OSLO	City, southeast coast of Norway	60°N. 11°E.
OTARU	City, Hokkaido Island, Japan	43°N. 141°E.

P

PADLOPING	Island, east coast of Baffin Is., Canada	67°N. 63°W.
PAGO PAGO	Harbor, South coast Tutuila Is., Samoa	14°S. 171°W.
PALAU	Islands, western Pacific	8°N. 135°E.
PALAWAN	Island, southwestern Philippines	10°N. 119°E.
PALERMO	City, north coast of Sicily	38°N. 13°E.
PANAY	Island, central Philippines	11°N. 123°E.
PAPEETE	Town, Tahiti Isl., Society Islands, SWP	18°S. 150°W.
PAUILLAC	City, w. coast of France, on Gironde Riv.	45°N. 1°W.
PEARL HARBOR	Navy anchorage, Oahu Island, Hawaii	21°N. 158°W.
PELELIU	Island, Palau Is., SWP	7°S. 134°E.
PERNAMBUCO	City, eastermost coast of Brazil	8°S. 35°W.
PERSIAN (GULF)	Arm of Indian Ocean, east of Arabia	26°N. 51°E.
PETERSBURG	Town, on Wrangell Narrows, Kupreanof Is., Alaska	57°N. 133°W.
PETSAMO	City, north coast of Finland	69°N. 31°E.
PHILLIPEVILLE	City, Mediterranean coast of Algeria	37°N. 7°E.
PIRAEUS	Seaport, near Athens, Greece	38°N. 24°E.
PLEASANT ISLE	Island, Icy Strait, Alaska	58°N. 136°W.
PLYMOUTH	City, southwestern coast of England	50°N. 4°W.
POINTE NOIRE	City, south tip of Gabon, French Equatorial Africa	5°S. 12°E.
PONTA DELGADA	City, São Miguel Island, Azores Is.	38°N. 25°W.
PORT ALMA	Harbor, northeast coast of Australia	24°S. 151°E.
PORT ELIZABETH	City, easterly south tip of Africa	34°S. 25°E.
PORT KEMBLA	City, New South Wales, Australia	34°S. 151°E.
PORT MORESBY	Town, south coast of New Guinea	9°S. 147°E.
PORT SAID	City, Egypt, at Med. terminus of Suez Canal	31°N. 32°E.
PORT SUDAN	Seaport, Red Sea coast of Anglo-Egyptian Sudan	20°N. 37°E.
PORT SWETTENHAM	City, west coast Malay States, south Asia	3°N. 101°E.
PRINCE RUPPERT	Seaport, coast of British Columbia, Can.	54°N. 130°W.
PUERTO RICO	Island, east of Hispaniola, West Indies	18°N. 66°W.
PUNTA ARENAS	City, Magellan Strait, south tip South America	53°S. 71°W.
PUNTARENAS	City, Pacific Coast of Costa Rica	10°N. 85°W.

Q

QUEENSLAND	Northeastern subdivision of Australia	23°S. 145°E.
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R

RAROTONGA	Island, Cook Islands, SWP	21°S. 160°W.
RECIFE*	City, eastermost coast of Brazil	8°S. 35°W.
RENDOVA	Harbor, Rendova Is., Solomons	9°S. 157°E.
RENNELL	Island, south Solomon Islands	12°S. 160°E.

REYKJAVIK	City, west coast of Iceland	64°N. 22°W.
RIO DE JANEIRO	City, southeastern Brazil	23°S. 43°W.
ROI	Islet, Kwajalein Atoll, Marshall Islands	9°N. 167°E.
ROTTERDAM	City, western portion of Holland	52°N. 4°E.
RUSSELL (ISLANDS)	Group of the Solomon Islands, SWP	9°S. 159°E.

S

SAFI	Port, west coast of Morocco, N. Africa	32°N. 9°W.
ST. JOHNS	City, eastern Newfoundland	47°N. 53°W.
ST. LUCIA	Island, Windward Islands, British W. I.	16°N. 61°W.
SAID (PORT)	City, Egypt, at Med. terminus of Suez Canal	31°N. 32°E.
SAIPAN	Island, western Pacific Ocean	15°N. 146°E.
SALONIKA	Port, northeastern Greece, on Aegean Sea	41°N. 23°E.
SAMAR	Island, eastern Philippines	12°N. 125°E.
SAMOA	Island group, central Pacific Ocean	14°S. 170°W.
SAND POINT	Harbor, Unga Isl., Shumagin Is., south of Alaska Pen.	53°N. 161°W.
SAN JUAN	City, Puerto Rico. West Indies	18°N. 66°W.
SANSAPOR	Cape, northwestern tip of Dutch New Guinea	0° 132°E.
SANTOS	City, southeast coast of Brazil	24°S. 46°W.
SASAVELE	Island, New Georgia, SWP	8°S. 157°E.
SASEBO	City, west coast Kyushu Island, Japan	33°N. 130°E.
SEBADLER	Harbor, Manus Island	2°S. 147°E.
SEWARD	City, Kenai Peninsula, southern Alaska	60°N. 150°W.
SHANGHAI	City, east coast of China	31°N. 121°E.
SHATT-AL-ARAB	River, union of Tigris and Euphrates, Iraq	30°N. 48°E.
SHEMYA	Island, Semichi Is., Aleutians, Alaska	53°N. 180°
SICILY	Island, off south tip of Italy	38°N. 14°E.
SINGAPORE	City, tip of Malay Peninsula, Asia	1°N. 104°E.
SITKA	City, Baranof Island, southeast Alaska	57°N. 135°W.
SKAGWAY	City, head of Taiya Inlet, Chilkoot Inlet, Alaska	59°N. 135°W.
SKJOLDUNGEN	Island, southeastern coast of Greenland	63°N. 41°W.
SOERABAJA	City, eastern end of Island of Java	7°S. 113°E.
SOLENT (THE)	Channel, between Ise of Wight and English coast	51°N. 1°W.
SOLOMON	Islands between New Hebrides and Bismarck Archip.	12°S. 160°E.
SONDERSTROMFJORD	Fjord, southwest coast of Greenland	66°N. 53°W.
SOUTHAMPTON	Island, northern Hudson Bay, Canada	64°N. 85°W.
SOUTHAMPTON	City, south coast of England	51°N. 1°W.
SUBIC	Bay, southwestern Luzon, Philippines	15°N. 120°E.
SUDAN (PORT)	Seaport, Red Sea Coast of Anglo-Egyptian Sudan	20°N. 37°E.
SUEZ	City, Red Sea terminus of Suez Canal	30°N. 33°E.
SUVA	City, Fiji Islands, SWP	18°S. 178°E.
SWANSEA	City, south coast of Wales	52°N. 4°W.
SWETTENHAM (PORT)	City, west coast Malay States, south Asia	3°N. 101°E.
SYDNEY	City, southeastern coast of Australia	34°S. 151°E.
SYDNEY	City, north shore Cape Breton Isl., Nova Scotia	46°N. 60°W.

T

TACLOBAN	City, Leyte Island, Philippines	12°N. 125°E.
TAKORADI	City, Gold Coast, Africa	5°N. 2°W.
TAKU	City, near Tientsin, northeastern China	39°N. 118°E.
TAKU (HARBOR)	Anchorage, northeast shore of Stephens Passage, S. E. Alaska	58°N. 134°W.
TALOSA	Port, east coast of Leyte Is., Philippines	11°N. 125°E.
TANGIERS	City, northwest tip of Spanish Morocco	36°N. 6°W.
TARANTO	City, southern Italy	40°N. 17°E.
TARAWA	Atoll, Gilbert Islands, western Pacific Ocean	1°N. 173°E.
THEVENARD	Islands, south coast of Australia	32°S. 134°E.

THURSDAY	Island, at north tip of Queensland, Australia	10°S. 142°E.
TINIAN	Islet, western Pacific Ocean	15°N. 146°E.
TJILATJAP	Port, south coast of Java	8°S. 109°E.
TOEM	Village, north coast of New Guinea	2°S. 139°E.
TOKYO	City, Honshu Island, southeast Japan	36°N. 140°E.
TONGAREVA	Atoll, central Pacific (also "Penrhyn")	9°S. 158°E.
TONGATABU	Island, Tonga (or "Friendly") Islands, SWP	21°S. 175°W.
TORGILSBU	Anchorage, southeastern tip of Greenland	60°N. 43°W.
TOROKINA	Cape, Bougainville Island, Solomons	7°S. 155°E.
TOULON	City, Mediterranean coast of France	43°N. 6°E.
TOWNSVILLE	City, northeast coast of Australia	19°S. 147°E.
TRIESTE	City, north Italy, north end of Adriatic Sea	46°N. 14°E.
TRINCOMALEE	City, northeast coast of Ceylon, s. Asia	9°N. 81°E.
TRINIDAD	Island, near Venezuela, South America	10°N. 61°W.
TRIPOLI	City, northwest coast of Libya, N. Africa	33°N. 13°E.
TRUK	Islands, Caroline Islands, western Pacific Ocean	7°N. 152°E.
TSINGTAO	City, east coast of China	36°N. 121°E.
TULAGI	Settlement, northeast coast Tulagi Is., Solomons	9°S. 160°E.
TUTUILA	Island, eastern Samoa	14°S. 171°W.
TYNEMOUTH	Port, on North Sea coast of northern England,	55°N. 1°W.

U

UGASHIK	Town, west coast of Alaska Peninsula	58°N. 158°W.
ULITHI	Island, western Pacific Ocean	10°N. 140°E.
UNIMAK	Island, tip of Alaska Peninsula	54°N. 165°W.
UNITED KINGDOM	General area, including British Isles	55°N. 5°W.
UPOLU	Island, western Samoa, Southwest Pacific	16°S. 172°W.

V

VALDEZ	City, south coast of Alaska	61°N. 147°W.
VALPARAISO	City, central coast of Chile	33°S. 72°W.
VANCOUVER	Port, southwest. British Columbia, Can.	49°N. 124°W.
VERDON	Port, on Gironde River, west coast of France	46°N. 1°W.
VILA	Harbor, Efate Island, New Hebrides	18°S. 168°E.
VILLA DE PORTO	City, Santa Maria Island, Azores	37°N. 25°W.
VIZAGAPATAM	City, east coast of India	18°N. 83°E.
VLADIVOSTOK	City, southeast tip of Siberia	43°N. 132°E.

W

WABANA	Port, Bell Island, southeastern Newfoundland	48°N. 53°W.
WAKAYAMA	City, south Honshu Island, Japan	34°N. 135°E.
WAKDE	Island, near north coast of New Guinea	2°S. 139°E.
WELLINGTON	City, south tip of North Island, New Zealand	41°S. 174°E.
WHITTIER	Port, south coast of Alaska	61°N. 148°W.
WOENDI (MIOS)	Island, Schouten Is., northwest coast of New Guinea	1°S. 137°E.
WOMENS BAY	Arm of Chiniak Bay, Kodiak Is., Alaska	58°N. 152°W.
WOTJE	Atoll, Marshall Islands, western Pacific	9°N 170°E.

Y

YAKUTAT	City, south coast of Alaska	60°N. 140°W.
YOKOHAMA	City, southeast Honshu Island, Japan	35°N. 140°E.
YOKOSUKA	City, southeast Honshu Island, Japan	35°N. 140°E.

Z

ZAMBOANGA	City, s.w. tip of Mindanao Island, P. I.	7°N. 122°E.
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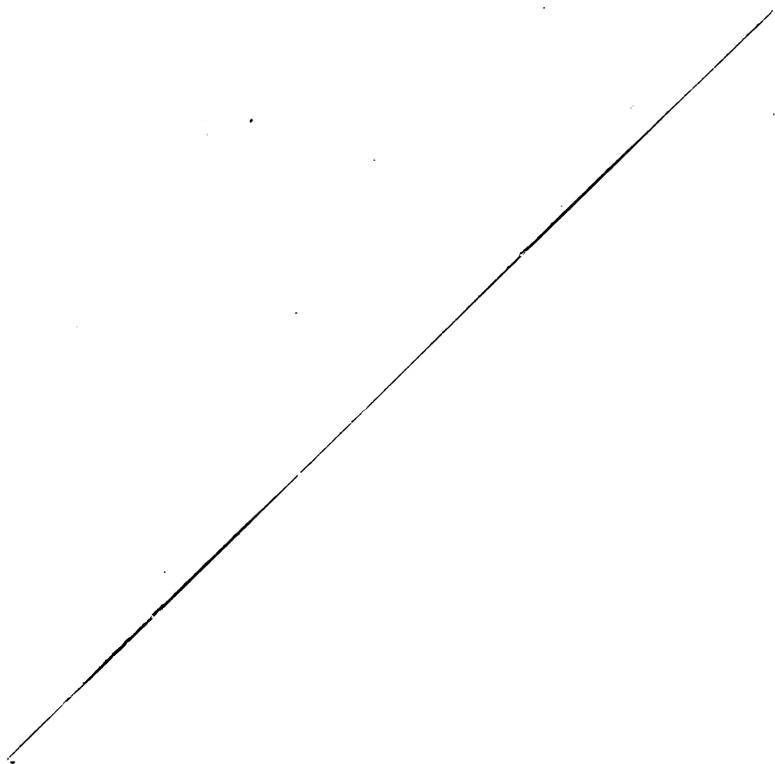
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