

APPENDIX TO
HISTORY
OF THE
NAVAL OVERSEAS TRANSPORTATION SERVICE
DURING THE WORLD WAR

Compiled in the
HISTORICAL SECTION

by

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Vol. II -

This volume contains individual histories of each of the four hundred and fifty ships of The Naval Overseas Transportation Service from the date of commissioning to the time of return to owners. They were compiled in the Ship Movement's section of Naval Operations, from the N O T S records.

HISTORY OF THE USS M.J.SCANLON.

The USS M.J.SCANLON was one of the ships built by the New York Ship Building Company at Camden, N.J. She was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 23rd of September 1918 at Philadelphia.

She was immediately ordered to proceed to Norfolk there to load a cargo for the Army, and sailed from Philadelphia on the 26th of September, arriving at Norfolk on the 27th. Here she loaded a full cargo and sailed on the 14th of October for New York, at which port she arrived on the 21st, underwent repairs, bunkered and sailed in convoy on the 1st of November for Quiberon. She arrived at this port on the 17th, and from there proceeded on the same day to St. Nazaire at which port she arrived on the 18th. Here she discharged her cargo and sailed on the 30th for Brest, where she loaded 1000 tons of sand ballast, and proceeded on the 3rd of December to New York, arriving there on the 20th. At New York she underwent repairs, and at this time it was decided to return her to her owners. She sailed on the 7th of January to Philadelphia.

On the 27th of January, 1919, repairs were completed, inventories taken and the USS M.J.SCANLON was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General Characteristics.

Cargo ship.

Length: 377' 7", beam 51'.

Decks 2, holds 5.

Complement : Officers 13, crew 92.

Cubic cargo capacity: (Grain) 438,158 cubic feet.
(Bale) 398,326 cubic feet.

Armament: 1-3-50 fwd. 1-4-40 aft.

Total deadweight tonnage 7500, net tonnage 4048.

Oil burner: bunkers 215,832 gallons.

Draft loaded 25', speed 9.5 knots.

Cargo transported overseas: 17,317 tons.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 11, 1919.

History of the U.S.S. MAARTENSDIJK.

The Maartensdijk was among the Dutch tonnage seized by the Custom Officials under the President's proclamation dated March 20th, 1918. She was immediately turned over by the Custom Officials to the Navy Department on the 21st and was commissioned on the 27th as an H.O.T.S. (Naval Overseas Transportation Service) vessel, at New York. She was immediately re-fitted and re-furnished in accordance with Navy practice and ordered to load a full cargo of Army supplies and to join convoy sailing from New York on the 10th of April. These operations were completed on schedule time and she joined convoy sailing on the 10th but owing to the speed of the convoy she dropped out on the 13th and proceeded to Halifax arriving there on the 15th. At this port she was delayed until the 28th at which time she joined a slow convoy for Brest. This convoy arrived its destination on the 14th of May, owing to the congestion of cargo facilities at this port she was ordered to proceed to St. Nazaire. She remained at this port discharging until June 15th at which time she was sent to Verdon there she bunkered and took ballast and sailed on the 27th for New York arriving there on July 9th. At this port she discharged her ballast, loaded 1589 tons of general cargo, under-went repairs and was ordered to proceed on the 16th for Boston there to complete discharge. She arrived Boston on the 17th, loaded 4286 tons of army supplies and sailed on the 28th for Sidney, N. S. there to join convoy sailing on the 3rd of August. This convoy arrived Havre on the 18th of August at which port she discharged her complete cargo and sailed on the 26th of August for New York via England. She arrived New York on the 11th of September where she discharged her ballast entered dry dock under-went necessary repairs and coming out was sent to Pier 6 Bush docks where she loaded 7263 tons of general cargo. These operations were completed on the 25th, she was delayed two days awaiting convoy for St. Nazaire at which port she arrived on the 15th of October. After discharging her cargo at this place she returned to New York arriving there on the 13th of November. Upon her arrival at New York she was sent to Morgan street where stalls were constructed for 600 horses. These operations were completed at New York on the 30th of November at which time she proceeded to Boston there to complete loading. She sailed from Boston on the 12th of December for Quiberon arriving there on the 25th of December. At this port she discharged a part cargo and proceeded on the 4th of January to St. Nazaire arriving there on the 5th. At this port she discharged 4501 tons of general cargo, loaded ballast, sailed on the 23rd for New York arriving there on the 9th of February. At this port she was sent to Pier 3, Bush docks where she discharged 1032 tons of Army return cargo. It was decided at this time to place the Maartensdijk out of commission. On the 25th of February 1919 repairs were completed, inventories were taken and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length over all 400'5". Beam 52'. Number decks 2. Number holds 6.
Complement 14 officers 99 crew. Cubic cargo capacity (grain)

U.S.S. MAARTENSDIJK (cont'd)

381,854 cu.ft. Bale 354,495 cu.ft. Refrigerating space 1415 cu.ft. Armament 3/50 fwd. 6/50 aft. Total dead weight 9048 tons. Net registered tonnage 3315 tons. Cargo dead weight 7604 tons. Draft loaded 28'5". Speed loaded 10 knots. This is the average type of cargo ship used in transporting the Army program of supplies abroad. Total cargo transported abroad 27,029 tons.

History of the U.S.S. MACONA.

The Macona was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel August 19th, 1918 at New York. At this port she was re-fitted and re-furnished in accordance with Navy practice and was ordered to load a cargo of general supplies consisting of 4470 tons. This operation was completed at New York on the 25th of August at which time she sailed in convoy for St. Nazaire. This convoy arrived its destination September 12th. Upon the discharge of her cargo at this port the Macona was assigned to service in European Waters. Her first voyage in this status was to Belfast, Ireland at which port she was ordered to load a full cargo of potatoes for the American Expeditionary forces. She remained in the Army service carrying supplies in European Waters until the 20th of December, 1918 at which time she arrived St. Nazaire. At this port she was ordered to load a cargo of Navy stores and under-go a few minor repairs necessary for her trans-Atlantic voyage and proceed to Cardiff there to bunker. These operations were completed as per schedule and she sailed from Cardiff on the 15th of February for Hampton Roads. On her voyage over it was necessary for her to stop at the Azores for fuel. She arrived Hampton Roads on the 12th of March at this time it was decided to place her in-line for demobilization. On the 25th of March 1919 repairs were completed, inventories taken and she was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General Characteristics.

Cargo ship.
Length over all 397'. Beam 49'. Number decks 5. Number holds 4.
Complement 10 Officers, 79 crew. Cubic cargo capacity (grain)
310,227 cu.ft. Refrigerating space 998 cu.ft. Net registered
tonnage 3996 tons. Cargo dead weight 5700 tons. Draft loaded 22'
6". Speed loaded 9 knots. Total cargo transported abroad 4470 tons.
This is the average type of cargo ship used in transporting the
Army program of supplies abroad.

History of the U.S.S. MAJOR WHEELER.

The Major Wheeler was taken over and commissioned at San Francisco as an N.O.T.S. (Naval Overseas Transportation Service) vessel October 8th, 1918 and she was immediately re-fitted and re-furnished in accordance with Navy practice and ordered to load a partial cargo and proceed to San Pedro, there to complete loading. These operations were completed at San Francisco and on the 24th of October she sailed for San Pedro arriving there on the 24th. On the 3rd of ~~October~~ ^{November} she was ordered to proceed to Paita, Peru there to discharge a part cargo and proceed to Callao. After discharging her cargo at these ports she loaded a cargo of nitrate and proceeded from Arica, Chile on the 26th of November for Charleston, South Carolina via the Canal. She arrived Charleston on the 26th of December at which place she discharged her cargo and under-went repairs to her steering gear. At Charleston she was ordered on the 12th of January to proceed to New York there to load a cargo of supplies for shipment to South America. She arrived New York the 16th of January and was sent to Pier A. Erie Basin where she under-went a few minor repairs until the 27th when she was sent to Pier 121, North River. At this port she loaded 3684 tons of general cargo which operations were completed on the 10th. However, she was delayed until the 15th owing to repairs to her auxiliary pump, she was ordered to sail on the 15th to Santos, Brazil stopping over at Trinidad to bunker. She arrived at Santos on the 16th of March, she discharged 1790 tons of cargo and proceeded on the 24th to Rio Grande do Sul arriving there on the 23rd. At this port she discharged 1800 tons of general cargo and proceeded on the 31st to Rosario de Santa Fe. She arrived at this port the 5th of March at which port she loaded 3600 tons of maize under-went repairs and sailed on the 11th for Campana at which place she bunkered and sailed on the 13th to New York stopping at Trinidad on the 2nd of May to bunker. She arrived New York on the 9th of May at which time she was sent to Pier 121, North River here she discharged her cargo of maize and was then ordered to be placed in line for demobilization. On the 19th of May 1919 repairs were completed, inventories were taken and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length over all 319'9". Beam 46'. Number decks 1. Number holds 3.
Complement Officers 10, Crew 67. Cubic cargo capacity (grain)
239,001 cu.ft. Bale 222,399 cu.ft. Refrigerating space 680 cu.ft.
Total dead weight 5040 tons. Net registered tonnage 2038 tons.
Cargo dead weight 4311 tons. Draft loaded 22'2½". Speed loaded 10 knots.

History of the U.S.S MALANG.

The Malang was among the Dutch tonnage seized by the Custom Officials under the President's proclamation of March 20th, 1918. She was immediately turned-over to the Navy Department and was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel April 2nd, 1918 at New York. At this port she was immediately re-fitted and re-furnished in accordance with Navy practice and was ordered to load a full cargo of Army supplies and to join convoy sailing from Halifax on the 28th of April. These operations were completed as per schedule and the convoy arrived Brest on the 13th of May. At this port she discharged a part cargo and sailed on the 25th to La Oriente arriving there the same day. At this port she completed discharge and sailed to Verdon there to bunker and join convoy sailing the 10th of June for New York. This convoy arrived its destination on the 26th of June from New York. The Malang was dispatched to Philadelphia at which port she was ordered to load a full cargo of Army supplies and join convoy sailing from Norfolk on the 21st of July. This convoy arrived Brest on the 9th of August at which port she discharged a part cargo and proceeded on the 11th to St. Nazaire at which port she completed discharge. Upon completion of discharge she loaded ballast at Bordeaux, bunkered at Verdon and sailed in convoy the 6th of September for New York arriving on the 25th of September. Upon arrival at New York she was ordered to load a cargo of mine laying material, undergo a few minor repairs and join convoy sailing from Norfolk on the 17th of October. This convoy arrived Barry Roads on the 8th of November at which place she under-went repairs. Upon her arrival at this port after discharging her cargo she was assigned by the Army authorities in European Waters to transport potatoes from Belfast to French ports. She remained in this service until the 10th of January at which time she sailed from Brest to Norfolk with a cargo of mines consisting of 531 depth charges, 531 detonators, 531 primers, 950,000 rounds of rifle ammunition, 30,000 rounds of pistol ammunition. At which time she sailed for Norfolk arriving there on the 29th of January. Upon her arrival at this port she was ordered to proceed the same day to New York at which port she arrived on the 31st and was sent off Tompkinsville where she discharged 400 tons of ammunition. She was then sent to Pier 33 Brooklyn where she under-went repairs and discharged 900 tons of cargo and 290 tons of ballast. Upon completion of this operation she was sent to Pier 47 Erie Basin at which port she loaded 3654 tons of grain assigned to the Food Administration. These operations were completed on the 5th of March at which time she sailed for Copenhagen. She arrived this port on the 26th of March at which port she discharged part cargo and proceeded to Hango where she completed discharge and was then ordered to proceed to Rotterdam at which port she arrived on the 21st of April. At this port it had been previously ordered that the U.S.S. MALANG would be returned to her Dutch owners. Naval crews removed, Naval operations cease. On the 7th of May 1919 repairs were completed, inventories had been taken and she was placed out of commission and re-delivered to her owners.

U.S.S. MALANG (cont'd)

General Characteristics.

Cargo ship.

Length over all 332'4". Beam 43'9". Number decks 3. Number holds 4. Complement 10 Officers, crew 52. Total dead weight 5500 tons. Net registered tonnage 2251 tons. Cargo dead weight 3500 tons. Draft loaded 23'7". Speed loaded 8.5 knots. This is the average type of cargo ship used in transporting the Army program of supplies abroad.

HISTORY OF THE USS MANTA.

The USS MANTA was taken over and commissioned as N.O.T.S. (Naval Overseas Transportation Service) vessel on December 8, 1917 at Norfolk Virginia.

She was immediately refitted and refurnished in accordance with Navy practice and sailed with a cargo of supplies on the 10th for Bermuda, arriving there on the 12th. Here she discharged her cargo, underwent a few minor repairs, and was ordered to sail on the 15th for Norfolk, at which port she arrived on the 15th of February. At Norfolk she loaded a full cargo of coal for the Shipping Board to be discharged at Boston and sailed from there on the 21st of March arriving at Boston on the 24th. Here she discharged her coal and proceeded on the 26th to Hampton Roads, where she again loaded a full cargo of coal for discharge at Bermuda, bunkered and proceeded on the 30th of March to Bermuda arriving there on the 3rd of April. At this port she discharged her cargo of coal and sailed on the 9th for Hampton Roads, where she underwent urgent repairs, again loaded a full cargo of coal and proceeded on the 20th of May to Port of Spain, at which place she arrived on the 11th of May. Here she discharged her coal and was ordered to proceed to San Domingo City. She arrived at San Domingo on the 26th; San Juan on the 30th; Puerto Plata on the 1st of June; and finally sailed on the 3rd for Charleston arriving there on the 8th. Here she discharged her cargo of tobacco and sugar, underwent a few minor repairs and sailed on the 29th for Norfolk. At Norfolk she bunkered for a trip overseas, loaded a full cargo which included a few mines and sailed on the 13th of July for Oban Scotland, arriving there on the 1st of August. From here she sailed on the same day for Kyle and from Kyle sailed on the 11th to Lamlash, where she arrived on the 17th. Here she bunkered and proceeded from there on the 17th to Hampton Roads, at which port she arrived on the 3rd of September. Here she underwent repairs, loaded a cargo of mines in general and sailed on the 15th of September for Oban arriving there on the 30th of October. From here she proceeded on the same day to Corpack, arriving there on the 4th; Glasgow on the 11th; and Lamlash on the 18th. Here she was delayed for some time on account of a serious outbreak of Spanish Influenza, finally completed discharging her cargo, bunkered and sailed from Lamlash on the 30th of October for Norfolk. On the 14th of November she hove-to in a southwest gale, was completely disabled and it was found necessary to tow her into Norfolk, at which place she arrived on the 23rd of November. It was at this time decided to place her in line for demobilization. On the 13th of March 1919, extensive repairs had been completed, inventories had been ^{taken} completed and the USS MANTA was placed out of commission and returned to the Shipping Board, for simultaneous return to her owners.

General characteristics.

Mine Carrier.

HISTORY OF THE USS MANTA.

continued.

Length: 261', beam 43' 6".
Mean draft: 17' 9", speed 9 knots.
Total deadweight tonnage: 3000, net tonnage 1942 tons.
Complement : Officers 10, crew 54.

This is the average type of ship used to transport the Army program of fuel and supplies abroad.

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October 2, 1919.

History of the U.S.S. MARIANA.

The Mariana was taken over and commissioned as an M.O.T.S. (Naval Overseas Transportation Service) vessel July 28th, 1918 at Baltimore, Maryland and was immediately re-fitted and re-furnished in accordance with Navy practice and was ordered to load a cargo of general supplies consisting of 3200 tons. These operations were completed at Baltimore on the 2nd of August at which time she sailed to New York to join convoy sailing from there on the 5th. This convoy arrived Brest on the 20th of August there she was delayed one day waiting convoy sailing for Rocheforte at which port she arrived on the 23rd. At this port she discharged her complete cargo, underwent a few minor repairs and loaded 360 tons of pyrite as ballast. She sailed from this port on the 4th to Verdon there to join convoy sailing on the 6th. This convoy arrived Baltimore on the 24th. Upon her arrival at Baltimore she was sent to Canton, Iron Ore Pier where she discharged ballast and loaded 3111 tons of Army supplies and sailed on the 5th of August for New York there to join convoy sailing on the 8th for Brest. This convoy arrived its destination on the 23rd of August. She was sent the following day to Nantes arriving on the 25th. At this port she discharged her complete cargo and was then ordered by the Army authorities to proceed to Belfast there to load a cargo of potatoes for the A.E.F. forces and return to Brest for discharge. This operation was completed the 14th of November at which time she arrived Brest, owing to the urgent need of potatoes by the A.E.F. the Mariana was again ordered to proceed to Belfast to load a cargo of potatoes for discharge at St. Nazaire. This duty was completed on the 5th of January at which time she arrived St. Nazaire, she was then ordered to load a cargo of shrapnel consisting of 178 tons, 500 tons of general cargo and 150 tons of sand ballast. These operations were completed the 25th of January at which time she sailed to Barry Roads there to bunker and on the 30th she was in all respects ready for sea and sailed for New York arriving on the 18th of February. Upon her arrival at New York she was sent to Pier 5 Bush docks where she discharged her cargo and was then decided to place her in line for demobilization. On the 4th of April 1919 repairs were completed, inventories had been taken and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length over all 347'7". Beam 46'9". Number decks 2. Number holds 3. Gross tonnage 3063 tons. Net tonnage 1942 tons. Total dead weight 4700 tons. Armament 1 4"/50 forwd. 1 4"/50 aft. Draft loaded 11'. Cubic cargo capacity (grain) 236,120 cu.ft. Bale 223,350 cu.ft. Complement 10 Officers, 68 crew. This is the average type of cargo ship used in transporting the Army program of supplies abroad. Cargo transported 15,573 tons.

History of the U.S.S. MARNE.

The Marne had a very short life in the N.O.T.S. (Naval Overseas Transportation Service). She was taken over and commissioned the 3rd of February, 1919 at Brooklyn, there she was ordered to load a full cargo of Army supplies and proceed to European Waters for discharge. These orders were cancelled and it was decided to place her in line for demobilization. On the 6th of February, 1919 she was placed out of commission and returned to the Shipping Board.

Owing to the length of time this vessel was in the Navy service data on her characteristics were not obtained.

HISTORY OF THE USS MARS.

At the beginning of N.O.T.S. on January 9, 1918, the Navy collier MARS was assigned to operation with that service. At the time she was lying in the port of New York, and on completion of discharge, was immediately refitted and refurnished in accordance with Navy practice in order to proceed on the 16th of January to Hampton Roads, there to load a full cargo of coal and sail on the 24th of January for Bermuda, at which port she arrived on the 27th. After completing discharge at this port, she sailed on the 22nd of February for Hampton Roads, at which port she arrived on the 25th and was immediately placed in dry dock for repairs. These operations being completed, she loaded a cargo of coal and proceeded on the 15th of March to New York where she discharged her coal and proceeded on the 30th for Baltimore, there to load a full cargo of coal for discharge at New York. At New York, she underwent extensive repairs until the 20th of April at which time she sailed for Norfolk arriving there on the 27th. At Norfolk it was necessary to again place her in dry dock for extensive repairs. These operations were completed, and after a successful trial trip, she sailed on the 5th of June for Boston to discharge part of her cargo of coal, and from there proceeded to Norfolk, where she loaded a full cargo of coal and proceeded to Key West for complete discharge. She arrived at her destination on the 20th of July, and after discharge of her cargo, was ordered to proceed to Jacksonville on the 15th, at which port she loaded a cargo of portable houses and sailed on the 25th for Norfolk there to load a full cargo of coal for discharge at Boston. She arrived at Boston on the 25th of August, discharged her cargo and sailed on the 28th for Norfolk arriving there on the 30th. At this port she loaded a cargo of coal and proceeded on the 1st, of September to the Panama Canal arriving there on the 10th, discharged her cargo and loaded a cargo consisting of 7500 tons of scrap iron, and proceeded on the 22nd to Philadelphia, at which port she arrived on the 10th of October. Here she discharged her cargo and proceeded on the 28th to Norfolk and from here on the 29th to Boston. From Boston on the 5th of November to Norfolk where she loaded a full cargo of coal for discharge at Key West. She arrived at Key West on the 23rd of November. Here she discharged her coal and sailed on the 6th of December for Norfolk where she again loaded a cargo of coal for discharge on the Panama Canal. She sailed from Norfolk on the 11th of December arriving at Christabel on the 19th. From here she proceeded on the same day to San Diego, at which port she arrived on the 31st, and after discharging her cargo, proceeded on the 14th of January 1919 to San Francisco there to load a cargo of coal. She arrived at this port on the 17th and sailed on the 7th of February for Norfolk via the Canal Zone. She finally arrived at Norfolk on the 1st of March at which port she underwent extensive repairs, loaded a full cargo of coal and proceeded on the 1st of April to the Azores, at which port she arrived on the 10th. At this port she was delayed on account of lack of cargo facilities, finally discharged her cargo and sailed on the 17th of May for Hampton Roads with the WEST GROVE

HISTORY OF THE USS MARS.

continued.

in tow arriving there on the 6th of June. At Norfolk she loaded a full cargo of coal and proceeded on the 22nd to Boston, at which port she discharged her cargo of coal and returned to Norfolk arriving there on the 30th of June. On this same date, June 30, 1919, the USS MARS was detached from N.O.T.S. and assigned to service with the Train Atlantic Fleet. On August 11 she was detached from this service and again assigned to N.O.T.S. While in this status she made one trip, sailing from Norfolk on the 29th of August for Spalato via Gibraltar. Our latest movement sheet shows this vessel sailing on the 19th of September 1919 from Gibraltar to Spalato.

General characteristics.

Fuel ship.
Length 403', beam 53'.
Mean draft: 24' 8". speed 13 knots.
Displacement: 11,250 tons.
Complement: Officers 10, crew 119.

This is the average type of ship used to transport the Navy program of fuel.

October 2, 1919

HISTORY OF THE USS MAUBAN.

The USS MAUBAN was taken over and requisitioned to carry a cargo of ties from France to Portugal, and upon completion of this duty, was commissioned as N.O.T.S. vessel on the 3rd of Oct. 1918.

Until the 18th of February 1919, she was assigned to the Shipping Board Account, and was engaged in carrying supplies between French and English ports. On the 18th of February she sailed from Cardiff for New York with 500 tons of sand ballast and arrived there on the 14th of March.

At this time it was decided to place her in line for demobilization and on the 11th of April 1919, repairs ~~being~~ completed, inventories ~~having been~~ taken she was placed out of commission and returned to the Shipping Board.

General characteristics.

Cargo ship.

Length : 236', beam 34'.

Decks 2, holds 3.

Cubic cargo capacity: (grain 84,150 cubic feet).
(bale 76,500 cubic feet).

Total deadweight tonnage: 1650 tons, net tonnage 800.

Draft loaded, 16' 8". speed 7.5 knots.

This is the average type of ship used to transport the Army program of supplies abroad.

October 3, 1919.

HISTORY OF THE USS MAUMEE.

At the beginning of N.O.T.S., on January 9 1918, the Navy oil tanker MAUMEE was assigned to this service. At this time she was lying in the port of New York and was immediately refitted and refurnished in accordance with Navy Practice, and on the 2nd of February 1918 sailed from New York for Norfolk, at which port she discharged part of her cargo of oil and sailed on the 12th for Key West, there to take in tow the Standard Oil barge MAGNOLIA loaded with gasoline and proceed to Guantanamo. These operations were completed and she proceeded on the 19th of February for Guantanamo arriving there on the 21st. At this port she discharged her cargo, and sailed on the 23rd for Charleston where she remained 15 days undergoing repairs to her boilers. Upon completion of repairs at this port she was ordered to proceed to Port Arthur and load a cargo of fuel oil for partial discharge at Melville R.I. These operations were completed as per schedule and she sailed for Port Arthur on the 8th of March arriving there on the 13th. She proceeded on the 15th to Melville arriving there on the 21st. After partial discharge at this port she proceeded to Boston on the 23rd arriving there on the following day, at which port she again discharged part of her cargo and proceeded on the 26th. to Hampton Roads, where she arrived on the 28th, and, after discharging her remaining cargo of 700,000 gallons of oil, she sailed on the 30th for Port Arthur, there to bunker and load another cargo of fuel oil. She arrived at Port Arthur on the 5th of April and, after completion of loading 75,000 tons of fuel oil, sailed on the 8th. for Norfolk, where she discharged her cargo for use of the Navy Yard at that port, and proceeded on the 18th to New York for installation of new cylinder heads. She arrived at New York on the 21st., was placed in dry dock and underwent repairs to her main engine until the 30th of April, at which time she again sailed for Port Arthur to load a full cargo of oil and gasoline. At this port she arrived on the 7th. of May, loaded 140,000 gallons of fuel oil and 10,796 gallons of gasoline, and proceeded on the 16th to Hampton Roads for discharge and from there sailed on the 19th. for Port Arthur again to load a full cargo of oil and proceed to New York for discharge. From New York she sailed on the 12th of June for Boston at which port she underwent urgent repairs to her engines and boilers. She remained at Boston until the 21st. of September, at which time she sailed for Philadelphia, there to load a cargo of fuel oil for discharge at Brest. She proceeded on the 25th for New York to join a convoy sailing on the 26th. for Brest, and arrived at her destination on the 13th of October. At this port she discharged her cargo, proceeded on the 31st. in convoy for New York, arriving there on the 14th of November. At New York it was necessary to place her in dry dock for extensive repairs. These repairs were completed and she sailed on the 31st. of January 1919 to Boston, there to load a cargo of oil for discharge at Melville, R.I. These orders were cancelled, however, and it was decided to send the MAUMEE on an overseas trip.

After completion of loading, she proceeded on the 5th. of February

HISTORY OF THE USS MAUMEE.

continued.

For New York and from there sailed on the 9th for Azores, at which port she discharged part of her cargo and sailed on the 22nd for Brest arriving there on the 26th of February and after discharging her remaining cargo, loaded water ballast, bunkered and sailed on the 5th of March to New York arriving there on the 19th of March. From here, after completion of loading a full cargo, she proceeded to Guantanamo arriving there on the 1st of April, and after discharging a cargo sailed on the 5th for Port Arthur arriving there on the 10th. After again loading a full cargo of fuel oil, she was ordered to proceed to Norfolk for repairs. She arrived at Norfolk on the 18th of April, repairs were completed and she was detached from N.O.T.S. and assigned to the destroyer forces for operation in connection with the Trans-Atlantic Flight.

General characteristics.

Fuel ship.

Length: 455', beam 56'.

Mean draft: 26' 2", speed 14 knots.

Displacement tonnage 14,500 tons.

Complement: Officers 10, crew 136.

This is the average type of ship used to transport the Navy program of fuel.

History of the U.S.S. MERAUKE.

The Merauke was among the Dutch tonnage seized by the Custom Officials under the President's proclamation dated March 20th, 1918. She was immediately turned over to the Navy Department and commissioned as an H.O.T.S. (Naval Overseas Transportation Service) vessel the 28th of March 1918 at New York. She was re-fitted and re-furnished in accordance with Navy practice and ordered to proceed to Philadelphia April 2nd at which port she loaded 7331 tons of general cargo and sailed for New York on the 23rd of April to join convoy sailing from there on the 25th. This convoy arrived Brest, France on the 10th of May, St. Nazaire on the 13th. At which port she discharged her complete cargo and sailed on the 5th of June for Philadelphia arriving on the 18th of June. At this port she underwent repairs and loaded 7610 tons of army supplies and sailed to New York on the 9th of July to join convoy sailing from there on the 13th. This convoy arrived St. Nazaire on the 28th, at which port she discharged her complete cargo and sailed to Verdon to bunker and ballast and return to Philadelphia on the 5th of September. At Philadelphia she loaded 7000 tons of Army cargo and sailed on the 29th of September to New York to join convoy sailing from there on the 30th. This convoy arrived Brest on the 15th of October, St. Nazaire on the 16th at which place she discharged her cargo and returned to Philadelphia on the 19th of November. At this port she again loaded 5701 tons of army cargo and sailed on the 6th of December for Guiberon arriving there on the 20th, St. Nazaire on the 23rd. At this port she discharged her complete cargo and sailed on the 31st of January for New York arriving there on the 20th of February. At this place it was sent to Pier 2 Bush docks where she discharged 179 tons of cargo, 3000 tons of ballast, underwent a few minor repairs. These operations were completed the 10th of March at which time she proceeded to Philadelphia there to load a cargo of general food stuffs consisting of 7134 tons, for shipment to Rotterdam at which port she was ordered to be re-delivered to her Dutch owners. Operations were completed at Philadelphia on the 20th of March at which time she sailed for Copenhagen arriving there on the 11th of April, Hamburg on the 15th of April, Rotterdam on the 21st of April. Upon her arrival at Rotterdam repairs were completed, inventories taken and she was placed out of commission and returned to her owners on the 8th of May 1919.

General Characteristics.

Cargo ship.

Length over all 446'. Beam 54'. Number decks 3. Number holds 4. Complement 12 officers, crew 84 men. Cubic cargo capacity (grain) 431,872 cu.ft. Bale 414,758 cu.ft. Refrigerating space 1080 cu.ft. Total dead weight 11,789 tons. Net registered tonnage 4294 tons. Cargo dead weight 7610 tons. Draft loaded 27'. Speed loaded 10 knots. Total cargo transported abroad 34,776 tons. This is the average type of cargo ship used in transporting the army program of supplies abroad.

History of the U.S.S. MERCER.

The Mercer was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel the 16th of January 1919 at Brooklyn, New York. Here she was re-fitted and re-furnished in accordance with Navy practice and ordered to load a cargo of food stuffs assigned to the Belgian Relief. After repairing was completed at New York she was sent to Pier 29th Street Brooklyn where she loaded 7253 tons of general cargo consisting principally of food stuffs. These operations were completed on the 13th of February at which time the Mercer made a trial trip to sea returning on the 14th. Her trial trip proved successful and she sailed for Rotterdam on the 14th of February. While on her way over the Mercer struck a beach at Dungeness on account of a defective steering gear, she was compelled to put into Downs on the 3rd of March. She remained at this port until the 6th of March under-going repairs at which time she proceeded to Antwerp where she discharged her cargo and entered dry dock. Here her operations were completed on the 9th of May at which time she sailed for New Orleans at which port she arrived on the 30th of May. It was decided at this time to place the Mercer out of commission and return her to the Shipping Board. On the 26th of May, 1919 repairs were completed, inventories were taken and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length over all 411'6". Gross tonnage 6,868 tons. Net tonnage 4,884. Speed 10.5 knots. Complement 60 men. Officers 12. Draft 27'.

This is the average type of cargo ship used in transporting the army program of supplies abroad. Total cargo transported abroad 7253 tons.

History of the U.S.S. MERCURIUS.

The Mercurius was among the Dutch tonnage seized by the U. S. Government under the President's Proclamation dated March 20th, 1918 at this time the Mercurius was lying at New York and was immediately seized by the Custom Officials and turned over to the Navy Department on April 19th. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel April 30th, 1918 at New York. Upon her being taken over she was immediately re-fitted and re-furnished in accordance with Navy practice and was ordered to load a cargo of general Army supplies and sailed to Norfolk to join convoy sailing from there on the 26th of May. This convoy arrived Lamash on the 13th of June at this port she discharged her complete cargo which consisted principally of mine material and after under-going repairs at that port she sailed on the 20th of July for Norfolk arriving there on the 8th of August. At this port she under-went repairs and was ordered to load 1500 tons of mines, and anchors for the mine laying squadron operating in the North Sea. These operations completed on the 30th of August at which time she sailed in convoy for Corpach arriving this port on the 20th of September. Here she discharged her complete cargo and sailed on the 26th for Glasgow arriving there on the 28th. At this port she bunkered and took ballast and sailed on the 2nd for Norfolk. She was forced to put into Buncrana on the 8th of October on account of a leak in her forward hold. She remained at this port until the 13th under-going repairs and removing water from her holds. At which time she sailed to Belfast arriving there the same day. At this port she was given a thorough over-hauling and she sailed on the 23rd to Lamlast there to join convoy sailing to Norfolk. After delaying six days at this port she joined a convoy which arrived Norfolk on the 15th of ^{Nov} September. At this port she discharged her complete cargo and loaded 3031 tons of general cargo and sailed on the 2nd of December for Cristobal arriving there on the 12th of December. At this port she discharged her complete cargo and returned to New York on the 27th of December. She was sent to Pier 42, North River where she discharged 2500 tons of cargo consisting of scrap iron consigned to the Panama Railroad. After discharging her cargo she was sent to Pier 61 North River where she loaded 2600 tons of food stuffs and supplies assigned to the Syrian and Armenian Relief expedition to Turkey. These operations were completed on the 16th of January at which time she sailed for Constantinople arriving there on the 12th of February. At this port she discharged her complete cargo and sailed to Smyrna arriving there on the 27th of February. At this port she loaded 9995 tons of cargo and sailed on the 4th of March for New York via Gibraltar. She arrived at New York on the first of April at which port she was given extensive repairs to her hull and machinery. On the 25th of May she was ordered to proceed to Baltimore there to load a cargo of food stuffs consigned to the Food Administration at Rotterdam. Her operations were completed at Baltimore on the 28th of May at which time she sailed to Rotterdam. Upon her arrival at this port she was ordered to be placed in line for demobilization. On the 25th of June, 1919 repairs were completed, inventories taken and she was placed out of commission and returned to her Dutch owners.

U.S.S. MERCURIUS (cont'd).

General Characteristics.

Cargo ship.

Length over all 338'. Beam 44'2". Number decks 2. Number holds 3. Complement Officers 11, Crew 67. Cubic Cargo capacity (grain) 196,755 cu.ft. Bale 194,807 cu.ft. Refrigerating space 1000 cu.ft. Total dead weight 4015, Net registered tonnage 1824 tons. Cargo dead weight 3000 tons. Draft loaded 19'. Speed loaded 8 knots. This is the average type of cargo ship used in carrying the Army program of supplies abroad. Total cargo transported abroad 4100 tons.

History of the U.S.S. MEXICAN.

The Mexican was taken over and commissioned December 23rd, 1917 at Baltimore. At the beginning of N.O.T.S. (Naval Overseas Transportation Service) on January 9th, 1918 she was assigned to that service and remained in that service until December 11th, 1918. She was immediately re-fitted and re-furnished in accordance with Navy practice and was ordered to load a cargo consisting of 6500 tons of general supplies at this port. This operation was completed on the 27th and she was ordered to proceed to Newport News there to complete loading and join convoy sailing from there on the 4th of February. This convoy arrived St. Nazaire on the 23rd at which port she discharged her complete cargo and sailed on the 10th of May for Newport News arriving there on the 25th of March. At this port she underwent a few minor repairs and was ordered to load 9635 tons of general cargo. This operation was completed on the 17th of April at which time she sailed in convoy for St. Nazaire arriving there on the 3rd of May. She again discharged her complete cargo at this port and proceeded on the 5th of June for Newport News arriving there on the 17th. At this port she again loaded 10,905 tons of general cargo and proceeded on the 26th of June for New York to join convoy sailing from there on the 28th. This convoy arrived Gibraltar on the 12th of July. From this port the Mexican was ordered to proceed to Marseilles there to discharge her complete cargo which operation was completed on the 5th of August at which time she sailed for Newport News arriving there on the 23rd of August. At this port she again loaded a cargo of Army supplies consisting of 10,000 tons and proceeded on the 11th of September for New York to join convoy sailing from there for Gibraltar on the 14th of September. This convoy arrived its destination on the 28th from which port the Mexican was ordered to proceed to Marseilles. She arrived this port on the 5th of October at which place she discharged her complete cargo, under-went extensive repairs and sailed on the 9th of November for Norfolk, via Gibraltar. She arrived Norfolk on the 27th of November and after discharging her cargo at this port she was inspected by the Board of Survey and found suitable for conversion into a troop transport. On the 11th of December 1918 the U.S.S. Mexican was detached from the service of N.O.T.S. and assigned to the Cruiser and Transport Force. In this status she had made five complete round-trips to France returning 9907 troops of the A.E.F. forces. At the present time our latest movement sheet shows this vessel at New York under-going repairs preparatory to her sailing for Brest.

General Characteristics.

Cargo ship.

Length over all 488.3. Beam 57'. Number decks 3. Number holds 5. Complement 11 officers, crew 101. Cubic cargo capacity (grain) 606,427 cu.ft. Armament 1 6"/50. Total dead weight 19,482 tons. Net registered tonnage 5514 tons. Cargo dead weight 13,700 tons. Draft loaded 32'. Speed loaded 10 3/4 knots. Total cargo transported abroad 35,337 tons. This is the average type of cargo ship used in transporting the army program of supplies abroad.

History of the U.S.S. MIDDLESEX.

The U.S.S. Middlesex was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel January 21st, 1918 at Norfolk, Virginia. At this port she was re-fitted and re-furnished in accordance with Navy practice and was ordered to load a cargo consisting of general supplies and 2,295,000 feet of lumber. These operations were completed at this port on the 26th of January at which time she sailed in convoy for Bordeaux. This convoy arrived its destination on the 17th of February. At this port she discharged her complete cargo, under-went a few minor repairs. She made local movements on the other side between Brest and La Pallice, at which port she discharged a part cargo and loaded a small amount of supplies and sailed on the 15th of April for New York arriving there on the 30th of April. She was sent the same day to Baltimore at which port she was ordered to load a full cargo of Army supplies consisting of 5261 tons. These operations were completed at Baltimore the 15th of May at which time she sailed to Norfolk at which port she was ordered to bunker and proceed to New York to join convoy sailing from there on the 17th to St. Nazaire. This convoy arrived its destination on the first of June at which port she discharged her complete cargo and proceeded on the 21st of June to Verdon there to bunker and ballast and return to Norfolk. The Middlesex arrived Norfolk on the 10th of July at which port she under-went repairs, loaded a cargo consisting of 5000 tons of supplies and sailed on the 23rd to Baltimore there to complete loading and to join convoy sailing from New York on the 13th of October. This convoy arrived La Pallice on the 30th of October. Owing to the congestion of the dock at this port she was sent the following day to Bordeaux at which port she arrived September 1st. Here she discharged her complete cargo and sailed on the 14th of September for Baltimore. On her voyage over it was necessary for her to stop at the Azores to bunker. She arrived Baltimore on the 5th of October. At this port she loaded 5059 tons of general cargo and sailed on the 2nd of November. After under-going necessary repairs she arrived Havre on the 19th of November at this port she discharged her complete cargo and sailed on the first of December for Baltimore arriving there on the 21st of December. Upon arrival at this port it was decided to place this vessel in line for demobilization. On the 7th of February 1919 repairs were completed, inventories taken and she was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General Characteristics.

Cargo ship.
Length over all 395'3 1/8". Beam 50'. Number decks 1. Number holds 5. Complement 10 officers, crew 80. Cubic cargo capacity (grain) 281,150 tons. Refrigerating space 800 cu.ft. Armament 1-3"/50 cal. 1-5"/40 cal. Total dead weight 7610 tons. Net registered tonnage 2780 tons. Cargo dead weight 5610 tons. Draft loaded 25'. Speed loaded 9.6 knots. Total cargo transported abroad 22,351 tons. This is the average type of cargo ship used in transporting the army program of supplies abroad.

History of the U.S.S. MINNESOTAN.

The Minnesotan was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel August 23rd, 1918 at Norfolk, Va. At this port she was re-fitted and re-furnished in accordance with Navy practice and ordered to load a cargo consisting of general supplies totaling 7408 tons. These operations were completed on the 4th of September at which time the Minnesotan sailed to New York to join convoy sailing from there on the 6th of September for Gibraltar. This convoy arrived its destination on the 21st of September from this port she was ordered to proceed to Marseilles there to discharge her cargo and return to Gibraltar. These movements were completed on the 21st of October at which time she arrived on her return trip to Gibraltar. After bunkering at this place she proceeded on the 24th to Newport News arriving there on the 7th of November. At this port she was ordered to load a cargo consisting of 3277 tons and 798 horses. This operation was completed on the 30th of November at which time she sailed from Bordeaux. Upon arrival at Bordeaux on the 13th of December she was sent to St. Nazaire arriving there on the 14th. At this port she completed discharge and sailed on the 21st of December for Norfolk arriving there on the 3rd of January. After discharging a small amount of cargo at this port she proceeded to New York on the 5th of January arriving there on the 6th. Upon her arrival at New York she was inspected by the Board of Survey and found suitable for conversion to a troop transport. On the 7th of January 1919 the U.S.S. Minnesotan was transferred from the N.O.T.S. service to the Cruiser and Transport Force. In this status the Minnesotan has completed three round trips to France transporting approximately 6051 troops. At the present time our latest movement sheet shows the Minnesotan as due to arrive Philadelphia August 2nd.

General Characteristics.

Cargo transport.
Length over all 429'2". Beam 53'6". Number decks 3. Number holds 4. Cubic cargo capacity (grain) 453,719 cu.ft. Refrigerating space 1,140 cu.ft. Armament 2 1-3" and 1-4". Total dead weight 14,375 tons. Net registered tonnage 4100 tons. Cargo dead weight 10,195 tons. Draft 29'6". Speed 12 knots. This is the average type of cargo ship used in transporting the army program of supplies abroad. Total cargo transported abroad 25,617 tons.

July 31, 1919.

History of the U.S.S. MOCCASIN.

The Moccasin was taken over on February 19th and commissioned as an N.O.T.S. vessel February 26th, 1918 at New York. Upon her being taken over she was immediately re-fitted and re-furnished in accordance with Navy practice and was ordered to load a full cargo of frozen beef and join convoy sailing from New York on the 24th of March. These operations were completed as per schedule and her convoy arrived Brest on the 8th of April. Owing to the congestion of the dock at this port she was sent to Verdon arriving there on the 12th. Bordeaux on the 13th. At this port she discharged her complete cargo and sailed to Verdon on the 22nd to ballast and join convoy sailing from there on the 24th. Upon her arrival at New York May 7th she was sent to the Bush docks where she loaded a full cargo of frozen beef and joined convoy for St. Nazaire on the 17th of May. This convoy arrived its destination on the first of June. At this port she discharged her complete cargo and joined convoy sailing from New York on the 27th of June. Upon her arrival at New York July 9th she was ordered to discharge her complete cargo and load 1559 tons of frozen beef and join convoy sailing from there on the 13th for Bordeaux. She arrived at this port on the 28th of July at which time she discharged her cargo and sailed to Verdon to join convoy sailing from there on the 13th of August. This convoy arrived New York on the 25th of August. There she was sent to Pier 9 Hoboken at which port she discharged her complete cargo and loaded 1607 tons of frozen beef and joined convoy for Nantes on the 2nd of September. Upon her arrival at Nantes on the 19th of September she was delayed one day waiting orders. On the 8th of October she had completed discharge, under-went repairs and sailed to Brest, France to join convoy sailing from there on the above date. Upon her arrival at New York on the 23rd of October she was sent to Pier 8 Hoboken where she discharged ballast and was then sent to Shewan's dry dock where she under-went minor repairs to her bottom caused by her running ashore. These operations were completed on the 18th of November at which time she was sent to Pier one Hoboken where she loaded 1519 tons of auto trucks and beef. This operation was completed on the 23rd at which time she sailed to Brest arriving there on the 8th of December. At this port she discharged her complete cargo and sailed on the 16th for New York arriving on the 31st of December. At this port she was sent to Pier 3, Hoboken where she discharged 91 tons of general cargo ~~and~~ loaded at Brest and was then sent to Morgan Street dock where she under-went repairs. These repairs were completed on the 21st at which time she was sent to Pier 3 Bush docks at which port she loaded 1688 tons of general cargo and beef. These operations were completed on the 27th of January at which time she sailed for Brest arriving there on the 8th of February. At this port she was delayed 5 days waiting berth. On the 13th she started discharging her cargo and loaded 744 tons of sand and cargo and sailed on the 20th of February for New York. On her trip over it was necessary for her to put into the Azores on the 7th of March to take on sand ballast sailing from there on the 11th arriving at New York on the 20th. Upon her arrival at New York she was sent to Pier

U.S.S. MOCCASIN (cont'd).

8 Hoboken where she discharged her cargo and sand ballast and loaded 1441 tons of beef and general cargo. Upon completion of these operations on the 29th she sailed to Bordeaux on the 11th. She was detained at this place five days awaiting berth. Upon completion of discharge she loaded 770 tons of ammunition and sailed on the 24th of April for New York arriving there on the 8th of May. Upon arrival at New York she was sent to Pier 9 Hoboken where she discharged her cargo of ammunition and it was decided at this time to place the Moccasin in line for demobilization. On the 2nd of June 1919 repairs were completed, inventories taken and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length over all 370'6". Beam 45'3". Number decks 5. Number holds 5. Complement 24 Officers, 150 men. Cubic cargo capacity (bale) 56,328 cu.ft. Refrigerating space 2800 cu.ft. Armament 3/50 fwd. 6/50 aft. Total dead weight 4300 tons. Net registered tonnage 2971 tons. Cargo dead weight 2850 tons. Draft loaded 23'9". Speed loaded 11.5 knots. This is the average type of cargo ship used in transporting the army program of supplies abroad. Total cargo transported abroad 7844 tons.

HISTORY OF THE U. S. S. MOHAVE.

The MOHAVE is a Navy owned tug and was temporarily assigned to N. O. T.S. (NAVAL OVERSEAS TRANSPORTATION SERVICE) August 6, 1918. She was operated coastwise towing barges that were carrying coal from Norfolk to New England Ports. She remained in this service until December 20, 1918 at which time she was detached N. O. T. S. and assigned to the Fifth Naval District for operation. General Characteristics.

General Characteristics.

Length 122' 6", beam 24' 0".
Displacement 575 tons.
Armament 2 3-pdr.
Speed 11.11 knots.

HISTORY OF THE U.S.S. MOLDEGAARDE.

Prior to the MOLDEGAARDE being commissioned in the Navy, operating for the Army, manned by a Shipping Board crew, she was taken over and commissioned as a N.O.T.S. the 30th of October 1918 at Cardiff. At this port she was immediately refitted and refurnished in accordance with Navy practice and was assigned to French Coal Trade basing at Cardiff Wales.

Vessels engaged in this trade were used in transporting coal from British coal ports such as Cardiff, Barry Roads and French ports such as Brest La Pallice and Verdon. She remained in this status until the 21st of April. At this time the MOLDEGAARDE arrived at Brest and was released from the Army Coal Trade in order to load a cargo of Navy supplies for shipment to the United States.

After completion of this duty at Brest she was ordered to proceed to Barry Roads there to bunker, ballast and sail for the United States. These operations were completed on the second of June at which time the MOLDEGAARDE sailed for New York arriving there the 21st of June.

Upon her arrival she was ordered to discharge her cargo and was then ordered to be placed in line for demobilization. At the present time our latest movement shows the above mentioned vessel at New York undergoing repairs prior to her being returned to the Shipping Board.

GENERAL CHARACTERISTICS.

Cargo Ship.

Length: 321' 1". Beam 42' 2".

Complement: Officers 6, crew 42.

Gross tonnage: 2852, - Net tonnage 1788 - Deadweight 4450.

Speed: 9 knots.

This is the average type vessel used in transporting the Navy supplies overseas .

HISTORY OF THE USS MONTCLAIR

The MONTCLAIR was taken over on July 29th, 1918 and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on August 19, 1918 at Brooklyn, New York. At this port she was immediately refitted and refurnished in accordance with Navy practice and upon completion of repairs to her refrigerating plant she was ordered to load a full cargo of beef and a deck load of trucks and join a convoy sailing from New York on the 7th of October. These operations were completed as scheduled and she joined her convoy but was forced to drop out and proceed to Norfolk owing to the condition of her machinery and the high speed of the convoy. She arrived at Norfolk on the 8th of October and was ordered to proceed upon completion of repairs to New York to join a convoy sailing from there on the 19th of October. This convoy arrived at Quiberon on the 6th of November from which port she was ordered to proceed the same day to St. Nazaire. At this port she discharged her complete cargo and was then ordered to proceed to Quiberon there to bunker and ballast and return to New York. These operations were completed at Quiberon on the 14th of November at which time she sailed for a West bound voyage. On this trip she was hove-to in a Western gale for 12 hours and it was necessary to stop at Bermuda to undergo repairs and take on bunkers. She arrived at Bermuda on the 8th of December and sailed from there on the 11th, arriving in New York on the 15th. Upon her arrival at New York she was ordered to load 2451 tons of beef and after undergoing repairs she was ordered to sail from New York on the 14th of January for St. Nazaire. She arrived at this port on the 31st of January and after discharging her cargo proceeded on the 16th of February for New York arriving there on the 8th of March. Upon her arrival at this port she was sent to Pier 9, Hoboken, at which port she discharged her sand ballast, underwent minor repairs to her main deck and loaded 3057 tons of beef. These operations were completed on the 29th of March at which time she sailed for Hook of Holland arriving there on the 15th of April. From this port she proceeded to Rotterdam where she discharged her cargo and returned to Southampton on the 6th of May to ballast and sailed to Norfolk. She arrived at Norfolk on the 20th of May to bunker and was ordered to proceed to Galveston, Texas, arriving there on the 17th of June. She was ordered to load 2500 tons onions, and upon completion of this operation she sailed for St. Nazaire and when a few days out from Galveston it was found that the temperature and the condition of the cargo in the hold was such that the onions were rapidly decaying. The MONTCLAIR was then ordered to proceed to Norfolk there to await orders from the Department. Upon her arrival at Norfolk on the 25th of June it was decided to place her in line for demobilization. On the 7th of July, 1919, repairs had been completed, inventories taken, and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length 392'6" Beam 52'

Decks 2 Holds 4

Complement; Officers 10; crew 60

Cubic cargo capacity (refrigerating space) 324655 cu.ft.

Total deadweight tonnage 7300 - net tonnage 2908

Coalburner - cargo deadweight 4653.

Draft loaded 24'2" - speed loaded 11 knots.

This is the average type of ship used to transport the Army program of supplies and ammunition abroad.

August 1, 1919.

HISTORY OF THE USS MONTOSO.

The MONTOSO was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on December 11, 1918 at Baltimore, Maryland.

Upon her being taken over she was immediately refitted and refurnished in accordance with Navy practice and was ordered to load a full cargo of Army supplies for shipment to European Waters. These operations were completed on the 19th of December at which time she sailed to Nantes, France, arriving there on the 15th of January. Upon her arrival at this port she discharged her complete cargo, underwent minor repairs and sailed on the 26th of January for Baltimore. On her way over she picked up a S.O.S. call from the U.S.S. WEST HAVEN and towed her to Bermuda. Upon her arrival at Bermuda four Army officers were taken aboard for shipment to New York. She sailed from Bermuda on the 25th of February, arriving at Baltimore on the 1st of March. Upon her arrival at this port it was decided to place her in line for demobilization. On the 13th of March, 1919, repairs had been completed, inventories taken, and she was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General Characteristics.

Cargo ship.

Length 347'7" Beam 46'9"

Decks 2 Holds 3

Total deadweight tonnage 4650 - net reg. 1942.

Coal burner - permanent bunkers 511.28

Draft loaded 19'11" - speed loaded 9 knots.

Armament 2-4"50

This is the average types of vessels used to transport the Army program of supplies and munitions abroad.

August 1, 1919.

HISTORY OF THE USS MORRISTOWN.

The MORRISTOWN was taken over and commissioned as a U.O.T.S. (Naval Overseas Transportation Service) vessel on the 17th of August, 1918 at Pier 7, Hoboken, New Jersey.

She was immediately refitted and refurnished in accordance with Navy practice and was ordered to load a cargo of Army supplies, a deck load of airplanes and join a convoy sailing from New York on the 27th of October. Operations were completed as per schedule and she joined her convoy and arrived at La Pallice on the 17th of September. At this port she discharged 5617 tons of Army supplies and 78 airplanes. After discharging her cargo she loaded ballast, 500 tons of explosives, and sailed on the 7th of December for New York, arriving on the 25th. She was sent off Gravesend Bay where she discharged her cargo of explosives and was then sent to Pier 7, Hoboken, at which port she loaded 5502 tons of general cargo, underwent repairs and sailed on the 16th of January for Falmouth, England, there to await orders for her discharge of flour consigned to the Northern Food relief. Upon her arrival at Falmouth on the 30th of January she was ordered to proceed to Rotterdam on the following day, there to discharge and return to Plymouth, England. This cycle was completed on the 17th of February, at which time the MORRISTOWN returned to Plymouth. At this port she loaded a small amount of army return cargo and sailed on the 21st of February arriving there on the 13th of March. Upon her arrival at this port she was ordered to load 5059 tons of Rye, assigned to the Northern Food Administration. These operations were completed on the 24th, at which time she sailed to Falmouth, there to await orders. Upon her arrival at that port on the 11th of May she was ordered to proceed to Hamburg, there to discharge and return to Dartmouth, England, where she was to bunker and return to the United States. She returned on the cycle, to Dartmouth on the 23rd of May, at which port she loaded a cargo as ordered and sailed on the 25th for Norfolk, arriving there on the 9th of June. Upon her arrival at this port it was decided to place her in line for demobilization. On the 13th of June, 1919, inventories had been taken, inspections made, repairs completed and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 392' Beam 52'
Decks 2 Holds 5
Complement; Officers 10, crew 60
Cubic cargo capacity (grain) 394030 (bale) 362199.
Displacement tonnage 6950; net tonnage 3646.
Cargo deadweight 5158; coal burner.
Draft loaded 23'8"; speed loaded 9.5 knots.
Cargo transported overseas 16,678.
This is the average type us vessel used to transport the Army program of supplies and munitions abroad.

HISTORY OF THE USS MOUNT SHASTA

The MOUNT SHASTA was taken over on August 2nd, 1918 and commissioned as a H.O.T.S. (Naval Overseas Transportation Service) vessel on August 4th at Baltimore. At this port she was refitted and refurnished in accordance with Navy practice and was ordered to load a part cargo at Baltimore and proceed to New York to complete loading. This operation was completed at New York on the 16th of September, at which time the MOUNT SHASTA sailed to Hampton Roads to join a convoy sailing for Marseilles. This convoy arrived at its destination on the 28th of October, at which port she discharged her complete cargo and loaded 2500 depth charges, 350 tons of ammunition, 100 tons of miscellaneous cargo. These operations were completed on the 19th of November, at which time she sailed to Gibraltar, there to bunker and sail for Norfolk. She departed from Norfolk on the 3rd of December and on her voyage over it was necessary to put into Bermuda for additional fuel. Upon her arrival at Norfolk on December 23rd she was ordered to discharge her cargo and load a cargo of flour assigned to the Southern Food Relief. These operations were completed at this port on the 25th of December at which time she sailed to New York to join a convoy sailing from there on the 28th of January. This convoy arrived at Gibraltar on the 14th of February and the MOUNT SHASTA was ordered on the same day to proceed to Trieste, there to discharge and return to Gibraltar for bunkers. This was completed on the 25th of March, at which time she returned to Gibraltar. At this port she loaded a small amount of Army cargo and under went repairs to her main boilers and sailed from there on the 25th of April for Norfolk, arriving on the 15th of May. Upon her arrival it was decided to place her in line for demobilization. On the 19th of May, 1919, inventories were taken, repairs were completed and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 390' Beam 52'3"
Decks 2 Holds 4
Complement; Officers 13, Crew 78.
Cubic cargo capacity (Grain) 360873 cu.ft. (Bale) 334298 cu.ft.
Total deadweight tonnage 7100, net tonnage 3011.
Oil burning; permanent bunkers 304500 gallons.
Draft loaded 23'6" - speed loaded 8 knots.
Cargo transported overseas 6236 tons.
This is the average type of vessel used to transport the Army program of ammunitions and supplies abroad.

August 2, 1919.

HISTORY OF THE USS MUMAIRIES.

The MUMAIRIES was one of the Shipping Board vessels which were built by the Newport News Ship Building Company at Norfolk, Va.

Upon her completion of a successful sea trial she was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on January 13th, 1918. She was immediately refitted and refurnished in accordance with Navy practice and ordered to proceed to New York upon completion of repairs, there to load a cargo of Army supplies. These operations were completed at Newport News on the 14th of January at which time she sailed for New York, arriving there on the 16th of June. Upon her arrival at this port she loaded 945 tons of subsistence, 465 tons of forage, 66 auto trucks, French steel and general cargo. These operations were completed at this port on the 27th of January, at which time she sailed in convoy for Bordeaux, arriving there on the 17th of February. At this port she discharged her cargo and sailed on the 28th of February to Gironde to join a convoy sailing from there on the 24th of April. She arrived in New York on the 7th of May, and was sent to the Bush Docks where she discharged her ballast and unloaded 6771 tons of general cargo. She sailed on the 17th of May for Bassens, arriving there on the 5th of June. At this port she underwent a few minor repairs, discharged her complete cargo, loaded 800 tons of sand ballast, and sailed for Verdon on the 20th arriving there on the same day. At this port she was delayed 6 days awaiting a convoy for New York. This convoy arrived at its destination on the 27th of July, at which port the MUMAIRIES discharged her ballast and loaded 5280 tons of general cargo, underwent a few minor repairs and sailed on the 13th of July in convoy for Verdon. Upon her arrival at this port on the 28th of July she was sent to Bassens on the following day. At this port she discharged her cargo and returned to Verdon on the 9th of August. At this port she was delayed 5 days awaiting a convoy for New York. Upon her arrival at New York on the 27th of August she was sent to Pier 7, Bush Docks, where she underwent repairs, loaded 5402 tons of general cargo, and sailed in convoy for Verdon on the 2nd of September. This convoy arrived at Verdon on the 22nd of September at which port she discharged her cargo, underwent repairs to her steering gear and loaded ballast. Her she was delayed 5 days awaiting convoy. On the 8th of October this convoy sailed for New York, arriving on the 21st of October. She was then sent to Pier 7, Bush Docks where she loaded 6216 tons of general cargo. These operations were completed on the 31st of October at which time she was ordered to join a convoy sailing for Verdon on the 1st of November. Upon her arrival at that port on the 17th of November she was delayed 6 days awaiting a berth and was finally sent to berth 8, American Docks, where she discharged her cargo and loaded 1500 tons of Army return cargo and 7 tons of ballast. She sailed from this port on the 3rd of December arriving at New York on the 29th of December. She was sent to Pier 5, Bush Docks where she discharged her cargo, underwent minor repairs and was ordered to sail on a South American voyage.

These operations were completed on the 7th of January at which time she sailed to Hampton Roads, there to load a full cargo of soft coal for discharge at a South American port. Her operations were completed at this port on the 11th of January at which time she sailed for La Plata, arriving there on the 12th of February. At this port she discharged 1607 tons of coal. Owing to a strike at this port her discharge was not completed until the 8th of March, at which time she sailed for New York, arriving there on the 4th April. Upon her arrival at New York she discharged 5733 tons of linsced oil which was loaded at La Plata, and it was at this time decided to place her in line for demobilization. On the 25th of April, 1919, inventories had been taken, repairs completed and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 385' Beam 53'
Decks 2 Holds 4
Complement; Officers 13, crew 73.
Cubic cargo capacity (Bale) 369380 cu. ft.
Armament 1-3"50; fwd; 1-6"50 aft.
Total deadweight 9900 - net tonnage 5095.
Cargo deadweight 6177 - oil burner bunkers 362150 gal.
Draft loaded 22'5" - speed loaded 10.5 knots.
Cargo transported overseas 24,090
This is the average type of vessel used to transport the Army program of supplies and ammunitions abroad.

August 7, 1919.

HISTORY OF THE USS MUNALBRO

The U.S.S. MUNALBRO was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on September 17, 1918, at Newport News.

At this port she was immediately refitted and refurnished in accordance with Navy practice and ordered to load a cargo of general army cargo, consisting of 3907 tons. These operations were completed on the 24th of September, at which time she proceeded to New York to join a convoy sailing from there on the 26th. This convoy arrived at La Pallice on the 13th, St. Nazaire on the 15th, Nantes on the 16th. At these ports she discharged her cargo and proceeded on the 29th to Quiberon where she completed her cargo discharge, loaded ballast and sailed for Norfolk on November 1st. She arrived at her destination on the 22nd of November and was ordered to load 4321 tons of general army supplies, under go a few minor repairs. These operations were completed on the 12th of December, at which time she sailed for Quiberon, arriving there on the 23th of December. At this port she discharged a complete cargo and proceeded on the 10th of January to Nantes, there to load a cargo of army supplies and repairs for a trans-Atlantic trip. On the 3rd of February these operations were completed and she sailed for New York, arriving there on the 1st of March. Upon her arrival at this port it was decided to place her in line for demobilization. On the 21st of March, 1919, inventories were taken, repairs were completed, and she was placed out of commission and returned to the Shipping Board for simultaneous delivery to her owners.

General Characteristics.

Cargo ship.

Length 375' Beam 49'

Decks 1 Holds 4

Complement; Officers 11; crew 66.

Cubic cargo capacity (grain) 353045 cu.ft. (bale) 320950.

Armament 1-3" forward; 3-3" aft.

Total deadweight tonnage 7250; net tonnage 3197.

Coal burner; cargo deadweight 4200.

Draft loaded 24'9" - speed loaded 9 knots.

Cargo transported overseas 12,602.

This is the average type of vessel used to transport the Army program of supplies and ammunitions abroad.

HISTORY OF THE USS MUNDELTA.

The MUNDELTA was taken over from the Munson Steamship Company on the 20th of April, 1918 at New York. At this port she was immediately refitted and refurnished in accordance with Navy practice and was commissioned as a K.O.T.S. (Naval Overseas Transportation Service) vessel on the 27th of April, 1919. She loaded a full cargo of army supplies and joined a convoy sailing from New York on the 3rd of May. This convoy arrived at Havre on the 20th of May at which place she discharged 5611 tons of general cargo, loaded a cargo of ballast and sailed on the 4th of June for New York, arriving there on the 19th of June. At this port she underwent repairs and was ordered to load 6224 tons of general cargo and join a convoy sailing from New York on the 4th of July. This convoy arrived at Brest on the 19th of July and from there proceeded on the 11th of June in convoy to Bordeaux, arriving there on the 25th. At this port she discharged her cargo, loaded ballast and proceeded on the 3rd of August for Verdon there to join a convoy sailing on the 13th of August. This convoy arrived at New York on the 25th. Upon her arrival at New York on the 25th she was ordered to load 5972 tons of general cargo and join a convoy for Bordeaux. This convoy sailed on the 2nd and arrived there on the 21st of September. Here she discharged her cargo, loaded ballast and returned to New York on the 20th of October. At this port she again loaded 5907 tons of general cargo for discharge at Bordeaux. This turnaround was completed on the 15th of December at which time the MUNDELTA returned to New York. Upon her arrival at New York it was decided to send her to Norfolk there to load a cargo of coal for discharge at Havana, Cuba. She arrived at Norfolk on the 2nd of January and loaded 6181 tons of coal, and sailed on the 8th for Havana, arriving there on the 12th. At this port she discharged her complete cargo of coal and sailed on the 17th for Mobile, Alabama, arriving there on the 20th of January. Upon her arrival at this port it was decided to place this vessel in line for demobilization. Owing to a lack of facilities at this port she was ordered to proceed to New Orleans there to enter dry dock and under go repairs. On the 11th of February, 1919, the MUNDELTA was placed out of commission and returned to the Munson Steamship Company.

General Characteristics.

Cargo ship.
Length 385' Beam 53'
Decks 3 Holds 4
Complement; Officers 10, crew 66.
Cubic cargo capacity (Grain) 361042; (Bale) 343850.
Total deadweight tonnage 11000; net tonnage 3937.
Oil burner; permanent bunkers 357210 gal.
Draft loaded 24'6" ; speed loaded 11 knots.
Cargo transported overseas 41,584 tons.
This is the average type of ship used to transport the Army program of supplies abroad.

HISTORY OF THE USS MUNINDIES.

The MUNINDIES was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on December 17, 1918 at Norfolk, Virginia. At this port she was immediately refitted and refurnished in accordance with Navy practice and was ordered to proceed to Philadelphia, there to load a cargo of general Army supplies and join a convoy sailing from New York on January 12th for Bordeaux. The MUNINDIES joined this convoy as per schedule, after loading 5200 tons of Army supplies at Philadelphia. She arrived at La Pallice on the 25th of January, and Bordeaux on the 27th. At this port she completed discharging and joined a convoy sailing from there on the 27th of February. This convoy arrived at its destination on the 2nd of March. She was then ordered again to load 5200 tons Army supplies and join a convoy sailing from New York on the 16th of March. This convoy arrived at Brest, France, on the 31st of March, St. Nazaire on the 2nd of April. At this port she discharged a complete cargo and sailed for Verdon, arriving there on the 24th. At this port she bunkered, ballast, and sailed to Philadelphia on the 8th of May. At this port she again loaded 4806 tons of general army cargo and joined a convoy sailing from New York on the 25th of May. This convoy arrived at Brest on the 9th of June, St. Nazaire on the 10th. At this port she discharged her complete cargo and sailed to Quiberon, arriving on the 8th of July. At this port she ballast and sailed for Philadelphia, arriving on the 22nd of July. On her arrival at this port she loaded 5550 tons of Army supplies and joined a convoy sailing from New York on the 9th of August. This convoy arrived at Verdon on the 26th of August, at which port she discharged her cargo and loaded 400 tons of ballast and sailed on the 6th of September for Philadelphia, arriving there on the 22nd of September. At this port she loaded 5144 tons of Army supplies and joined a convoy sailing from New York on the 19th of October. This convoy arrived at Quiberon on the 6th of November. On account of the lack of ~~lack~~ orders the MUNINDIES was sent to Quiberon Bay and was ordered to Verdon where she encountered a very heavy fog and was delayed for three days at this port discharging her complete cargo, loading ballast. She sailed on the 22nd of November for New York arriving there on the 11th of December. Upon her arrival at New York she was ordered to load a cargo of general supplies, consisting of 5379 tons for discharge at a South American port. Repairs and loading were completed on the 7th of January, at which time she proceeded to Hampton Roads where she loaded 2107 tons of soft coal and proceeded on the 11th of January for La Plata, arriving there on the 12th of February. Upon her arrival at this port she discharged her complete cargo, underwent a few minor repairs and sailed on the 8th of March for New York, arriving on the 4th of April. Upon her arrival at New York she discharged 3570 tons of linseed oil which had been loaded at La Plata. At this time it was decided to place her in line for demobilization. On the 25th of April, 1919, repairs were completed, inventories taken, and she was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

HISTORY OF THE USS MENINDE S, Cont'd.

General Characteristics.

Cargo ship.
Length 385' Beam 53'
Decks 2 Holds 4
Complement; Officers 11, crew 74.
Cubic cargo capacity (Bale) 363,420
Armament 1-3"50 fwd. ; 1-4"50 aft.
Total deadweight tonnage 10400; net tonnage 3759.
Cargo deadweight 7000 - coal burner
Draft loaded 24' - speed loaded 10.5 knots.
Cargo transported overseas 20,603.
This is the average type of vessel used by the Army to
transport the Army program of ammunitions and supplies abroad.

August 7, 1919.

HISTORY OF THE USS MUNPLACE.

The SS MUNPLACE was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel, upon request of the Army, on the 31st of August 1918, at Newport News.

She was immediately refitted and refurnished in accordance with Navy practice, loaded a full cargo of general Army supplies, bunkered, and sailed on the 8th of September for New York there to join a convoy sailing on the 10th for Bordeaux. She was obliged to return to New York on the 12th, and underwent repairs until the 18th, at which time she again sailed in convoy for Rochefort, arriving there on the 5th of October. She proceeded on the following day to La Pallice, arrived there on the 6th, discharged her cargo and sailed on the 19th for Verdon, there to join a convoy sailing on the 24th for Norfolk. She arrived at Norfolk on the 11th of November, loaded a full cargo of general Army supplies, bunkered and sailed on the 6th of December for La Pallice. She arrived at this port on the 20th, discharged her cargo, loaded 800 tons of Pyrites, 100 tons of water ballast and sailed on the 8th of January for Newport News, at which place she arrived on the 26th. At this time it was decided to place her in line for demobilization.

On the 15th of February 1919, repairs were completed, inventories taken and the USS MUNPLACE was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General Characteristics.

Cargo ship.

Length: 328 ' 6". beam 46'.

Decks 2, holds 3.

Complement: Officers 11, crew 82.

Cubic cargo capacity: (Grain) 235,676 cubic feet.
(Bale) 214,251 cubic feet.

Armament: 1-3-50 fwd. 1-3-5- aft.

Total deadweight: 5167 tons, net 2105.

Coal burner: bunkers 324 tons.

Draft loaded 21' 6", speed 9.5 knots.

This ship carries a deck load of 30 auto trucks.

Cargo transported overseas: 13,749 tons.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 11, 1919.

HISTORY OF THE USS MUNRIO

The MUNRIO was taken over and commissioned as a H.O.T.S. (Naval Overseas Transportation Service) vessel on the 14th of November, 1918 at Philadelphia.

At this port she was refitted and refurnished in accordance with Navy practice. During the process of refitting her a fire broke out in number one hold, but was distinguished without damage. She was ordered upon completion of repairs to load 4207 tons of Army supplies for discharge at a European port. These operations were completed at Philadelphia on the 21st of November, at which time she sailed to Havre, arriving there on the 10th of December. At this port she discharged her complete cargo and sailed on the 25th for Plymouth, England, arriving the same day. At this port she was ordered to load 2500 tons of general Army cargo. These operations were completed on the 27th of December, at which time she sailed to Philadelphia, arriving there on the 12th of January. Upon her arrival at this port it was decided to place her in line for demobilization. On the 3rd of February 1919, the MUNRIO was placed out of commission and returned to the Shipping Board for simultaneous delivery to the Munson Steamship Company.

General Characteristics.

Cargo ship.

Length 334' Beam 48'

Decks 2 Holds 3

Complement - Officers 10; crew 55.

Cubic cargo capacity (General) 283628.

Total deadweight tonnage 5497. Net tonnage 2439.

Cargo deadweight 3967 oil burner.

Draft loaded 23' Speed loaded 7 knots.

Cargo transported overseas 4207

This is the average type of vessel used to transport the Army program of ammunitions and supplies abroad.

August 8, 1919.

HISTORY OF THE USS MUNSOMO

The MUNSOMO was taken over and commissioned as a N.O.P.S. (Naval Overseas Transportation Service) vessel on July 28th, 1918 at Baltimore, Maryland. At this port she was refitted and refurnished in accordance with Navy practice and was ordered to load a full cargo of supplies consisting of 3460 tons and join a convoy sailing from New York on the 9th of August. These operations were completed as per scheduled and she joined her convoy and arrived at Verdon on the 25th of August. From Verdon she was convoyed to Nantes, arriving there on the 29th of August. At this port she discharged her complete cargo, loaded 400 tons of sand ballast and sailed on the 3rd of September for La Verdon to join a convoy sailing from there on the 6th of September. This convoy arrived at Baltimore on the 25th of September, at which port she was sent to Pier 9, Locust Point, where she discharged her sand ballast and loaded 3185 tons of general cargo and was ordered to join a convoy sailing from New York on the 16th October. This convoy arrived at Brest on the 2nd of November, Nantes on the 4th. At this port she was ordered to load 1400 tons of sand ballast and sailed on the 13th of November for Newport News, arriving there on the 29th. After discharging her cargo at this port she proceeded on the 1st of December for Baltimore, arriving there on the 2nd. At this port she underwent a few minor repairs, loaded a full cargo of general supplies, consigned to Antilla, Cuba. From Baltimore she sailed to Norfolk there to bunker and proceed to Antilla, Cuba. These operations were completed as per scheduled and she arrived at Antilla on the 4th of January. At this port her cargo consisting of 6311 tons was discharged, she loaded a return cargo of sugar and proceeded on the 12th of January for New York, arriving there on the 19th of January. At this port she discharged her cargo of sugar and was then sent to Pier 10, East River, where she was placed in line for demobilization. On the 4th of February, 1919, repairs were completed, inventories taken and she was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General Characteristics.

Cargo ship.

Length 328'6" Beam 46'

Complement; Officers 10, crew 61

Cubic cargo capacity (Grain) 235676 (Bale) 214251.

Total deadweight tonnage 5167; net registered 2105

Cargo deadweight 4461; coal burner.

Draft loaded 21'6" - speed loaded 9 knots.

Cargo transported overseas 17,211 tons.

This is the average type of vessel used to transport the Army program of ammunitions and supplies abroad.

August 9, 1919.

HISTORY OF THE USS MUNWOOD.

The MUNWOOD was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on October 26, 1918 at Baltimore, Maryland. At this port she was refitted and refurnished in accordance with Navy practice and ordered to load a full cargo of Army supplies and gail from there on the 29th of November. At Baltimore she loaded approximately 4000 tons of cargo, consisting of 1500 tons of Army gasoline. While on her voyage over she picked up an S.O.S. call from the Portugese steamer QUEDA and on the 10th of December proceeded to Bermuda with this vessel in tow, arriving there on the 15th of December. Upon her arrival at Bermuda it was found that the drums containing the gas were leaking and the fumes throughout the vessel would necessitate her discharging her cargo of gas at this port. Consequently the MUNWOOD discharged her cargo and loaded a full cargo of coal and proceeded to Quiberon for discharge. These operations were completed at Bermuda on the 27th of December, at which time she sailed for Quiberon, arriving there on the 10th of January. Upon her arrival at this port she was delayed until the 20th awaiting a berth and was finally ordered on that date to proceed to Nantes there to discharge her cargo of coal, consisting of 6843 tons. Upon completion of loading and repairing at this port she was ordered to load a cargo consisting of 2500 tons of ballant and schrapnel. These operations were completed on the 30th of January, at which time she sailed for Bermuda, arriving there on the 18th of February. At this port she discharged her cargo of schrapnel and it was at this time it was ordered that she be placed out of commission. On the 3rd of March, 1919, inventories were completed, repairs made, and she was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General Characteristics.

Cargo ship.
Length 345' Beam 48'
Decks 2 Holds 5
Complement, Officers 10; crew 77.
Cubic cargo capacity (Grain) 309331; (Bale) 279976.
Armament; 1-3"50; 1-4"50.
Total deadweight tonnage 5400; net tonnage 2035.
Coal burner; cargo deadweight 4000.
Draft loaded 22' - speed loaded 11.5 knots.
Cargo transported overseas 3824 tons.
This is the average type of vessel used to transport the Army program of ammunitions and supplies abroad.

August 8, 1919.

HISTORY OF THE USS MUSCATINE.

The MUSCATINE was taken over April 28th, and commissioned as a H.O.S. (Naval Overseas Transportation Service) vessel on May 2nd, 1918 at New York.

She was immediately refitted and refurnished in accordance with Navy practice and was ordered to load a general cargo of Navy supplies, such as beef, food stuffs, and sailed to New York to bunker, thence to Halifax to join a convoy sailing from there on the 30th of May. These operations were completed on the 30th of May and she sailed as per scheduled with a cargo consisting of 2820 tons of supplies. This convoy arrived at St. Nazaire on the 14th of June, at which place she discharged her complete cargo and sailed on the 27th of June for Verdon, there to ballast and join a convoy sailing from there on the 7th of July for New York. She arrived at New York on the 25th of July and was sent to Pier 7, Hoboken,. Upon her arrival at New York she was given a few days necessary repairs and was then sent to load 5338 tons of beef. These operations were completed on the 3rd of August, at which time she sailed for St. Nazaire, arriving there on the 25th. At this port she discharged her complete cargo, loaded a cargo of ballast, and was delayed 3 days awaiting a convoy. She sailed on the 4th of September for New York arriving there on the 24th. Upon her arrival at New York she discharged her ballast and entered Fletcher's dry dock. Here she underwent a few days repairs, and was then sent to the Navy Yard where she underwent extensive repairs to her engine. On the 19th of September repairs were completed and she was ordered to load 4391 tons of beef and a deck load of auto parts. These operations were completed on the 23rd of October. She was delayed 4 days awaiting a convoy and sailed on the 27th of October for Quiberon. She was then sent to St. Nazaire where she discharged her complete cargo and sailed on the 23rd of November for Newport News, arriving there on the 14th of December. Upon her arrival at this port she underwent a few minor repairs and loaded a cargo consisting of 2697 tons of beef and butter and joined a convoy sailing on the 20th of January for St. Nazaire. She arrived at this port on the 7th of February and after delaying two days awaiting orders she was finally ordered to discharge her cargo at this port and load 1200 tons of sand ballast and return to New York. At this port she arrived on the 12th of March and was sent to Pier 5, Hoboken, where she discharged 1178 tons of sand ballast and then loaded 3071 tons of beef and simultaneously underwent repairs, and sailed on the 26th of March for St. Nazaire, arriving there on the 10th of April. After discharging her cargo at this port and loading a return cargo she sailed on the 22nd of April for New York, arriving there on the 6th of May. Upon her arrival at this port she again loaded a cargo of butter and beef and sailed for St. Nazaire, returning to New York on the 8th of July. Upon her arrival at New York it was decided to place her out of commission and on the 16th of July, 1919, inventories were completed, repairs made, and she was placed out of commission and returned to the Shipping Board.

HISTORY OF THE USS MUSCATINE, CONT'D.

General Characteristics.

Cargo ship. *Refrigerator*
Length 392'6" Beam 52'
Decks 2 Holds 4
Complement; Officers 17, crew 91.
Cubic cargo capacity (302,827 cu.ft. (Dale)
Armament; 1-3"50 fwd. 1-5"51 aft.
Total deadweight tonnage 4444 - net tonnage 2670
Cargo deadweight 3937 - coal burner bunkers 1462 tons.
Draft loaded 23' - speed loaded 8.5 knots.
Cargo transported overseas 7728 tons.
This is the average type of vessel used to transport the Army
program of ammunitions and supplies abroad.

August 9, 1919.

HISTORY OF THE U. S. S. NAHUNTA.

The NAHUNTA is a seagoing barge bought by the Navy from the Luckenbach Steam Ship Company. She was commissioned August 8, 1917 and operated in the Fifth Naval District until August 8, 1918 when she was assigned to N. O. T. S. (NAVAL OVERSEAS TRANSPORTATION SERVICE) and was operated coastwise carrying coal from Norfolk to New England Ports until August 15, 1919 at which time she was detached N. O. T. S. and assigned to the Fifth Naval District for operation.

General Characteristics.

Barge.
Length 220' 0", beam 38' 8".
Gross tonnage 1,213.
Net tonnage 1,168.

HISTORY OF THE USS NAIWA.

The NAIWA was taken over and commissioned as an N. O. T. S. vessel November 4, 1918 at Baltimore Md.

At this port she was refitted and refurnished, in accordance with Navy practice and was ordered to load with general cargo consisting of 7,150 tons of supplies for shipment overseas. These operations were completed on the 27th of November at which time she sailed for LaPallice. When a few hours out of port her steering gear jammed and it was necessary for her to return to Baltimore to complete repairs. Upon her arrival at Baltimore on the 28th of November she entered dry dock where she underwent extensive repairs and was then ordered to load 810 tons of French billets and proceed to Norfolk and to load a cargo of Army supplies. This operation was completed at Norfolk on the 7th of March at which time she completed successfully her trial and sailed the following day for LaPallice arriving there on the 25th of March. Owing to congestion of docking facilities at this port she proceeded the same day to Bordeaux, arriving there on the 26th. At this port she discharged her complete cargo and was then ordered to proceed to Brest, there to load 7,130 tons of German guns and gun parts. This operation was completed on the 28th of April at which time she sailed for Norfolk, arriving there on the 1st day of May. Upon arrival at Norfolk she was ordered to be placed in line for demobilization, on the 9th of May, 1919, and inventories had been taken, repairs were completed and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo Carrier.

Length 423' 9" Beam 54'

Decks 2 Holds 2

Complement; Officers 11 Crew 70

Cubic cargo capacity Grain 445,763; Bale 417,778

Total deadweight tonnage 8827; Net tonnage 4704

Cargo deadweight tonnage 7380—Permanent bunkers Oil D.B.S' 1019 tons

Draft loaded 24' 2" Light 7' 7 1/4"

Cargo transported Overseas 7,130

This is the average type ship used to transport the Army program of Army supplies abroad.

August 23, 1919.

HISTORY OF THE USS NANTAHALA

The NANTAHALA was among the new Shipping Board vessels built on the West coast. She was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 16th of November, 1918, at San Francisco.

At this port she was refitted and refurnished in accordance with Navy practice and was ordered to load a cargo of flour, consisting of 7500 tons. Upon completion of these operations on the 5th of December, 1918, she sailed for New York via the Canal. Upon her arrival at New York December 31st she entered Brady's Dock where she underwent a few minor repairs, discharged 4 motor launches and sailed on the 9th of January for Fiume, Austria, her cargo having been assigned to the Southern Food Relief. At this port rain and labor trouble caused about 2 weeks delay in discharge, and finally on the 9th of March she had completed discharge and proceeded to Messina. At this port she loaded 130 tons of lime and orange peels, 1300 tons of private cargo, and sailed on the 18th to Gibraltar to bunker for her return to New York. She arrived at New York on the 10th of April at which port she was sent to Brady's Dock where she discharged her cargo and was then ordered to be placed in line for demobilization. On the 30th of April, 1919, inventories had been taken, repairs completed and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Decks 2 Holds 4

Length 427 Beam 54

Complement; Officers 10; crew 62.

Cubic cargo capacity (Grain) 464041 cu. ft. (Bale) 416411 cu. ft.

Refrigerating space 1000 cu. ft.

Total deadweight tonnage 8880; net tonnage 3880

Oil burner - permanent bunkers 379764 gallons.

Draft loaded 24'2" -- speed loaded 9 knots.

This is the average type of vessel used to transport the Army program of supplies and ammunitions abroad.

August 23, 1919.

HISTORY OF THE USS NEPONSET.

The NEPONSET was taken over and commissioned as a T.O.T.S. (Naval Overseas Transportation Service) vessel on the 29th of October 1918 at New York. At this port she was refitted and refurnished in accordance with Navy practice and was ordered to load a general cargo consisting of 3564 tons and upon completion of the construction of horse stalls she was ordered to load approximately 400 horses. These operations were completed on the 12th of November at which time she completed a successful trial trip and sailed the following day for Bordeaux, arriving there on the 29th of November. At this port she discharged her cargo loaded water ballast and sailed on the 12th of December for Norfolk arriving there on the 29th of December. Upon her arrival at this port it was decided to transfer her to the Cruiser and Transport Force for conversion to a Troop Transport. The Joint Board of Survey found the NEPONSET not suitable for conversion to a Troop Transport and she was then ordered to be placed out of commission. On the 4th of February, 1919, inventories had been taken, repairs were completed and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Animal Transport.

Length 435' Beam 57'5"

Mean draft 28'1" Speed loaded 10.5 knots.

Complement; Officers 10, crew 76.

Deadweight tonnage 11437

net tonnage 5274.

Cargo transported overseas 3564.

This is the average type of vessel used to transport the Army program of supplies abroad.

August 25, 1929.

HISTORY OF THE USS. NEREUS.

The U.S.S. NEREUS was one of the regular Navy ships used as a supply ship, to carry coal and supplies between the Naval stations and vessels of the Fleets. At the beginning of N.O.T.S. on January 9th, 1918, she was assigned to operation with that service. On the 12th of September, 1919 she was detached from N.O.T.S. and assigned to the Train, Atlantic Fleet. Our latest movement sheet shows her still in this status.

General Characteristics.

Naval fleet Collier.
Length 521' 9" Beam 62'
Complement: Officers 14; crew 172.
Cubic cargo capacity (Grain) 501366 cu.ft. (Bale) 501366.
Armament: 4-4"50
Total deadweight tonnage 12750. net tonnage 5326
Draft loaded 28' -- speed loaded 12.5 knots.

October 14, 1919.

HISTORY OF THE USS NERO.

At the beginning of H.O.T.S. (Naval Overseas Transportation Service) on January 9th, 1919, the USS NERO was operating in European Waters. She was assigned to operation under H.O.T.S., and was engaged in transporting Army coal from English ports to France, basing at Cardiff. She remained in this status until the 25th of February, 1919, at which time she sailed from Brest for Norfolk, arriving there on the 17th of March. Upon completion of discharge of cargo she was transferred from the Army to the Navy account on the 22nd of April. From Norfolk she proceeded on the 22nd to New York, arrived there on the 24th, loaded a cargo of supplies and sailed on the 25th to Melville for discharge. She sailed from Melville on the 1st of May and arrived at Hampton Roads on the 3rd. Here she loaded a cargo of coal and sailed on the 5th for Boston, arrived there on the 8th, discharged her cargo and proceeded on the 13th to Norfolk. She arrived at Norfolk on the 15th, loaded a cargo for discharge at Charleston, and sailed on the 19th of May for Charleston arriving there on the 21st. Our latest movement sheet shows the U.S. NERO still at Charleston under going extensive repairs and laterations.

General Characteristics.

Collier.

Length 320' Beam 41'

Decks 1 Holds 4

Complement: Officers 10, crew 74.

Armament: 4-6 pdr. 1-3" gun.

Total deadweight tonnage 6100 -- net tonnage 1880

Draft loaded 21' - speed loaded 8.5 knots.

This is the average type of ship used to transport fuel overseas.

October 14, 1919.

HISTORY OF THE USS NEWBURGH.

The NEWBURGH was taken over and commissioned as a H.O.T.S. (Naval Overseas Transportation Service) vessel on the 31st of December, 1918 at Hoboken, New Jersey.

At this port she was refitted and refurnished in accordance with Navy practice and was ordered to load a cargo of flour, bacon and lard consisting of 7336 tons consigned to the Northern Food Administration. These operations were completed on the 24th of January at which time the NEWBURGH had completed a successful trial trip and sailed the following day for Falmouth arriving there on the 15th of February. Upon her arrival at this port she was ordered by the Food Administration authorities to proceed to Rotterdam for discharge. She arrived at Rotterdam on the 18th of February at which port she discharged her complete cargo and sailed on the 1st of March for Plymouth, England for bunker and ballast for her return to New York. These operations were completed at Plymouth on the 3rd of March and she sailed on that date for New York via the Azores. She arrived at the Azores on the 12th of March and sailed on the 15th. When two days out of port she lost two blades of her propeller and was compelled to return to the Azores and await shipment of a new propeller from New York. Repairs were completed at this port on the 25th of March at which time she sailed for New York arriving there on the 9th of ~~May~~ ^{Apr.} Upon her arrival at this port she was sent to Pier 45 North River where she discharged 2300 tons of sand ballast and was then sent to Pier 14, Hoboken where she loaded 7134 tons of general cargo consisting principally of hay and oats for the Army. These operations were completed on the 28th of April at which time she sailed to Rotterdam arriving there on the 12th of May. At this port she completed discharge and sailed on the 18th of May for New York. While on her voyage over she lost one propeller and was forced to put into Bermuda for repairs and also to replenish her fuel tanks. She arrived at Bermuda on the 4th of June and sailed from there on the 6th arriving at New York on the 10th of June. Upon her arrival at this port it was decided to place her in line for demobilization. On the 19th of June, 1919 inventories had been taken, repairs were completed and she was placed out of commission and returned to the Shipping Board.

GENERAL CHARACTERISTICS.

Cargo ship.
Length 417'9" Beam 54'
Decks 2 Holds 5
Complement; Officers 17; crew 66.
Cubic cargo capacity (Grain) 476205 cu.ft. (Bale) 437876 cu.ft.
Total deadweight tonnage 9000; net tonnage 3783
Cargo deadweight 437876 cu.ft.
Oil burner; permanent bunkers 240560 gallons.
Draft loaded 25'6" - speed loaded 9.5 knots.
Cargo transported overseas 14,470
This is the average type of vessel used to transport the
Army program of ammunitions and supplies abroad.

August 25, 1919.

HISTORY OF THE U.S.S. NEWPORT NEWS.

At the beginning of H.O.T.S. (Naval Overseas Transportation Service) on January 9th, 1918, the U.S.S. NEWPORT NEWS was assigned to operation with that service. At this time she was overseas, and upon her arrival at Hampton Roads on the 2nd of February, 1918, she was ordered to load a cargo of coal and proceeded on the 12th to Boston to discharge. She arrived at Boston on the 15th, discharged her coal and was authorized to remain in dry dock undergoing urgent repairs until the 24th of March, at which time she sailed for New York, arriving there on the following day. At this port she loaded a full cargo of general supplies, bunkered, and sailed in convoy on the 5th of April, arriving at Liverpool, England, on the 22nd. On account of lack of storing facilities she was obliged to discharge at three ports, Liverpool, Dublin and Queenstown. Upon completion of this operation she bunkered, and sailed on the 18th of May for Philadelphia, arriving there on the 31st. Here she underwent extensive repairs, bunkered, loaded a full cargo of general Navy supplies and sailed on the 15th of June for New York, at which place she was delayed until the 18th awaiting convoy to Brest. This convoy arrived at Brest on the 4th of July. Here she discharged her cargo, bunkered and proceeded on the 25th for Philadelphia, arriving there on the 9th of August. From Philadelphia she sailed on the 21st for New York, with a full cargo of supplies, to join a convoy sailing on the 25th for Rochefort. This convoy arrived at its destination on the 11th of September, Bordeaux on the 26th, Pauillac on the 9th of October, Verdon on the 10th, and upon completion of discharge and bunkering, sailed on the 15th to New York, arriving there on the 31st. She was ordered to proceed the same day to Philadelphia, there to load a cargo of general supplies, undergo urgent repairs, and sailed from Philadelphia on the 27th of November to New York. From New York she proceeded on the 4th of December to Brest in convoy, but was forced to put into Halifax on the 13th on account of engine trouble. She was delayed here undergoing repairs until the 31st, at which time she sailed for Brest arriving there on the 11th of January, 1919. From Brest she proceeded to Bordeaux and was delayed there for some time on account of an outbreak of Spanish Influenza. On the 24th of February she had completed discharging, bunkered, and sailed on that date for Philadelphia, at which port she arrived on the 13th of March. At Philadelphia she underwent general repairs and sailed on the 15th of April to New York, there to load a cargo of general supplies, and sailed on the 23rd to Gibraltar. She arrived at Gibraltar on the 5th of May, bunkered and was ordered to proceed to Constantinople with a cargo for the Relief work around Derindje and Constantinople. She arrived at her destination on the 31st of May and proceed to Gibraltar upon completion of discharge of clothing and supplies, arriving there on the 7th of June. From here she sailed on the 13th to Norfolk, arriving there on the 27th. Here she discharged her ballast, underwent repairs, bunkered and sailed on the 12th of July for Mare Island, via Cristobal. Our latest movement sheet shows this vessel still at Mare Island since the 5th of August, undergoing repairs.

General Characteristics.

Cargo ship.

Length 371'5" Beam 45'4"

Decks 3 Holds 4

Complement: Officers 18 - crew 117

Cubic cargo capacity (Grain) 205474 cu.ft. (Bale) 186795 cu.ft.

Armament 4-3"50

Total deadweight tonnage 5600 net tonnage 2098

Coal burner bunkers 300 tons

Draft loaded 24'6" speed loaded 10 knots.

This is one of the regular Navy ships used to transport supplies and fuel.

October 15th, 1919.

HISTORY OF THE USS NEWTON.

The NEWTON was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on August 3rd, 1918 at Norfolk. At this port she was refitted and re-furnished in accordance with Navy practice and ordered to load a general cargo consisting of 5393 tons. Upon completion of loading she was ordered to proceed to New York to join a convoy sailing from there on the 17th of August. This convoy arrived at Rochefort on the 3rd of December from which port she proceeded to La Pallice where she discharged her complete cargo and sailed on the 26th of December for Verdon, there to ballast and join a convoy sailing on the 3rd of Sept. for Norfolk. Upon her arrival at Norfolk on the 16th of October she was ordered to load a cargo consisting of 4804 tons of general army supplies, underwent a few minor repairs and joined a convoy sailing on the 23rd of November. This convoy arrived at Havre on the 19th of December at which port she completed discharging and proceeded on the 28th to Plymouth at which port she was ordered to ballast. These operations were completed on the 14th of January at which time she sailed for Philadelphia arriving there on the 1st of February. Upon her arrival at Philadelphia it was decided to place the NEWTON in line for demobilization. Upon completion of repairs at this port she was ordered to proceed to New York there to be returned to the Shipping Board for simultaneous return to her owners. These operations were completed at Philadelphia on the 28th of February at which time she sailed for New York, arriving there on the 19th. On the 24th of February, 1919, inventories had been taken, repairs completed and she was placed out of commission and returned to the Shipping Board for simultaneous delivery to her owners.

General Characteristics.

Cargo ship.

Length 406' Beam 54'8"

Complement; Officers 10; crew 60

Cubic cargo capacity (Gen) 330600 cu.ft.

Armament; 1-3"50 forward; 1-5"51 aft.

Total deadweight tonnage 7515 net tonnage 3093

Draft loaded 23'6" - speed loaded 9.5

Cargo transported overseas 16,512 tons.

This is the average type of vessel used to transport the Army program of ammunitions and supplies abroad.

August 26, 1919.

HISTORY OF THE U. S. S. NOORD BRABANT.

The NOORD BRABANT was among the Dutch vessels which were seized by the Custom Officials march 20, 1918. by order of the President. At this time she was lying at New York and was immediately turned over to the Navy. On April 2nd. she was placed in commission as an N. O. T. S. (NAVAL OVERSEAS TRANSPORTATION SERVICE) vessel, but was placed out of commission April 22nd. and returned to the Shipping Board for operation.

General Characteristics.

Cargo ship.
Length 294' 0", beam 44' 2".
Net tonnage 1,359.
Gross tonnage 2,332.
Deadweight 3,900.
Speed 9 knots.

HISTORY OF THE USS NORLINA.

The NORLINA was taken over and commissioned as a H.O.T.S. (Naval Overseas Transportation Service) vessel on May 1st, 1918, at Baltimore, Maryland.

Here she was refitted and refurnished in accordance with Navy practice and was ordered to load a general cargo of Army supplies consisting of approximately 6000 tons and sailed to Norfolk there to bunker and thence to proceed to Halifax to join a convoy sailing from there in the 30th of May. This convoy arrived at Havre, France on the 18th of June. At this port she discharged her complete cargo and sailed on the 2nd of July for Baltimore, arriving there on the 21st of June. Upon her arrival at Baltimore she was ordered to load 6000 of general cargo and proceed to New York to join a coastal convoy to Sydney, Nova Scotia. These operations were completed as per schedule and the NORLINA joined a convoy sailing from Sydney on the 23rd of August. Upon her arrival at Bordeaux on the 6th of September she was delayed one day awaiting orders and was then ordered to discharge her complete cargo at this port and return to Norfolk. These operations were completed at Bordeaux on the 17th of September at which time she sailed to Verdon there to ballast and return to Norfolk. Upon her arrival at Norfolk on September 9th she was sent to the Navy Yard where she underwent a few days repairs and was then ordered to load a full cargo of Army supplies and join a convoy sailing from New York on the 27th of October. This convoy arrived at Nantes on the 15th of November, at which port she discharged her complete cargo, loaded ballast and sailed on the 22nd of November for Baltimore, arriving there on the 14th of December. After discharging her cargo at this port she was ordered to proceed to Norfolk there to load a cargo of coal for shipment to South America. At Norfolk she loaded 5994 tons of coal and proceeded on the 29th of December to Mejillones, South America. She arrived at this port on the 19th of January and after discharging her complete cargo and loading 5000 tons of copper ore and proceeded on the 15th of February to Iquique, arriving there on the 17th. At this port she loaded 5272 tons of Nitrate and proceeded on the 26th to Galeta, at which port she loaded 1044 tons of Nitrate. These operations were completed on the 28th of February at which time she sailed to Charleston, South Carolina via the Canal. Upon her arrival at Charleston on March 21st she was sent to Seaboard Airline Dry dock where she discharged her cargo. While moored at this dock she was rammed by the Chilean Steamer MEIPO causing excessive damage to her hull. Upon completion of repairs she was ordered to proceed to Savannah, Georgia to discharge 500 tons of copper ore and thence to New York to be placed in line for demobilization. She arrived at New York on the 18th of April at which port inventories were taken repairs completed and on the 5th of May, 1919 she was placed out of commission and returned to the Shipping Board, for simultaneous delivery to her owners.

General Characteristics.

Cargo ship.

Length 400 ' Beam 51'

Decks 2 Holds 4

Complement; Officers 11; crew 72.

Cubic cargo capacity (Grain) 354,786 cu.ft. (Bale) 327,931 cu.ft.

Armament 2-4"40.

Deadweight tonnage 7520 net tonnage 2864.

Coal burner - bunkers 1086 tons.

Draft loaded 23'8" -- speed loaded 8.5 knots.

Cargo transported overseas 17,747 tons.

This is the average type of vessel used to transport the Army program of ammunitions and supplies abroad.

August 26, 1919.

(book)

HISTORY OF THE USS NORTHPOLE

The NORTHPOLE was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 14th of January, 1918 at Baltimore. At this port she was refitted and refurnished in accordance with Navy practice and upon completion was ordered to proceed to New York there to load a cargo of frozen beef for the A.E.F. Forces. Upon her arrival at New York on the 18th of January she was sent to Pier 9, Hoboken, at which port she loaded 3333 tons of beef completed repairs and sailed on the 2nd of February for Quiberon, arriving there on the 20th of February. Owing to the congestion of cargo facilities at this port she proceeded on the following day to St. Nazaire. At this port she discharged her complete cargo and proceeded on the 7th of March for Barry Roads at which port she was ordered to bunker and ballast and proceed to Cardiff there to load a cargo of Navy stores. These operations were completed at Cardiff on the 19th of March at which time she sailed for New York, arriving there on the 5th of April. Upon her arrival at New York she was sent to Pier 2, Bush Docks, where she discharged her cargo and was then ordered to be placed in line for demobilization. On the 14th of April 1919, repairs had been completed, inventories taken, and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship: Refrigerator
Length 353'3" Beam 49'
Decks 2 Holds 4
Complement; Officers 13, crew 77
Cubic cargo capacity 181765 (Ref. Space for cargo)
Total deadweight tonnage 3835- net tonnage 2501
Coal burner-- bunkers 1600 tons.
Draft loaded 23'2" speed loaded 8.5 knots.
Cargo transported overseas 3333 tons.
This is the average type of vessel used to transport the Army program of supplies and ammunitions abroad.

August 26, 1919.

HISTORY OF THE US S OAKLAND.

The OAKLAND was one of the new Shipping Board vessels built on the West coast. She was taken over and commissioned as a M.O.T.S (Naval Overseas Transportation Service) vessel on the 3rd of June, 1918 at San Francisco.

At this port she was refitted and refurnished in accordance with Navy practice and upon completion of which she was ordered to proceed to Port Costa there to load a cargo of flour for shipment to the East coast. These operations were completed on the 15th of June, and she sailed from Port Costa for New York via the Canal. Upon her arrival at New York on the 15th of July she was ordered to discharge her complete cargo of flour and to proceed to Galveston, Texas, there to load a cargo of flour consigned to the Italian Ministry of Shipping. Upon her arrival at Galveston on the 10th of August she loaded a cargo consisting of steel billets airplane lumber and tobacco. These operations were completed at Galveston on the 12th of August at which time she proceeded to Norfolk there to bunker and then to proceed to Gibraltar to await orders.

Upon her arrival at Gibraltar on the 27th of September she was ordered to proceed to Genoa there to discharge and then to proceed to Anga Amuda, Spain, there to load a return cargo of ore. These operations were completed on the 29th of December at which time she sailed for Philadelphia arriving there on the 21st of January. Upon her arrival at this port she discharged her full cargo and loaded a return cargo of supplies and sailed on the 19th of February for Palermo arriving there on the 25th of March. At this port she loaded a return cargo of lemons and pumice and sailed on the 16th of April for New York, arriving there on the 1st of May. Upon her discharge of cargo at this port it was decided to place the OAKLAND in line for demobilization. On the 13th of May, 1919, repairs had been completed, inventories taken, and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length 416'6" Beam 53'

Decks 2 Holds 5

Complement; Officers 10; crew 60

Cubic cargo capacity (Grain) 490793 (Bale) 456677 cu.ft.

Armament 1-3"50 forward; 1-4"50 aft.

Total deadweight tonnage 8822 tons/ net tonnage 4492.

Draft loaded 26'4" speed loaded 8 knots.

Cargo transported overseas 7000 tons.

This is the average type of vessel used to transport the Army program of supplies and ammunitions abroad.

August 26, 1919.

HISTORY OF THE USS OHIOAN.

The USS OHIOAN was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel August 7th 1918 at New York. At this port she was refitted and refurnished in accordance with Navy practice upon completion of which she was ordered to load 7655 tons of general cargo. These operations were completed on the 9th of August and she was delayed four days awaiting a convoy to Brest, at which port she arrived on the 28th of August. Owing to the congestion of cargo at this port she was ordered to proceed the following day to St. Nazaire. Here she discharged her cargo, and proceeded on the 26th of September to Brest, where she loaded part cargo of Army supplies and sailed on the first of October for New York arriving there on the 12th of October. Upon arrival at New York she was sent to Pier 3 Bush Docks, where she discharged her cargo, loaded 2830 tons of general cargo, and, upon completion of construction of 673 horse stalls she loaded horses and proceeded in convoy on the 1st of November for LaPallice, arriving there on the 13th of November.

At this port she discharged her complete cargo, loaded ballast and sailed on the 21st of November for New York, arriving there on the 5th of December. Upon arriving at New York, she was inspected by a Board of Survey and found suitable for conversion into a troop transport. On the 12th of December 1918, she was detached from N.O.T.S. service and assigned to the Cruiser Transport Service in which service she is now operated.

From December to date she has returned 8083 men of the A.E.F. forces.

General Characteristics:

Cargo ship; ~~Home Transport~~
Length: 429' 2"; Beam 53' 6".
Complement: Officers 10, crew 90.
Cubic cargo capacity: Grain 438154 cubic feet.
Bales 377704 cubic feet.
Armament: 1-3" 50 fwd; 1-5" 40 aft.
Deadweight tonnage: 9900, net tonnage 4064.
Cargo deadweight 8500.
Oil burner; permanent bunkers 470736.
Draft loaded 29' 7"; speed loaded 11.5 knots.

HISTORY OF THE U. S. S. OLD DOMINION.

The OLD DOMINION is a seagoing barge purchased by the Navy from the Luckenbach SteamShip Company. She was placed in commission and assigned to N. O. T. S. (NAVAL OVERSEAS TRANSPORTATION SERVICE) August 6, 1918 and was operated coastwise carrying coal from Norfolk to New England Ports until April 14, 1919 when she was detached N. O. T. S. and assigned to the Fifth Naval District for operation.

General Characteristics.

Barge.
Length 255' 6", beam 42' 6".
Gross tonnage 1,802.
Net tonnage 1,727.

HISTORY OF THE USS OOSTERDIJK

The OOSTERDIJK was one of the Dutch vessels seized under the President's Proclamation dated March 20th, 1918. At this time she was lying at Baltimore, Maryland and was turned over by the ~~Custom Officials~~ ^{the Commander Section} and was taken over and commissioned in the Navy on April 2nd, 1918. At this port she was refitted and refurnished in accordance with Navy practice and was ordered to load a full cargo of general supplies. These operations were completed on the 20th of April at which time she was ordered to load 2700 tons and proceed to Norfolk to load Naval stores and thence to New York to join a convoy sailing from there on the 25th of April. This convoy arrived at Brest on the 10th of May from which place she was sent the following day to St. Nazaire. At this port she discharged her complete cargo and sailed on the 9th of June in convoy for Baltimore, arriving there on the 21st of June. Upon her arrival at this port she underwent a few minor repairs and loaded 9000 tons of general cargo and sailed on the 2nd of July for Norfolk to bunker and thence to New York to join a convoy sailing from there for St. Nazaire on the 4th of July.

While in this convoy in Latitude 40°10' North, Longitude 47°30' West the OOSTERDIJK was sunk in a collision with the S.S. SAN JACINTO. July 11-1918

General Characteristics.

Cargo ship.
Length 450' Beam 55'
Decks 3 Holds 6
Complement; Officers, 12, crew 95.
Cubic cargo capacity (Grain) 610476 cu.ft. (Bale) 568343 cu.ft.
Total deadweight tonnage 11,900 tons. net tonnage 5225
Coal burner bunkers 1259 tons.
Mean draft 31'9" speed loaded 11.5 knots.
Cargo transported overseas 17,503.
This is the average type of vessel used to transport the Army program of supplies and ammunitions aborad.

August 27, 1919.

HISTORY OF THE USS OPHIR.

The OPHIR was among the Dutch tonnage seized by the United States under the President's Proclamation dated March 20th, 1917. At this time the OPHIR was lying at Pearl Harbor and was immediately turned over to the Navy Department by the Custom Officials. She was taken over and commissioned as a U.S. Messel on the 25th of March, 1918. She was refitted and refurnished at this port and after loading passengers and cargo proceeded on the 2nd of April to San Francisco, arriving there on the 23rd. Upon her arrival at San Francisco she was ordered to discharge her cargo and load 1200 tons of copak, 1200 tons of beans and upon completion of this duty she was ordered to proceed to San Francisco there to take aboard a draft of 100 Naval enlisted men for shipment to the East Coast. She sailed from San Francisco on the 25th of April, arriving at San Pedro on the 26th, and proceeded the same day to New York, arriving there on the 14th of May. Upon her arrival at New York she discharged that part of her cargo charged to the Navy account and proceeded with her remaining cargo to La Pallice arriving there on the 5th of June. From this port she was sent the following day to St. Nazaire where she completed discharge and sailed on the 21st of June to Verdon there to ballast and join a convoy sailing on the 27th of June for New York. These operations were completed as per schedule and she joined a convoy which arrived at its destination of the 7th of July and was sent to Pier 9, Hoboken, where she loaded 4900 tons of general cargo, underwent a few minor repairs and joined a convoy sailing from there on the 18th for St. Nazaire. This convoy arrived at its destination on the 30th of July at which port she discharged her cargo and returned to New York on the 20th of August. She was then ordered to Pier 7, Bush Docks, where she underwent repairs and loaded 2280 tons of general cargo and joined a convoy sailing on the 2nd of September. She arrived at Bassens on the 27th of September and after discharging her cargo at this port she was returned to New York, sailing on the 29th of September. Upon her arrival at New York on the 13th of October she was sent to Pier 7, Hoboken where she underwent a few repairs, loaded 2775 tons of general cargo and after delaying one day to join a convoy sailed on the 25th of February for Gibraltar, at which port she arrived on the 8th. From this port she was ordered to proceed the following day to Marseilles. On the 11th of November, 1918, the OPHIR returned to Gibraltar on account of a fire in number 2 hold which resulted in a total loss of all of the Army cargo aboard. The Board of Inspection and Survey reported this vessel practically placed out of commission on account of this fire and requested that she be placed on sale. Our latest information in this matter is that she is to be refitted and refurnished and towed to the United States with the assistance of her own steam.

HISTORY OF THE USS OPHIR, Continued.

General Characteristics.

Cargo ship
Length 406' 6" Beam 47' 1"
Complement; Officers 17, crew 71
Cubic cargo capacity (Grain 192680 cu.ft / (Bale) 185270 cu.ft.
Deadweight tonnage 5842 net tonnage 2928
Cargo deadweight tonnage 4000 coal burner.
Draft loaded 24' 10" speed loaded 13 knots.
Cargo transported overseas 10,330 tons.
This is the average type of vessel used to transport the Army
program of ammunitions and supplies abroad.

Salvaged and placed in temporary commission Nov 15-1917

August 26, 1919.

HISTORY OF THE USS OREGONIAN.

The OREGONIAN was taken over and commissioned as a N.O.T.S. vessel (Naval Overseas Transportation Service) on the 17th of August 1918. at Norfolk. At this port she was refitted and refurnished in accordance with Navy practice, and then ordered to load a general cargo consisting of 6850 tons. These operations completed, she was ordered to join a convoy sailing from Norfolk on the 22nd for Brest France. This convoy arrived at its destination on the 11th of September. She was sent the following day to St. Nazaire at which place she was ordered to discharge a complete cargo and join a convoy sailing from Verdon on the 30th of September for New York. This convoy arrived at its destination on the 16th of October. She was then sent to Pier one Bush docks where she was ordered to load 7083 tons of general cargo, undergo repairs and join a convoy for LaPallice sailing on the 27th of October. This convoy arrived at LaPallice on the 15th of November. Owing to the congestion of cargo facilities at this port, she was ordered to proceed the same day to Verdon and thence to Bordeaux. At this port she discharged a complete cargo and proceeded on the 24th of November for Verdon to ballast in preparation for her voyage home. Operations were completed at Verdon on the 24th of November, at which time she sailed for New York, arriving there on the 13th of December. Upon arriving at New York, she was sent to Pier 4 Hoboken, where she was ordered to load 2279 tons of pork assigned to the Southern Food Relief. Operations were completed on the 9th of January, at which time she sailed for Triest via Gibraltar. She arrived at Gibraltar on the 27th of January and proceeded from there on the 29th for Triest, arriving there on the 7th of February. At this port she discharged her complete cargo and sailed on the 26th of February for New York, stopping at Gibraltar on the 10th of March to ballast. She arrived at New York on the 26th of March and was ordered to pier 5 Bush Docks at which time it was decided to place her in line for demobilization. On the 15th of April 1919, inventories having been taken, repairs completed she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo Ship.
Length; 430' , beam 51.
Decks; 2 holds 4.
Complement: Officers 11; crew 101.
Cubic cargo capacity (Grain) 414,268. (Bale) 376,699 cu. ft.
Armament: 3-50 fwd; 5-40 aft.
Deadweight tonnage : 8850 net tonnage 3535.
Cargo deadweight: 376699 cu. ft. - Coal burner fwd
draft loaded 28'- speed loaded 9.5 knots
Cargo transported overseas 23460 tons.

HISTORY OF THE USS ORION.

The ORION was assigned to the N.O.T.S. (Naval Overseas Transportation) service on January 9th, 1919 at which time N.O.T.S. was first started.

At this time the ORION was lying at Norfolk and she was ordered to load a full cargo of coal at this port and proceed to New York for discharge. She remained in this status, engaged in carrying coal from North Atlantic ports until the 11th of April, 1918. At this time she proceeded from Hampton Roads with a full cargo of coal for discharge at Bahia. Upon completion of discharge she was ordered to proceed to Rio de Janeiro there to load a full cargo of coffee for discharge at New York. She returned to New York on the 21st of January and after discharge of her cargo at this port she again loaded a full cargo of coal and proceeded to Rio de Janeiro for discharge, returning with a full cargo of coffee. Upon her arrival at New York on the 29th of July she was ordered to load a full cargo of coal and proceed to the Panama Canal for discharge, there to load a return cargo for discharge at New York. Upon her return to New York from the Panama Canal on the 22nd of February she underwent a general overhauling and proceeded on the 3rd of October to Norfolk there to load a full cargo of coal for discharge at Boston. Upon her return from this duty she loaded a full cargo of coal for shipment to St. Thomas for use of the Atlantic Fleet operating at that port. On the 6th of December, 1918 she proceeded from Norfolk to Quiberon with a full cargo of coal, arriving there on the 18th of December. Here she discharged part cargo and proceeded on the 24th to St. Nazaire where she finished loading 2000 tons of Army cargo, 500 tons of Naval Aviation material and proceeded on the 10th of January for Norfolk, arriving there on the 24th of January. Upon her arrival at Norfolk it was decided to detach the ORION from N.O.T.S. and assign her to the Atlantic Fleet. This transfer was effected on the 3rd of February, 1919 at Norfolk.

General Characteristics.

Collier.

Length 536' Beam 65'

Docks 1 Holds 6

Complement; Officers 21, Crew 201

Cubic cargo capacity (Coal) 11285.9 tons.

Armament: 4-4"50

Total deadweight tonnage 14,200 net tonnage 5754.

Cargo deadweight 10,500 tons. Coal burner.

Draft loaded 28.6 -- speed loaded 12.5 knots.

This is the average type of Collier used to transport the Army program of Coal abroad.

August 27, 1919.

HISTORY OF THE USS OSKALOOSA?

The USS OSKALOOSA was among the new Shipping Board vessels operated by the Emergency Fleet Corporation on the west coast. She was taken over and commissioned as a N.O.T.S (Naval Overseas Transportation Service) vessel on the 20th of December 1918 at San Francisco.

At this port she was refitted and refurnished in accordance with Navy practice and was ordered to proceed to Port Costa there to load a cargo of flour for shipment to the East coast. These operations were completed on the 11th of January at which time she sailed for New York via the canal. She arrived at Balboa on the 24th of January, traversed the canal, arriving at Cristobel on the 27th. From there she proceeded the same day to New York arriving on the 5th of February. Upon arrival at New York it was decided at that time to unload that portion of her cargo that was for Navy account and the remaining cargo to proceed to European waters.

These orders were finally canceled and she was ordered to be placed in line for demobilization on the 27th of February 1919, inventories had been taken, repairs completed and she was placed out of commission and delivered to the Shipping Board.

General characteristics.

Cargo ship.

Length: 427; beam 54.
Decks: 2,- holds 4.
Complement: Officers 10; crew 74.
Cubic cargo capacity: (Grain) 46041 cu. ft.
(Bale) 416411 cu. ft.
Deadweight tonnage: 9000; net tonnage 4728.
Draft loaded: 24' 1-1/8"; speed 10 knots.

This is the average of vessel used to transport the Army program of Ammunitions and Supplies abroad.

August 27, 1919.

HISTORY OF THE USS OSKAWA.

The USS OSKAWA was among the new Shipping Board vessels built by the Emergency Fleet Corporation on the west coast. Upon completion of her successful sea trial she was taken over and commissioned by the Navy on the 6th of January 1919. at San Francisco.

At this port she was refitted and refurnished in accordance with Navy practice, and was then ordered to load a cargo of general supplies consisting of 7812 tons. These operations were completed on the 24th of January, at which time she sailed for New York via the canal. She arrived at Balboa on the 6th of February, traversing the canal and arriving at New York on the 15th of February. Upon her arrival at New York she was sent to Pier 8 Bush Docks where she discharged her cargo and while undergoing repairs preparatory to a trans-atlantic voyage, it was decided to place her in line for demobilization.

On the 27th of February 1919, inventories having been taken and repairs completed she was placed out of commission and returned to the Shipping Board.

General characteristics .

Cargo ship.

Length: 416' 6", Beam 53'.

Complement: Officers 11 crew 76.

Cubic Cargo capacity: (Bale) 54441 cu. ft.

Total deadweight tonnage: 9400. net tonnage 4539.

Oil burner ---permanent bunkers 438, 261 gallons.

Draft loaded: 26' 5" speed loaded 10 knots.

This is the average type of vessel used to transport the Navy program of ammunitions and supplies abroad.

HISTORY OF THE USS OZAMA.

At the beginning of the N.O.T.S. Service on January 9, 1918, the U.S.S. OZAMA was detached from the Atlantic Train and assigned to the N.O.T.S. (Naval Overseas Transportation Service.)

At this time the OZAMA was lying at Norfolk and upon completion of repairs at this port she was ordered to load a cargo of mine laying material and join a convoy sailing from Norfolk on the 23rd of January. This convoy arrived at Lamlash on the 15th of February. From this port she was sent to Kaylem, Locklash, arriving there on the 18th. At this port she discharged her complete cargo and sailed to Glasgow on the 1st of March. At this port she ballast and sailed in convoy on the 16th of March for Norfolk, arriving there on the 3rd of April. Upon her arrival at this port she underwent a few minor repairs and again loaded a cargo of mine laying material for shipment to Scotland. She joined a convoy sailing from Halifax on the 6th of May for Oban, Scotland at which port she arrived on the 20th of May. She was sent the following day to Corpach where she discharged part of her cargo and then proceeded to Clyde where she completed discharge and joined a convoy sailing from there on the 1st of June. This convoy arrived at New York on the 18th of June, but owing to the amount of repairs necessary she was sent to Norfolk Navy Yard and after undergoing repairs she was ordered to load a cargo of coal and mine laying material and proceed on the 13th of July for Kyle, at which port she arrived on the 1st of August. She discharged part of her cargo at this port and proceeded on the 6th to Clyde, where she completed discharge and sailed to United Kingdom to join a convoy sailing from there on the 17th of August for Hampton Roads. On September 2nd, she was again ordered to load a cargo of mine laying material and proceed to Glasgow, returning to Norfolk on the 9th of November. At this port she loaded a cargo of Army supplies and proceeded on the 23rd for Rochefort, arriving there on the 27th of December. At Rochefort she discharged part cargo and proceeded to Inverness where she completed discharge and loaded a return cargo of Army supplies and sailed on the 9th of January for Norfolk, arriving on the 9th of January. Upon her arrival at this port she was sent to York River where she loaded a cargo of coal for discharge at Yorktown. Upon her return to Norfolk on the 5th of February it was decided to place her in line for demobilization. On the 13th of February 1919, inventories had been taken, repairs completed and she was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

HISTORY OF THE USS OZAMA, Continued.

Cargo ship.

Length 261' Beam 43'6"

Complement: Officers 10, crew 50

Deadweight tonnage 3000 net tonnage 1259.

Mean draft 18'6" Speed loaded 9 knots.

This is the average type of ship used to transport the Army program of supplies and ammunitions abroad.

August 23, 1919.

HISTORY OF THE USS OZAUKEE.

The OZAUKEE was among the new Shipping Board vessels built by the American Fleet Corporation on the West Coast. Upon her completion of a successful trial trip she was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on September 30th, 1918 at San Francisco. At this port she was refitted and refurnished in accordance with Navy practice and on the 9th of October she sailed to Arica, Chile, there to load a cargo of Nitrate for discharge at a North Atlantic port. She proceeded from Balboa on the 26th of October, loaded cargo at Arica and arrived Jacksonville on the 7th of December. At this port she discharged her complete cargo and sailed on the 20th of December for Charleston there to enter dry dock and undergo repairs and load a cargo for Shipping Board account. Upon completion of these operations on the 21st of December she was ordered to proceed to Philadelphia, there to discharge her cargo and load a cargo for shipment overseas. The USS OZAUKEE left Philadelphia on January 6th, 1919, for London with a cargo of oil and tobacco and on January 29th about 9 pm when about 700 miles from Philadelphia the steering engine carried away and was rendered useless for the Western trip. A heavy gale was blowing at the time but the Commanding Officer decided, in view of the cargo carried it was desirable to save money for the Government, to make a temporary gear and proceed on the trip. This temporary gear was rigged that night and the vessel proceeded the rest of the voyage, about 3000 miles across the Atlantic in mid-winter weather to London. Upon her arrival at London on the 13th of February she discharged her cargo and completed repairs to her steering gear and sailed on the 15th of March for Phil., arriving there on the 28th of March. Upon her arrival at Philadelphia it was decided to place her in line for demobilization. On the 4th of April, 1919, repairs were completed, inventories taken, and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length 348'3" Beam 48'

Decks 2 Holds 4

Complement; Officers 10, crew 52

Cubic cargo capacity (General) 265344 cu.ft.

Total deadweight tonnage 5641 net tonnage 2835.

Cargo deadweight 4641 tons. Oil burner.

Draft loaded 22'4" -- speed loaded 10.2 knots.

Cargo transported overseas

This is the average type of vessel used to transport the Army program of ammunitions and supplies abroad.

August 28, 1919.

HISTORY OF THE USS PANAMAN.

The PANAMAN was taken over and commissioned as a N.O.T.S. (Naval Transportation Service) vessel on the 5th of August, 1918 at New York.

At this port she was refitted and refurnished in accordance with Navy practice and was sent to Pier 6, Bush Docks, where she loaded 7280 tons of supplies and beef and a deck load of auto trucks. These operations were completed on the 18th and she was delayed two days awaiting a convoy, but finally sailed on the 21st for St. Nazaire. This convoy arrived at its destination on the 27th of December at which place she discharged her complete cargo, loaded ballast and sailed in a convoy on the 21st for New York. Upon her arrival at New York on the 7th of October she was sent to Pier 6, Bush Docks, where 821 stalls for horses were built. She simultaneously loaded 3199 tons of general cargo and 821 horses and joined a convoy sailing on the 19th of October for Bordeaux. She arrived at Bordeaux on the 6th of November, at which place she discharged her complete cargo, loaded 400 tons of sand ballast and sailed on the 16th of November for Newport News, arriving there on the 27th of November. At this port she discharged her ballast, underwent repairs and sailed on the 8th of December for New York. Upon her arrival at New York she was inspected by the Board of Survey and found suitable for conversion to a Troop Transport. On December 10, 1918 she was detached from N.O.T.S. Service and assigned to the Cruiser & Transport Force, in which status she has returned 10,798 men of the American Expeditionary Forces.

General Characteristics.

Cargo ship.

Length 429'2" Beam 53'6"

Complement; Officers 10; crew 84.

Cubic cargo capacity (Grain) 438154 cu.ft. (Bale) 377704 du.ft.

Armament: 1-3"50 fwd; 1-5"40 aft.

Total deadweight tonnage 9735 tons. net tonnage 4139.

Oil burner 517,146 gallons.

Draft loaded 29'7" speed loaded 12 knots.

Cargo transported overseas 28,680 tons.

This is the average type of vessel used to transport the Army program of ammunitions and supplies abroad.

August 29, 1919.

HISTORY OF THE USS PANUCO.

The PANUCO was taken over and commissioned as a M.O.T.S. (Naval Overseas Transportation Service) vessel on the 13th of September, 1918, at New York.

At this port she was refitted and refurnished in accordance with Navy practice and was then ordered to proceed to Pier 2, Bush Docks, there to load 4200 tons of general cargo for shipment overseas. These operations were completed on the 26th of September, at which time she joined a convoy sailing for Nantes. This convoy arrived at its destination on the 16th of October, at which place she discharged her complete cargo, loaded ballast, and joined a convoy sailing on the 7th of November for New York. Upon her arrival at New York on the 22nd of November she was sent to Pier 31, Bush Docks, where she discharged her ballast, underwent a few repairs and was then ordered to proceed to New Orleans, at which port she arrived on the 7th of January. Here she was ordered to load 3712 tons of general cargo for shipment to South America. On the 22nd of January she proceeded to Montevideo via Barbadoes, at which place she was ordered to bunker. Upon her arrival at Buenos Aires on the 18th she was ordered to proceed to Montevideo, at which port she arrived on the 19th. Here she discharged her complete cargo and sailed on the 7th of March for Ramallo, Argentina, where she loaded 4000 tons of linseed cake. This operation was completed on the 15th of March, at which time she sailed to Montevideo where she bunkered and sailed on the 18th via Barbadoes for New York. She arrived at New York on the 19th of April, at which time she was ordered to Pier 14, East River, where she discharged her complete cargo and it was decided at this time to place her in line for demobilization. On the 28th of April, 1919, inventories had been taken, repairs completed and she was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General Characteristics.

Cargo ship.

Length 368' Beam 47'9"

Decks 2 Holds 2

Complement; Officers 15, crew 86.

Cubic cargo capacity (Grain) 238000 cu.ft. (Bale) 220324 cu.ft.

Total deadweight tonnage 5100 tons. net tonnage 2315.

Draft loaded 22'6" -- speed loaded 11 knots.

Cargo transported overseas 7912 tons.

This is the average type of vessel used to transport the Army program of supplies and ammunitions abroad.

August 29, 1919.

HISTORY OF THE USS PASADENA.

The USS PASADENA was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on May 13th 1918, at Mare Island, California.

At this port she was refitted and refurnished in accordance with Navy practice. She loaded 7794 short tons of general cargo and sailed May 18, 1918 for Hampton Roads Virginia via the Panama Canal, arriving June 24, 1918. The vessel bunkered and sailed for New York June 27th and arrived June 28, 1918. She discharged 1800 tons of cargo, loaded 6694 tons of general cargo for European waters and repaired. These operations were completed on July 3rd and she was ordered to proceed to Norfolk to join a French convoy and proceed on July 5th to France. She arrived St. Nazaire July 26th, unloaded 7500 tons of general cargo, loaded 500 tons of ballast. These operations were completed on August 7th and she proceeded to Verdon to join a United States convoy. She joined convoy sailing August 13th but when four days out dropped out of convoy and proceeded to New York at her own speed, arriving August 29th. Upon her arrival, she was ordered to Pier 6 Bush, where she loaded 7180 tons of general cargo, discharged ballast, repaired, dry-docked, bunkered and supplied. These operations were completed and on September 15th she joined a convoy sailing for France, arriving at St. Nazaire October 8, 1918, discharged cargo and loaded 1443 tons of cargo and sand ballast. Joined a United States convoy sailing for New York November 1st, but when 4 days out proceeded at her own speed, arriving at New York November 18, 1918. Upon arrival she was ordered to Pier 14 Hoboken, where she discharged 1407 tons of ballast and 36 tons of ordnance material; repaired, loaded 6492 tons of general cargo, bunkered and supplied. These activities were completed on December 15, 1918, and vessel proceeded at her own speed to St. Nazaire, arriving at Verdon January 7th 1919, where she was delayed 5 days awaiting a berth. Unloaded 1132 tons of General Cargo completing these operations January 21st. Sailed January 23rd at her own speed for New York, arriving February 11th. Ordered to Pier 5 Bush, where she unloaded 1197 tons of steel billets, repaired, supplied, loaded 5387 tons of general cargo and locomotives and bunkered. These operations were completed on February 28th and on March 2nd the vessel sailed for France at her own speed. Arrived St. Nazaire March 19th where she unloaded 4390 tons of general cargo and loaded 3319 tons of general cargo. These activities were completed April 5, 1919 and vessel sailed for Newport News Va. arriving there April 22, 1919. It was decided at this time to place her in line for demobilization. On the 28th of April 1919, inventories had been taken, repairs completed and she was placed out of commission and turned over to the Shipping Board.

General characteristics.

Cargo Ship.

Length: 416' 6", beam 53'.

Decks: 2 holds 4.

Complement: Officers 20 crew 104.

Cubic cargo capacity (grain 446083) bales 414044 cubic feet.

PASADENA continued:

General characteristics.

Deadweight tonnage: 9330, net tonnage 4494 tons.

Draft loaded: 26' $4\frac{3}{4}$ " , speed loaded 9 knots.

Cargo transported overseas: 21,282 tons.

This is the average type of vessel used to transport the Army program of supplies and ammunition abroad.

September 24, 1919.

HISTORY OF THE USS PASCAGOULA.

The USS PASCAGOULA was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 4th of October 1918 at New Orleans, La.

At this port she was refitted and refurnished in accordance with navy practice, and was then ordered to proceed to Hampton Roads and report to Commandant of the 5th Naval district for loading. She sailed for Hampton Roads October 15th and was forced to put in at Key West on October 13th for repairs to her steering gear. Repairs completed, vessel sailed October 14th and arrived at her destination on October 21st 1918, and was sent to the Navy Yard for repairs. It was decided at this time to place her in line for demobilization. On the 21st of December, 1918, inventories had been taken, repairs completed and she was placed out of commission and turned over to the Shipping Board.

General characteristics.

Cargo Ship.

Length : 281' 6", beam 46 feet.
Decks : 3, holds 4.
Complement: Officers, 10, Men 49.
Total deadweight tonnage 4000 tons; net tonnage 1528 tons.
Draft loaded; 23' 6". speed loaded 7 knots.
Cargo transportation overseas: none.

This is one of the new wooden steam driven ships used to transport the Army program of supplies and ammunition abroad.

September 24, 1919.

HISTORY OF THE U. S. S. PATOKA.

The PATOKA is a new oil tanker built by the Newport News Ship Building and Dry Dock Company. She was delivered to the Norfolk Navy Yard to be fitted out September 3, 1919. This work completed she was assigned to N. O. T. S. (NAVAL OVERSEAS TRANSPORTATION SERVICE) and commissioned October 13, 1919. Departed Norfolk November 4th. for Port Arthur, Texas where she loaded a full cargo of fuel oil and proceeded on the 15th. for Clyde, Scotland arriving there December 6th. There she discharged her cargo and sailed December 13th. for Port Arthur arriving January 4th. Loaded 10,000 tons of fuel oil and proceeded January 9th. for the Azores arriving there on the 26th. She discharged her cargo and sailed on the 2nd. of February for the Adriatic Sea arriving Spalato on the 12th. She also went to Venice, Berndisi, Constantinople and Antivari. On April 7th. she departed Antivari for New York arriving May 1st. She underwent urgent repairs and sailed on the 18th. for Hampton Roads via Yorktown. Arriving at Hampton Roads May 23rd. she loaded a cargo of fuel oil and proceeded on the 25th for Constantinople. Our latest report shows this vessel due Constantinople June 17th.

General Characteristics.

Cargo ship.
Length 463' 3", beam 60' 0".
Armament 2 5", 51 cal.
Deadweight 11,375.
Bunker oil 10,000.

HISTORY OF THE USS PEERLESS.

The USS PEERLESS was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel December 8, 1918, at Newport News, Va.

At this port she was refitted and refurnished in accordance with Navy practice. She loaded 5337 tons of general cargo and on December 9, 1918 sailed for Europe arriving at LaPallice December 24, 1918, where she was held up awaiting berth until January 12, 1919, after which she unloaded 3284 tons of general cargo and loaded 377 tons of general cargo. These operations were completed and on January 26, 1919, vessel was ordered to New York, where she arrived February 12, 1919. Upon arrival she was ordered to pier 3, Bush where she discharged 2163 tons of general cargo. On February 19, 1919, after inventories had been taken and repairs completed, she was detached from N.O.T.S. and assigned to the Cruiser-Transport Forces.

General characteristics.

Cargo ship.

Length 428' , beam 56'.

Decks: 3, holds 5.

Complement: Officers 12, crew 72.

Cubic cargo capacity: (grain 639,693 cubic feet)
(bale 575,784 cubic feet).

Deadweight tonnage 10,766. net tonnage 3834.

Draft loaded 30' speed loaded 9.5 knots.

Cargo transported overseas, 5337.

This is the average type of vessel used to transport the Army program of supplies and ammunition abroad.

September 25, 1919.

HISTORY OF THE USS PENSACOLA.

The USS PENSACOLA was taken over and commissioned October 8, 1817. From this date until January 9, 1918, at which time she was assigned to the N.O.T.S. (Naval Overseas Transportation Service) she was engaged in carrying supplies for Navy Account. At the time of her transfer, she was lying in the port of Brest, France. She left this port on the 23rd of January, 1918 and sailed for New Orleans, was obliged to put into the Azores for fuel, and finally arrived at her destination on the 8th of March. At New Orleans, she underwent extensive repairs until the 26th at which time she sailed for Charleston arriving there on the 31st of March. From this port she proceeded on the 13th of April to New York to join a convoy sailing for Brest. This convoy sailed on the 17th of April, and arrived at its destination on the 2nd of May, at which port she was ordered to proceed to Gironde, there to discharge her cargo and bunker for a return trip to the United States. She sailed from Gironde on the 27th of May, arriving at Philadelphia on the 12th of June, at which place she again underwent extensive repairs, loaded a cargo and sailed on the 29th for New York, there to join a convoy on the 4th of July for Brest. This convoy arrived at its destination on the 19th of July, and from Brest was ordered to proceed on the 20th to St. Nazaire to discharge part cargo and sail on the 27th for Plymouth via South Hampton. These operations were completed as per schedule, and she sailed on the 2nd of September 1918 for Philadelphia, arriving there on the 18th. At this port she underwent minor repairs and was again ordered to load a cargo and proceed to New York to join a convoy sailing for Brest. These operations were completed and she sailed from New York on the 30th of September arriving at Brest on the 15th of October. Here she discharged her cargo and bunkered for a return trip sailing on the 13th of November to Philadelphia and arriving there on the second of December. At this port she underwent repairs and was again ordered to proceed to New York and load 5000 tons of food for the Syrian Armenian Relief at Turkey. She sailed from New York on the 25th of January 1919, and arriving at Constantinople on the 12th of March. From Constantinople she proceeded on the 16th of March to New York with a cargo of 130 tons of tobacco, Mohair and opium arriving there on the 15th of April. From New York she proceeded to Norfolk where she underwent repairs, bunkered and was ordered to proceed on the 5th of May to Guantanamo, at which port she arrived on the 10th. From Guantanamo she proceeded to Port Au Prince, San Domingo, San Pedro and finally sailed from Guantanamo on the 4th of June for Norfolk, arriving there on the 9th. At this port she underwent repairs, and was again ordered to bunker for a trip to Honolulu, Guam and Cavite. She sailed from Norfolk on the 19th of June for Honolulu via the Panama Canal, arriving at Honolulu on the 16th of August. Our latest movement shows the USS PENSACOLA arriving at Cavite on the 18th of September 1919.

General characteristics.

Cargo ship.

Length over all: 351', beam 51' 3".

Decks 2, holds 4.

Complement: Officers 15, crew 85.

Cubic cargo capacity: (grain 237,000 cubic feet).
(bale 213,300 cubic feet).

2.

HISTORY OF THE USS PENSACOLA.

Continued.

General characteristics.

Total deadweight tonnage 9000, net registered tonnage 2637.
Coal burner, Bunkers 831 tons.
Draft loaded: 22' speed loaded 9 knots.

This is the average type of ship used to transport the Navy program of supplies and ammunition abroad.

September 27, 1919.

HISTORY OF THE USS PEQUOT.

The USS PEQUOT was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 28th of October 1918 at New York.

She was immediately refitted and refurnished in accordance with Navy practice and was ordered to load a cargo of supplies and bunker for a trip overseas. These operations were completed on the 5th of November at which time she sailed for Marseilles arriving there on the 25th of November. At this port she discharged her cargo of 5462 tons of general cargo for a return trip to the United States. She departed Marseilles on the 6th of December for New York via Gibraltar and arrived at her destination on the 24th. At this port she discharged her cargo, and upon completion of a few minor repairs, she sailed on the 27th of January 1919 for Plymouth England with a cargo of food assigned to the Northern Food Relief. She arrived at her destination on the 11th of February and was ordered to proceed to Rotterdam at which port she discharged her cargo consisting of 6735 tons of wheat and barley flour. She simultaneously loaded 1000 tons of sand ballast, bunkered and sailed on the 4th of March for New York via the Azores. When a few days out from the Azores, she was directed to proceed to Newport News there to load a cargo for the Army for shipment to Brest. She arrived at her destination on the 1st of April, loaded a general cargo consigned to the United States Quartermasters Corps at Brest, and sailed on the 17th for La Pallice, arriving there on the 2nd of May 1919. At this port she discharged her cargo, loaded 5505 tons of Army ordnance material, 1001 tons of steel and sailed on the 8th of June for Philadelphia, at which port she arrived on the 22nd of June 1919. At this time it was decided to place her in line for demobilization. On the 11th of July 1919, repairs were completed inventories taken and she was placed out of commission and returned to the Shipping Board.

General characteristics.

Cargo ship.

Length over all: 432 feet, beam 55 feet.

Decks 2, holds 4.

Complement: Officers 12, crew 81.

Cubic cargo capacity: (grain 441,555 cubic feet).

(bale 405,418 cubic feet).

Deadweight tonnage 9176 tons, net registered tonnage 3541 tons.

Coal burning permanent bunkers 983 tons.

Draft loaded 26', speed loaded 10 knots.

This ship also carries a deck load of auto trucks.

Total amount of cargo transported overseas: 7110 tons.

This is the average type of ship used to transport the army program of ammunitions and supplies abroad.

September 25, 1919.

History of the U.S.S. PETER H. CROWELL.

The Peter H. Crowell was commissioned as N.O.T.S. (Naval Overseas Transportation Service) vessel December 20th, 1917 at Philadelphia. After loading a cargo of supplies at this port she sailed on the 8th of January for Portland, Maine arriving there on the 20th. After discharging her cargo at this port she returned to Boston on the 25th at which time she entered the Boston Navy Yard where she underwent repairs until February 7th. She was then ordered to proceed to Philadelphia there to load a cargo of army supplies for trans-Atlantic voyage. She arrived at Philadelphia on the 10th of February where she underwent a few minor repairs loaded a cargo as ordered and sailed on the 19th for Norfolk to join convoy sailing from there on the 27th for Brest. This convoy arrived at her destination on the 21st of March. At this port she discharged her cargo and proceeded on the 24th to Pauillac arriving there on the 26th. From Pauillac she was sent to Bordeaux at which place she loaded a part cargo took ballast and sailed on the 24th for Norfolk arriving there on the 15th of May 1918. From Norfolk she was sent to Charleston S. C. arriving there on the 18th she was sent to the Navy Yard at that port after remaining there two days she came out and loaded a cargo of lumber and housing material for trans-Atlantic trip. On the 28th this operation was completed and she sailed to Norfolk arriving there on the 30th to join convoy sailing on the 3rd of June for Brest. This convoy arrived at her destination on the 21st of June. She was sent from Brest to La Pallice at which port her cargo was discharged, she took ballast and sailed on the 7th of July for Philadelphia, arriving there on the 27th. From Philadelphia she was sent to New York arriving on the 28th. Upon her arrival at New York she was sent to Shewan's dry dock for one day repairs. On coming out of dry dock she was sent to the Shewan's pier where she underwent a complete over-hauling and sailed on the 4th of August for Norfolk. From Norfolk she was sent to Boston arriving there on the 10th. After discharging her cargo at Boston she proceeded to New York arriving there on the 15th. She was sent to the foot of 33rd street Brooklyn where she loaded 3456 tons of supplies during which time gun platforms were mounted fore and aft, and one 5" 51 was mounted on the aft platform and one 6 pounder was mounted on the forward platform. These operations were completed on the 30th and she sailed in convoy for Brest arriving there on the 19th of September. At this port she discharged 3200 tons of general cargo and proceeded to La Oriente arriving there on the 8th of October. After discharging a part cargo at this port she proceeded to Verdon where she was delayed four days awaiting a berth and was finally sent to Pauillac where she discharged the remaining part of her cargo, loaded ballast and sailed on the 24th of October for New York arriving there on the 11th of November. Upon her arrival at New York she was sent to Shewan's dry dock where new winches were installed and she underwent a complete over-hauling. She simultaneously loaded a cargo of coal for discharge on the West coast. These operations were completed on the 15th of December and she was ordered to proceed to Norfolk where she was further ordered to proceed to San Diego via the Canal. She arrived at San Diego on the 14th of January, 1919 at which port she discharged

U.S.S. PETER H. CROWELL (cont'd)

her cargo. After discharging her cargo at this port she sailed on the 24th for San Francisco arriving there on the 27th. At San Francisco she was ordered to load a cargo of supplies. On the 3rd of February 1919 this operation was completed and she was ordered to proceed to Norfolk via the Canal, arriving at Norfolk on the 2nd of March. At Norfolk she was ordered to discharge a part cargo and proceed to New York to complete discharge. She arrived at New York on the 10th of March where she discharged her cargo and it was decided to place her in line for demobilization she was then sent to the Titjen and Lang's dry dock, Hoboken, N.J. where she under-went a complete over-hauling prior to her re-delivery. On March 20th, 1919 repairs had been completed, inventories were taken and she was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General Characteristics.

Tanker.

Length over all 380'. Beam 50' 9". Number decks 1. Number holds 1
Complement 11 officers, 78 crew. Cubic cargo capacity Bale 46,850
cu.ft. Armament 5/51 aft. 6 pounder fwd. Total dead weight 7500.
Cargo dead weight 7028. Net registered tonnage 2970. Draft loaded
24'6". Speed loaded 9 knots.

This is the average type of tanker used in transporting oil supplies to the forces abroad.

HISTORY OF THE USS PIAVE.

The USS PIAVE was taken over and commissioned on the 18th of December 1918 as a N.O.T.S. (Naval Overseas Transportation Service) vessel at Brooklyn N.Y.

She was immediately refitted and refurnished in accordance with Navy practice, and was ordered to load a cargo of Flour and pork for the Army and to proceed to Falmouth, England for discharge. After a successful trial trip, she sailed on the 14th of January 1919 for Falmouth arriving there on the 28th of January. On the 28th of January, while on her way from Falmouth to Rotterdam, the Piave went aground about half a mile east of Gull Light-ship, Dover Straits. Admiral Sims reports this ship as having broken in two, resulting in the total loss of her cargo. No casualties reported. Her crew was sent to Eastleigh Air Station.

General characteristics.

Cargo ship.
Length: 55' 6". beam 55 '
Decks: 3,- holds 5
Complement: Officers 12,- crew 60.
Cubic cargo capacity: (grain) 448070, cu. ft.
(bale) 439285 cu. ft.
Total deadweight tonnage 9600, net tonnage 4884.
Cargo deadweight: 439,285.
Oil burner: bunkers 479014 gallons.
Draft loaded: 27' 1", speed loaded 9.5 knots.

This is the average type of ship used to transport the Army program of supplies and food abroad.

HISTORY OF THE USS PLEIADES.

The USS PLEIADES was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on August 26, 1918 at New York.

At this port she was refitted and refurnished in accordance with Navy practice, loaded cargo, bunkered and repaired. These operations were completed on September 4, 1918 and vessel proceeded to Norfolk to join convoy for France. Sailed with convoy leaving Norfolk September 7, 1918 and arriving Cherbourg September 26, 1918, from which place she was ordered to Le Havre where she unloaded her full cargo and loaded ballast. She was then ordered to Devonport via Philadelphia where she loaded 1000 tons of ballast and bunkered. These activities were completed on October 10, 1918, and vessel joined a convoy sailing October 16th for the United States. She arrived in New York October 31, 1918, discharged 1000 tons of Ballast, loaded 4392 tons of general cargo, bunkered, supplied and repaired. These operations being completed, vessel sailed November 19, 1918 for Europe, arriving December 15, 1918 at Marseilles, where she discharged her complete cargo. Operations completed, vessel sailed January 4, 1919 for the United States arriving in Philadelphia January 29, 1919. At this time it was decided to place her in line for demobilization.

On the 7th of March 1919, inventories having been taken, repairs completed, she was placed out of commission and returned to the Shipping Board.

General characteristics.

Cargo ship.
Length: 331' 5", beam 47'.
Decks 2, holds 4.
Complement: Officers 11, crew 70.
Cubic cargo capacity (grain 300,000 cubic feet)
(bale 271,238 cubic feet).
Deadweight tonnage 6200, net tonnage 3086.
Draft loaded 23' 6", speed loaded 8.5 knots
Cargo transported overseas, 7478.

This is the average type of vessel used to transport the army program of supplies and ammunition abroad.

September 24, 1919.

HISTORY OF THE USS PLYMOUTH.

The USS PLYMOUTH was taken over on July 30th 1918 and commissioned as an N.O.T.S. (naval Overseas Transportation Service) vessel August 2, 1918 at New York. /At this port she was refitted, refurnished and camouflaged in accordance with Naval practice.

She was ordered to Baltimore on August 6th to load a cargo. She arrived at Baltimore August 8th. In this port she loaded 4932 tons of general cargo and bunkered. These operations were completed and on August 21st she sailed for Hampton Roads to join a convoy which sailed for Brest August 25th. This convoy arrived in Brest September 11th and La Pallice via Quiberon September 13th. At La Pallice she unloaded her complete cargo and took on 908 tons of ballast. These operations were completed on September 27th and vessel joined a convoy sailing September 30th from Verdon for the United States. She arrived in New York October 17, 1918. Here she underwent extensive repairs to decks and engine room, bunkered and loaded 5936 tons of general cargo. These operations were completed and on November 20th she sailed for St. Nazaire arriving there December 9th 1918. At St. Nazaire she discharged her complete cargo, loaded 1601 tons of general cargo and on December 24th sailed for Philadelphia, arriving there January 10, 1919. Here she unloaded 831 tons of general cargo and on January 16th sailed for New York, where she arrived January 17th. Here she unloaded the remainder of her cargo and underwent repairs.

At this time it was decided to place her in line for demobilization. On February 25th, repairs were completed, inventories taken and she was delivered to the Shipping Board for return to her owners.

General Characteristics.

Cargo ship.

Length over all: 395' 1", beam 55'.

Decks 1, holds 4.

Complement: Officers 10, crew 60.

Cubic cargo capacity: (general) 344,910 cubic feet.

Total deadweight tonnage 8075, net registered 3354.

Draft loaded 26' 4". speed 9 knots.

This is the average type of cargo ship used in transporting the Army program of supplies abroad.

October 13, 1919.

HISTORY OF THE USS POINT BONITA.

The USS POINT BONITA was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 7th. of October 1918, at Brooklyn, New York.

At this port she was immediately refitted and refurnished in accordance with Navy practice and was ordered to proceed to New York and load a cargo, about one half of which consisted of high explosives for Army account. These operations were completed on the 19th of October at which time she sailed in convoy for Nantes, arriving there on the 7th of November. At this port she discharged her cargo, loaded 120 tons of water ballast, 600 tons of sand ballast and sailed on the 15th for Brest, there to join a convoy for a return trip to the United States. This convoy sailed from Brest on the 18th of November for New York, but on account of her insufficient bunkering capacity, she was obliged to put into Bermuda for fuel. She proceeded on the 12th for New York arriving there on the 16th. At this port she was ordered to load a part cargo for the Shipping Board, and then proceed to Norfolk and load the balance of her cargo capacity with coal for the use of Naval ships operating around Pearl Harbor, Hawaii. These operations were completed as per schedule and she sailed on the 8th of January 1919 for Pearl Harbor, Hawaii via Barmuda, arriving at her final destination on the 7th of February. At Pearl Harbor she discharged her coal, and from there proceeded to New York via Cristobal. She arrived at New York on the 29th of March, and, at this time it was decided to place her in line for demobilization. On the 7th of April, inventories had been taken, repairs completed and she was placed out of commission and returned to the Shipping Board.

General characteristics.

Cargo ship.

Length: 300' (beam 44'.

Decks 2, holds 4.

Complement: Officers 10, crew 65.

Cubic cargo capacity: (grain 181,169 cubic feet).
(bale 165,173 cubic feet).

Total deadweight tonnage: 3900, cargo deadweight 3200.

Oil burning bunkers 134,400 gallons.

Draft loaded 19 feet 5 inches, speed loaded 9 knots.

This ship carries a deck load of 20 auto trucks.

Cargo 3161 tons.

This is the average type of ship used to transport the army program of ammunition and supplies.

September 26, 1919.

HISTORY OF THE USS POINT LOBOS.

The SS POINT LOBOS was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 25th of October, 1918 at New York.

She was immediately refitted and refurnished in accordance with Navy practice, loaded a full cargo of supplies for Army Account, and sailed on the 12th of November in convoy for Quiberon. She arrived at Quiberon on the 27th, discharged her cargo, loaded 900 tons of Army return cargo and proceeded on the 7th of December to Brest, there to join a convoy sailing on the 11th for New York, arriving there on the 3rd of January. Here she was ordered to load a cargo of supplies for the Shipping Board Account, and sailed on the 12th to Baltimore. She arrived at this port on the 14th, discharged her cargo and proceeded on the 4th of February to Norfolk, there to load a cargo of coal for the Shipping Board account, and sailed on the 8th to Honolulu. She arrived at Christobal on the 16th, and proceeded on the 18th to Honolulu, arriving there on the 10th. Here she discharged her cargo, loaded a full cargo of sugar and sailed on the 15th of March for Philadelphia, via the Canal. She arrived at Philadelphia on the 18th of April and it was decided at this time to place her in line for demobilization.

On the 24th of April 1919, repairs were completed, inventories taken and the USS POINT LOBOS was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 300', beam 44'.

Decks 1, holds 4.

Complement: Officers 10, crew 61.

Cubic cargo capacity: (grain) 174,134 cubic feet.
(bale) 165,173 cubic feet.

Total dead weight tonnage 3760, net 1664.

Oil Burner: bunkers 167,580 gallons.

Draft loaded 20', speed 9 knots.

This ship carries a deck load of 20 auto trucks.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 11, 1919.

HISTORY OF THE USS POLAR BEAR.

The SS POLAR BEAR was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 3rd of December 1918 at Baltimore.

She was immediately refitted and refurnished in accordance with Navy practice, loaded a full cargo of general Army supplies and sailed on the 19th of December in convoy to Bordeaux. She arrived at La Pallice on the 4th of January, Verdon on the 11th, Bordeaux on the 22nd and Paulliac on the 2nd of February. Upon completion of discharge, she sailed from Paulliac on the 3rd of February in convoy for New York. She put into Bermuda on the 25th for fuel and repairs to her steering engine, and sailed from there on the 1st of March for New York, at which port she arrived on the 3rd. At this time it was decided to place her in line for demobilization.

On the 10th of March 1918, repairs were completed, inventories taken, and the USS POLAR BEAR was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 353' 3", beam 49'.

Decks 2, holds 4.

Complement: Officers 15, crew 86.

Cubic cargo capacity: (Grain) 265,492 cubic feet.

(Bale) 243,728 cubic feet.

Total deadweight tonnage 8835, net 2506.

Coal burner: bunkers 1156 tons.

Draft loaded 23' 2", speed 9 knots.

This ship carries a deck load of 20 auto trucks.

This is the average type of ship used to transport the Army program of munitions and supplies abroad .

October 11, 1919.

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(book)

HISTORY OF THE USS POLAR LAND.

The USS POLAR LAND was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 5th of November 1918, at Baltimore.

She was immediately refitted and refurnished in accordance with Navy practice, and proceeded on the 10th of November to New York. Here she loaded a cargo of general Army supplies, bunkered and sailed on the 8th of December in convoy for Verdun. She arrived at her destination on the 25th, discharged her cargo, bunkered and sailed on the 12th of January for New York, arriving there on the 30th. At this port she loaded 2665 tons of Beef, underwent minor repairs and sailed on the 9th of February for La Pallice. She arrived at this port on the 27th, discharged her cargo, loaded 1184 tons of munitions and proceeded on the 9th of March to New York, arriving there on the 25th. Here she again loaded 2568 tons of beef, underwent minor repairs, bunkered and sailed on the 11th of April for St. Nazaire. At this port she arrived on the 28th, discharged her cargo, loaded 1000 tons of Army return ballast, and sailed on the 21st of May for New York, arriving there on the 4th of June. At this time it was decided to place her in line for demobilization.

On the 10th of June 1919, repairs were completed, inventories taken, and the USS POLAR LAND was placed out of commission and returned to the Shipping Board.

General Characteristics.

Refrigerator ship.

Length: 453 ' 3", beam 49'.

Decks two, holds 3.

Complement: Officers 16, crew 76.

Cubic cargo capacity: (bale) 189,158 cubic feet.
755 cubic feet refrigerating space.

Total deadweight tonnage: 5558, net 2501.

Draft loaded 23', speed 8.5 knots.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 16, 1919.

HISTORY OF THE USS POLAR SEA.

The USS POLAR SEA was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 23rd of October 1918, at Hoboken, N.J. She was immediately refitted and refurnished in accordance with Navy practice, loaded a full cargo consisting of 2265 tons of general Army, 12 Army trucks, and the rest of her cargo space with frozen beef and sailed on the 6th of November in convoy for St. Nazaire. This convoy arrived at its destination on the 24th. Here she discharged her cargo, loaded 2203 rounds of ammunition, about 2000 packages assigned to the Supply Officer, Navy Yard New York and sailed on the 18th of December in convoy for New York, at which port she arrived on the 6th of January. Here she discharged her cargo of ammunition, underwent repairs to her refrigerating plant, loaded 2380 tons of beef and sailed in convoy on the 29th, for St. Nazaire arriving there on the 16th of February. Here she discharged her cargo, loaded 500 tons of sand ballast, bunkered and sailed on the 7th of March for New York. She arrived at New York on the 25th, underwent minor repairs, bunkered and loaded 2387 tons of beef and sailed on the 4th of April for St. Nazaire, at which port she arrived on the 27th. Here she discharged her cargo, loaded 600 tons of sand ballast and sailed on the 16th of May for New York, arriving there on the 6th of June. At this time it was decided to place her in line for demobilization.

On the 12th of June 1919, repairs were completed, inventories taken and the USS POLAR SEA was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship. (refrigerator)
Length 340', beam 49'.
Mean draft: 23', speed 10.5 knots.
Complement: Officers 10, crew 76.
Total deadweight tonnage: 5600, net 2605.
Cargo transported overseas: 8752 tons.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 16, 1919.

HISTORY OF THE USS POLAR STAR.

The USS POLAR STAR was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 4th of January , 1919 at Baltimore.

She was immediately refitted and refurnished in accordance with Navy practice and sailed on the 14th to Norfolk at which port she loaded a cargo of supplies for the Shipping Board, bunkered and sailed on the 19th for Montevideo via Barbadoes for bunkers. She arrived at Montevideo on the 18th of February and from there proceeded on a trip to La Plata and Pernambuco , sailing from the last mentioned port on the 12th of April for New York. She put into Barbadoes on the 20th for fuel and sailed the following day for New York, arriving there on the 29th. At this time it was decided to place her in line for demobilization.

On the 14th of May 1919, repairs were completed, inventories taken and the USS POLAR STAR was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship. (refrigerator).
Length: 340' beam 49'.
Mean draft 23', speed 11.5 knots.
Complement: Officers crew 60.
Dead weight tonnage 6200, net 2623.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 16, 1919.

HISTORY OF THE U.S.S. PROTEUS.

The U.S.S. PROTEUS is one of the regular Navy colliers, engaged in carrying coal and supplies between Naval stations and vessels of the Fleet. At the beginning of N.O.T.S. (Naval Overseas Transportation Service) on January 9th, 1918, she was assigned to operation with that service. On the 14th of July 1918, she had loaded a cargo consisting of ammunition, guns, fuel oil, etc and sailed from New York for Queenstown for discharge. She arrived at Grenock, Scotland on the 27th of July, and from there proceeded on the 13th of August, arriving at Queenstown on the 15th. Upon completion of discharge she sailed on the 5th of September for Norfolk, was obliged to put into Bermuda on the 15th for fuel, sailed from there on the 17th, arrived at Norfolk on the 19th. From that date to December 24th, she was engaged in carrying supplies and fuel between Norfolk and New York. On the 24th of December she had loaded a full cargo of coal and proceeded to Brest, arriving there on the 4th of January. From that date until the 25th of July, 1919, she was engaged in carrying coal from French and English ports, basing at Cardiff. On the 25th of July she sailed for Hampton Roads arriving there on the 6th of August. On the 7th of August, 1919, the U.S.S. PROTEUS was detached from N.O.T.S. and assigned to the Train, U.S. Atlantic Fleet.

General Characteristics.

Collier

Length 522' Beam 62'3"

Decks 1 Holds 10

Complement: Officers 18, crew 170

Cubic cargo capacity (Grain) 535000 cu.ft. (Bale) 490000 cu.ft.

Armament: 4-4"50

Total deadweight tonnage 19000 net tonnage 5559

Coal burner bunkers 1990 tons.

Dra ft loaded 27'6" speed loaded 12 knots.

This is one of the regular Navy ships used to transport fuel and supplies.

October 17th, 1919.

HISTORY OF THE U.S.S. QUEVILLY.

The QUEVILLY was a privately owned French ship, manned by a French crew, and operated as station tank ship at the Azores. She sailed from France on the 2nd of February, 1918, for Azores arriving there on the 21st. Here she performed very important service in bunkering, not only men of war, but merchant vessels. Her services were especially valuable at this time, due to the fact that a great deal of shipping was using the Southern route. She remained in this status until the 12th of April, 1919, at which time she was delivered to her Master, as agent for her owners.

General Characteristics.

Tanker
Length 322' Beam 45'6"
Total deadweight tonnage 4800 tons.

*This vessel was used by the N.A.T.S.
has never commissioned either in the
U.S. Navy or the N.A.T.S.
(Not in book)*

HISTORY OF THE USS QUINCY.

The QUINCY was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 2nd of February at New Orleans, La., was refitted and refurnished in accordance with Navy practice, and upon completion of these operations loaded a cargo of lumber and sailed ~~in-convoy~~ on the 7th of February for Hampton Roads, there to join a convoy sailing on the 27th for Brest. This convoy arrived at its destination on the 21st of March and proceeded on the same day to Pauillac, where she discharged her cargo after a delay on account of cargo facilities, and sailed on the 13th of May for Norfolk arriving there on the 1st of June. Here she underwent necessary repairs, bunkered, loaded part cargo and proceeded on the 19th to Charleston, where she completed loading and returned to Norfolk on the 10th of July. Here she was placed in dry dock, and underwent alterations and repairs fitting her to carry fuel oil. These operations were completed and she sailed on the 21st for Brest, arriving there on the 9th of August. Here she discharged her cargo of lumber, cement, and airplanes, and sailed on the 6th of September for Philadelphia, arriving there on the 26th. At this port she underwent general repairs until the 12th of October, at which date she sailed for Galveston, there to load a cargo of Italian Aviation Material, and sailed on the 1st of November, via Gibraltar, for Genoa, Italy. She arrived at Genoa on the 1st of December, discharged her cargo and sailed on the 13th of January for Gibraltar, where she was held loading 585 tons of Navy cargo, 140 tons provisions, 800 tons rock ballast, until the 3rd of February. On this date she sailed from Gibraltar for Philadelphia, was obliged to put into Bermuda on account of disabled steamer, underwent repairs until the 19th of March, sailed for Philadelphia and arrived there on the 25th. At Philadelphia she discharged her cargo, underwent minor repairs and sailed on the 10th of May for Norfolk, at which port she loaded a cargo of coal for discharge at Melville. She sailed on the 13th of May for Melville, arrived there on the 15th, discharged her coal and proceeded on the 20th for Norfolk arriving there on the 22nd. At this port she again loaded a full cargo of fuel oil and sailed on the 27th for Guantanamo via St. Thomas for coal, and arrived at Guantanamo on the 27th of June. Here she discharged her cargo and sailed on the 3rd of July, via St. Thomas for fuel, to Hampton Roads, arriving there on the 8th. Here she loaded a cargo of fuel and sailed on the 20th for discharge at Boston, arriving there on the 23rd. From Boston she proceeded on the 26th to Norfolk, at which place she was placed in reduced complement. All equipment, ammunition, ten per cent of crew, etc were kept on board, to be easily placed in full commission in case of emergency or when a larger complement can be furnished. Our latest movement sheet shows the vessel still at Norfolk, inactive, due to reduced complement.

General Characteristics.

Collier.

Length 349'2" Beam 51'

Mean draft 21'4" - speed loaded 11 knots.

Total deadweight tonnage 5100, net tonnage 2357.

Complement: Officers 10, crew 88.

This is one of the regular Navy colliers used to transport fuel.

October 17th, 1919.

HISTORY OF THE USS RADNOR.

The USS RADNOR was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 13th of May 1918 at Philadelphia.

She was immediately refitted and refurnished in accordance with Navy practice and ordered to proceed to Norfolk, where she loaded a cargo of general supplies for the Army and sailed on the 31st for Cristobal. From here she proceeded on the 12th to Callao, and from Callao to Antofagasta, arriving there on the 28th of June. Here she discharged her cargo and sailed on the 19th of July for Philadelphia via the Canal. She arrived at Philadelphia on the 7th of July, at which port she underwent repairs, loaded a cargo of general supplies, bunkered and sailed on the 29th for New York, there to join a convoy sailing the same day for Marseilles. This convoy arrived at its destination on the 19th of September. Here she discharged her cargo, loaded ballast and sailed on the 15th of October for Philadelphia. She put into the Azores on the 31st of October for fuel and proceeded from there on the 4th of November, and arrived at her destination on the 17th. Here she loaded a full cargo of general Army supplies, underwent minor repairs, bunkered and sailed on the 18th of December in Convoy for Quiberon. This convoy arrived at its destination on the 4th of January. Here she discharged her cargo, loaded 1500 tons of sand ballast, 54 boxes of Radio material and sailed on the 7th of February in convoy for New York. She put into the Azores on the 14th for fuel and proceeded on the same day to New York, arriving there on the 2nd of March. At this time it was decided to transfer her to the Cruiser and Transport Forces.

On the 7th of March 1919, she was detached from N.O.T.S. and transferred to the Cruiser and Transport Force.

General Characteristics.

Cargo ship.

Length 450', beam 57' 6".

Decks 3, holds 4.

Complement: Officers 21, crew 92.

Cubic cargo capacity: (grain) 561,169 cubic feet.
(bale) 510,154 cubic feet.

Total deadweight tonnage 11,500, net 5598.

Oil burner: bunkers 511,000 gallons.

Draft loaded 24', speed 10 knots. Also deck-load of 20 Auto trucks.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 16, 1919.

HISTORY OF THE U. S. S. RANDWIJK.

The RANDWIJK was among the Dutch vessels that were seized by the Custom Officials March 20, 1918 by order of the President. At this time she was lying at Key West and was immediately turned over to the Navy. On April 2nd. she was placed in commission as an N. O. T. S. (NAVAL OVERSEAS TRANSPORTATION SERVICE) vessel. She departed April 5th. for Santiago, Cuba, arriving there on the 9th. Here she loaded a full cargo of ore and proceeded on the 15th. for Baltimore arriving there on the 22nd. This vessel was carrying a commercial cargo and it was the desire of the Navy that she be manned by a civilian crew. She was placed out of commission and turned over to the Shipping Board April 23, 1918.

General Characteristics.

Cargo ship.
Length 287' 5", beam 45' 2".
Gross tonnage 2,401.
Net tonnage 1,517.
Deadweight tonnage 4,200.
Speed 10 knots.

HISTORY OF THE USS RAPPAHANNOCK

At the beginning of N.O.T.S. (Naval Overseas Transportation Service) January 9th, 1918, the U.S.S. RAPPAHANNOCK, cargo and refrigerator ship, was assigned to operation with that service.

She was immediately ordered to proceed to Norfolk and load a cargo of supplies, and sailed on the 11th of January in convoy for Brest, arriving there on the 30th. Here she proceeded on the following day for Verdon, at which port she discharged her cargo, after delaying for some days on account of cars not available for freight for French Government. Upon completion of discharge she proceeded on the 16th of March for Hampton Roads, at which port she arrived on the 1st of April, and from there proceeded on the 3rd to Philadelphia to load a full cargo. These operations were completed, she loaded a cargo of supplies, underwent general repairs, bunkered and sailed on the 17th for Brest, arriving there on the 2nd of May. From Brest she proceeded on the same day to Gironde, at which port she was delayed two weeks on account of lack of berthing space, finally discharged her cargo, and sailed on the 27th of June for Philadelphia. She arrived at her destination on the 9th of July, loaded a cargo of general supplies and sailed on the 25th to New York, there to join a convoy sailing on the 28th for Brest. This convoy arrived at Brest on the 14th of August, and from here she proceeded on the same day to Verdon, where she discharged her cargo and sailed on the 14th of September for New York, arriving there on the 27th. Here she again underwent minor repairs, loaded a cargo of general supplies and sailed on the 27th of October in convoy for St. Nazaire. This convoy arrived at its destination on the 16th of November, discharged her cargo and sailed on the 6th of December for New York, arriving there on the 20th. At New York she underwent repairs, and waited for orders until the 30th of January, at which time she sailed for Boston, was inspected and found suitable as a supply ship for the Fleet, underwent necessary alterations and repairs, and upon completion of those operations sailed on the 23rd for New York. At New York she loaded 5161 tons of general cargo, underwent a few more repairs and sailed on the 9th of March for Liverpool, arriving there on the 21st. From here she proceeded to Brest on the 2nd of April, from Brest to Cardiff on the 29th, and from Cardiff on the 12th of May for New York, arriving there on the 25th. On the 26th of May, 1919, she was detached from N.O.T.S. and assigned to the Train, Atlantic Fleet.

General Characteristics.

Cargo ship (Refrigerator)

Length 497' 9" Beam 59'

Decks 3 Holds 6

Complement: Officers 16, crew 152.

Cubic cargo capacity (Grain) 102770 cu. ft. (Bale) 412521 cu. ft.

Argument: 3" 50' Ewd. 51' 51" ft. 300 ft. 300 ft. 300 ft. 300 ft.

Total deadweight tonnage 12647 net tonnage 4086

INTL. AIRL. SERVICE & GEEK LONG OF 20 ON TO PHOENIX.
DIST. LONGER 20. ABEG LONGER 10 KNOTS.
COST PALMER - PHOENIX 1200 TONS.

HISTORY OF THE USS RIJNLAND.

The USS RIJNLAND was one of the ex-Dutch ships seized by the Custom officials, and was taken over and commissioned as an M.O.T.S. (Naval Overseas Transportation Service) vessel on the 29th of March 1918, at Newport News.

She was immediately refitted and refurnished in accordance with Navy practice, and proceeded on the 4th of April to Jacksonville, at which port she loaded a cargo consisting Quartermaster's Supplies for the Army, underwent installation of Radio and sailed on the 17th for Norfolk, there to complete loading. This ship sailed from Norfolk on the 3rd of May for New York, there to join a convoy sailing on the 7th for St. Nazaire. This convoy arrived at its destination on the 25th. She discharged her cargo, bunkered and sailed on the 10th of June for Newport News, arriving there on the 25th of June. Here she underwent minor repairs until the 23rd of July, at which time she sailed for Jacksonville there to load a cargo of general Army supplies. These operations were completed and she sailed on the 31st for Norfolk arriving there on the 2nd of August. From Norfolk she sailed on the 6th for New York, there to join a convoy sailing on the 9th for Bordeaux. This convoy arrived at its destination on the 27th of August. Here she discharged her cargo, bunkered and sailed on the 6th of September for Newport News arriving there on the 22nd. At this port she again underwent minor repairs, loaded a cargo of general Army supplies, bunkered and sailed on the 21st of October to New York there to join a convoy sailing on the 24th to Brest. This convoy arrived at Brest on the 8th of November. From Brest she proceeded to La Pallice, and from La Pallice to Verdon. Upon completion of discharge, she loaded 1200 tons of sand and 1050 tons of water ballast and sailed on the 23rd of November for Newport News, arriving there on the 14th of December. Here she again underwent minor repairs, loaded a cargo of Army supplies and sailed on the 28th to New York, from which place she proceeded on the 14th of February for a trip to South America. She put into Barbadoes on the 27th of February for bunkers and from there proceeded to Rosario, at which port she arrived on the 9th of May, loaded a commercial cargo and sailed for New York. This vessel arrived at New York on the 15th of June where she discharged her cargo and sailed on the 28th to Philadelphia. At this port she loaded a cargo of coal for the Army account and proceeded on the 6th of July to St. Nazaire, arriving there on the 20th. From St. Nazaire she proceeded on the 31st to Amsterdam for return to her Dutch owners.

On the 6th of August 1919, repairs were completed, settlements made and she was placed out of commission and returned to her Dutch owners.

General Characteristics.

Cargo ship.

Length: 403' 6", 51'.

Decks 3, holds 5.

Complement: Officers 12, crew 68.

HISTORY OF THE USS RIJNLAND.

continued.

Draft loaded 24', speed 11 knots.
Total deadweight tonnage 8700, net 3528.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 16, 1919.

HISTORY OF THE U.S.S. ROBT. L. BARNES.

The ROBERT L. BARNES was detached from the service of the Fifth Naval District and assigned to duty as an N. O. T. S. (NAVAL OVERSEAS TRANSPORTATION SERVICE) vessel September 4, 1919. At this time she was at the Navy Yard Norfolk and was undergoing extensive repairs. Upon completion repairs she departed November 29, 1919 for Guam via the Canal Zone arriving Cristobal December 25th. Sailed immediately for San Pedro arriving January 8, 1920. Here she loaded 117,000 gallons of diesel engine oil and proceeded to Pearl Harbor January 15th arriving on the 29th. After undergoing extensive repairs and filling her tanks with fuel oil she sailed April 9th for Guam arriving there April 28th. She is being used as a floating oil storage at Guam.

General Characteristics.

Fuel ship. Tanker
Length 251' 10", beam 43' 2".
Gross tonnage 1,915.
Net tonnage 1,118.
Speed 8.5.
Deadweight 3,650.

HISTORY OF THE USS ROBERT M. THOMPSON.

The ROBERT M. THOMPSON was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 30th of August 1918, at New York.

She was immediately refitted and refurnished in accordance with Navy practice, and sailed on the 18th of September to Norfolk, there to load a cargo of ammunition. She arrived at Norfolk on the 20th, loaded 2966 tons of ammunition, bunkered and sailed on the 23rd to Halifax, there to join a convoy sailing on the 5th of October for France. She was obliged to drop out of this convoy on account of inability to keep up with their speed, and put into Sydney on the 7th, sailing on the same day in another convoy. This convoy arrived at Gibraltar on the 23rd. Here she was again obliged to drop out of the convoy, and was delayed until the 9th of November undergoing repairs to her main engines. She proceeded on this date to Verdon, arriving there on the 16th and sailed on the 18th for Nantes. Here she discharged her cargo, loaded 364 tons of water ballast, 1710 tons of Army return cargo and sailed on the 3rd of December for New York, arriving there on the 2nd of January. At this time, it was decided to place her in line for demobilization.

On the 14th of February, repairs were completed, inventories taken, and the USS ROBERT M. THOMPSON was placed out of commission and returned to the Shipping Board, for simultaneous return to her owners.

General Characteristics.

Cargo ship.

Length: 261', beam 43' 6".

Decks 2, holds 3.

Complement: Officers 10, crew 69.

Cubic cargo capacity: (grain) 179,795 cubic feet.
(bale) 163,450 cubic feet.

Armament: 1-3-50-fwd 1-3-50 aft.

Total deadweight tonnage 4000, net 1605.

Coal burner: bunkers 820 tons.

Draft loaded 23' 8" speed 8 knots.

This ship carries a deck load of 12 auto trucks.

Cargo transported overseas: 7721 tons.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 17, 1919.

HISTORY OF THE USS ROEPAT.

The ROEPAT was one of the Dutch ships which were seized by the United States Custom officials and was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 16th of May 1918 at New York.

She was immediately refitted and refurnished in accordance with Navy practice, loaded a cargo consisting of 13,340 tons of General Army supplies and sailed on the 2nd of June in convoy for Brest. This convoy arrived at its destination on the 12th of June and proceeded on the following day to St. Nazaire, at which port she discharged her cargo and sailed in convoy on the 15th of July for New York. She arrived at New York on the 30th and proceeded on the following day for Norfolk, at which port she arrived on the 1st of August, loaded a cargo of general Army supplies, underwent minor repairs, bunkered and sailed on the 14th for New York there to join a convoy sailing on the 17th for Marseilles. This convoy arrived at Marseilles on the 6th of September, at which port she discharged 7349 tons of Army cargo and sailed on the 23rd for New York via Gibraltar. Upon her arrival at New York on the 18th of October, she was sent to Shewans Dry dock, where she underwent general repairs, simultaneously bunkered and loaded 2377 tons of Army Cargo and sailed on the 2nd of November in convoy for Verdon. This convoy arrived at its destination on the 18th. Here she discharged her cargo, loaded 1200 tons of sand and 2000 tons of water ballast and sailed on the 3rd of December for Norfolk, arriving there on the 22nd. Here she underwent general repairs and was ordered to sail on the 12th of January to Baltimore, there to load a cargo for the Shipping Board Account. Upon completion of loading, she proceeded on the 16th to New Orleans for bunker, and from there sailed on the 5th of February for Cette via Newport News. She arrived at Newport News on the 12th and sailed the following day for Cette via Gibraltar. She arrived at her destination on the 4th of March, discharged her cargo of wheat and grain consigned to the Swiss Government and sailed on the 15th of April for New York via Gibraltar. Upon her arrival at New York on the 6th of May, she underwent minor repairs, bunkered and sailed on the 24th for Portland, Maine, there to load a cargo for the Shipping Board. These operations were completed and she sailed on the 29th for Amsterdam, arriving there on the 28th of June. On the 30th of June, repairs were completed, settlements were made and the USS ROEPAT was placed out of commission and returned to her Dutch owners.

General Characteristics.

Cargo ship. (562 horses).

Length: 450' beam 55' 11".

HISTORY OF THE USS ROEPAT.

Characteristics. continued.

Decks 3, holds 8.

Complement: Officers 12, crew 80.

Cubic cargo capacity: (grain) 576,766 cubic feet.
(bale) 529,151 cubic feet.

Armament: 1-3-50 fwd. 1-5-51 aft.

Total deadweight tonnage: 10,472, net 4761.

Coal burner: Permanent bunkers 1966 tons.

Draft loaded 28' 6", speed loaded 11 knots.

This ship carries a deck load of 30 automobiles.

This is the average type of ship used to transport the Navy program of munitions and supplies abroad.

October 18, 1919.

HISTORY OF THE USS RONDO.

The USS RONDO was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 28th of March 1918 at New York.

She was immediately refitted and refurnished in accordance with Navy practice and sailed on the 12th of April for Norfolk. At this port she loaded a cargo consisting of general Army supplies, underwent a few minor repairs, bunkered and sailed on the 6th of May to New York, there to join a convoy sailing on the 7th for La Pallice. This convoy arrived at its destination on the 22nd of May. She discharged her cargo, loaded ballast, bunkered and sailed on the 17th of June for Newport News, at which port she arrived on the 29th. Here she again loaded a full cargo of Army supplies and sailed on the 11th of July for New York, there to join a convoy sailing on the 13th for Gironde. She arrived at Gironde on the 28th, discharged her cargo and proceeded to Verdon. From Verdon she proceeded on the 21st of August to Norfolk, at which port she arrived on the 5th of September, underwent repairs which included stalls for horses, bunkered and proceeded to New York, there to load a cargo for the Shipping Board. This operation was completed and she sailed on the 22nd of January for Montevideo. She arrived at her destination on the 16th of February, discharged her cargo, bunkered and proceeded on the 24th of March to Boston, at which port she arrived on the 17th of April. From here she proceeded on the 23rd to New York, at which port she underwent repairs and loaded a cargo of food for the Shipping Board Account. She sailed from New York on the 13th of May for Falmouth, England, but was obliged to put back on the 15th on account of engine trouble. She sailed again on the 16th, arriving at Falmouth on the 28th of May. Upon completion of discharge, she was ordered to be returned to her Dutch owners. On the 21st of June 1919, repairs were completed, settlements made and the USS RONDO was placed out of commission and returned to her owners at Amsterdam.

General Characteristics.

Cargo ship.

Length: 468' beam 55' 8".

Decks 3, holds 4.

Complement: Officers 18, crew 125.

Cubic cargo capacity: (grain) 567,512 cubic feet.
(bale) 515,920 cubic feet.

Total deadweight tonnage 10,800, net 4819.

Coal burner: bunkers 1473 tons.

Draft loaded 28' 6", speed 11 knots.

This ship carries a deck load of 25 auto trucks.

Cargo transported overseas: 14, 130 tons.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 15, 1919.

HISTORY OF THE U.S.S. SACCARAPPA.

The SACCARAPPA was one of the first ships built at the Hog Island ship building yards. Upon completion she was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 31st of December, 1918 at Philadelphia.

It was requested by the Shipping Board that she be returned to them, and on the 14th of January, 1919 she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 401' Beam 54'
Mean draft 24'5" - speed 11.5 knots.
Complement: Officers (?) Men 52.
Total deadweight tonnage 7500 - net tonnage 3445

October 14th, 1919.

HISTORY OF THE USS SAC CITY.

The SAC CITY was one of the first vessels built at Hog Island. She was taken over and commissioned as a N.O.F.S. (Naval Overseas Transportation Service) vessel on the 10th of January, 1919 at Philadelphia. She was directed to proceed to Norfolk to load a cargo for discharge at Montevideo. She sailed from Norfolk on the 30th of January for Montevideo, at which port she arrived on the 1st of March. At Rosario she loaded a private commercial cargo and proceeded to Gibraltar. She sailed from Gibraltar on the 26th of May for New York, and upon her arrival at that port it was decided to place her in line for demobilization. On the 17th of June, 1919, repairs were completed, inventories taken, and the U.S.S. SACCITY was placed out of commission and returned to the Shipping Board. 6/10/19

General Characteristics.

Cargo ship.

Length 401' Beam 54'

Mean draft 24'5" - speed 11.5 knots.

Complement: Officers (?) Men 60

Total deadweight tonnage 7500 tons, net tonnage 3445.

October 11, 1919.

HISTORY OF THE USS SAETIA.

The SAETIA was taken over from the Shipping Board upon completion at the Harlan & Hollingsworth Ship Building plant at Wilmington, Delaware, and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 1st of March 1918, at Philadelphia.

Upon completion of repairs which included installation of guns, she loaded a full cargo of Quartermaster's Supplies and sailed on the 14th of March for New York, there to join a convoy sailing for Brest on the 16th. This convoy arrived at its destination on the 31st of March and from here she proceeded on the 2nd of April to Rochefort, where she discharged her cargo and sailed on the 15th in convoy for Philadelphia. She arrived at Philadelphia on the 3rd of May, underwent a few minor repairs and sailed on the 9th for New York, there to join a convoy sailing on the 17th for Quiberon. She arrived at her destination on the 1st of June, discharged her cargo, loaded ballast and sailed on the 17th in convoy for Philadelphia. Upon her arrival at this port on the 2nd of July, she was sent to Cramp's Dry dock, where she simultaneously underwent repairs, loaded a cargo consisting of general supplies and ammunition and sailed on the 15th to New York, where she was delayed awaiting convoy until the 24th. This convoy arrived at Gironde on the 11th of August. Here she discharged her cargo and sailed on the 30th in convoy for Philadelphia. Upon her arrival at Philadelphia on the 12th of September, she again loaded a full cargo of Army supplies and sailed on the 21st for New York, there to join a convoy sailing the following day for Brest. She arrived at Brest on the 7th of October. From here she proceeded to Bordeaux, discharged her cargo and sailed on the 24th for Philadelphia. On the 9th of November 1918, while approaching Delaware, she struck a German mine and was sunk in the vicinity of Fenwick Island Light Ship. All of the crew took to lifeboats and everyone was saved. Vessel sank in about 20 fathoms of water and was a total loss.

General Characteristics.

Cargo ship.

Length: 322', beam 48' 3".

Complement: Officers: 10, crew 71.

Cubic cargo capacity: (grain) 199,468 cubic feet.
(bale) 184,586 cubic feet.

Armament: 1 - 6 pdr. fwd. 1-5-40 aft.

Total deadweight tonnage: 4495, net 1658.

Coal burner: bunkers 580 tons.

Draft loaded: 20, speed loaded 8 knots.

Cargo transported overseas: 12,342 tons.

This is the average type of ship used to transport the Army program of munitions and supplies.

October 18, 1919.

HISTORY OF THE USS SAGADAHOC.

The USS SAGADAHOC was built at Bath Maine by the Texas Ship Building Company. Immediately upon completion she was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 9th of July 1918. She sailed on the 13th for New York there to load a full cargo of Army supplies. She arrived at New York on the 18th, underwent repairs, which included the installation of guns, loaded 7673 tons of general cargo, and sailed on the 1st of August in convoy for Verdon. This convoy arrived at its destination on the 20th of August, at which place she discharged her cargo, loaded 575 tons of sand ballast and sailed on the 30th for New York arriving there on the 15th of September. At New York she again underwent repairs, loaded 7600 tons of general Army cargo, bunkered and sailed on the 30th for Marseilles. She arrived at this port on the 23rd of October, discharged her cargo and proceeded on the 11th of November for New York, arriving there on the 12th of December. Here she was sent to pier 7, Bush Docks, where she underwent repairs, loaded 6895 tons of general cargo, bunkered and proceeded on the 24th of December to La Pallice. She arrived at this port on the 9th of January, discharged her cargo and sailed on the 5th February for New York, arriving there on the 2nd of March. Here she underwent minor repairs, loaded a general Army cargo, bunkered and sailed on the 25th of April for La Pallice, arriving there on the 7th of May. From here she proceeded to Bordeaux, and from Bordeaux on the 17th of July to New York, arriving there on the 31st. At this time it was decided to place her in line for demobilization.

On the 18th of August 1918, repairs were completed, inventories taken, and the USS SAGADAHOC was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 435', beam 54'.

Decks 2, holds 5.

Complement: Officers 16, crew 99.

Cubic cargo capacity: (grain) 503,862 cubic feet.
(bale) 476,287 cubic feet.

Armament: 1-3-50 fwd. 1-3-5 aft.

Total deadweight tonnage 9832, net 5098.

Oil burner: bunkers 539,700 gallons.

Draft loaded 26' 5", speed 9.5 knots.

This ship carries a deck load of 20 auto trucks.

Cargo transported overseas: 15,593 tons.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 16, 1919.

HISTORY OF THE U. S. S. SAGAMORE.

The SAGAMORE is a Navy owned tug and was assigned to N. O. T. S. (NAVAL OVERSEAS TRANSPORTATION SERVICE) June 18, 1918. She operated coastwise from Norfolk to New England Ports towing coal barges until January 27th, 1919 when she was detached N. O. T. S. and assigned to the Atlantic Train for operation.

General Characteristics.

Tug.

Length 149' 3 3/4", beam 30'0".

This tug has not been measured but is a sister ship to the ALGORMA with dimensions as follows:

Displacement 1,000.

Net tonnage, United States, nil, Panama 134,64, Suez 57,32.

Gross tonnage, United States 502,47, Panama 546,04, Suez 579,79.

Speed 13 knots.

HISTORY OF THE USS SAGUA.

The SAGUA was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 9th of August 1918, at New York.

She was immediately refitted and refurnished in accordance with Navy practice, and upon completion of loading 1608 tons of beef, 50 automobiles, she sailed in convoy on the 17th for Rochefort, arriving there on the 3rd of September. From here she proceeded to St. Nazaire, at which port she discharged her cargo and sailed in convoy on the 14th for New York, arriving there on the 27th. Here she was sent to pier one, Hoboken, where she underwent minor repairs, loaded 1600 tons of beef, simultaneously bunkered and proceeded on the 4th of October in convoy for St. Nazaire, arriving there on the 20th. At this port she discharged her cargo and sailed on the 30th for New York, arriving there on the 14th of November. Here she was placed in dry dock where she underwent deck and engine room repairs, loaded 1599 tons of beef and simultaneously bunkered and sailed on the 4th of December for Quiberon. She arrived at this port on the 17th and from here she proceeded on the 21st to St. Nazaire, where she discharged her cargo, loaded 429 tons of Army return Cargo, 1002 tons of ballast and sailed on the 1st of January for New York arriving there on the 15th. Here she was sent to pier 7 Hoboken where she underwent general repairs, simultaneously bunkered, loaded 1264 tons of beef and sailed on the 29th for Verdon, arriving there on the 13th of February. Here she discharged her cargo, loaded 1000 tons of sand ballast and proceeded on the 23rd to New York. She arrived at pier 6 Hoboken on the 10th of March, underwent repairs, simultaneously bunkered and loaded 1779 tons of beef and sailed on the 31st for Hook of Holland, at which port she arrived on the 5th of April. From here she proceeded to Plymouth, England, and upon completion of discharge and loading 1000 tons of sand ballast, she sailed on the 16th for New York, arriving there on the 28th. At this time it was decided to place her in line for demobilization.

On the 19th of May 1919, repairs were completed, inventories taken, and the USS SAGUA was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship. (Refrigerator)
Length: 371', beam 45'.
Decks 3, holds 4.
Complement: Officers 18, crew 98.
Refrigerating space: 137,019 cubic feet.
Total deadweight tonnage 3470, net 2006.
Coal burner: bunkers 750 tons.
Draft loaded 21' 1", speed 11.5 knots.

HISTORY OF THE USS SAGUA.

Characteristics. continued.

Deck load of 6 auto trucks.
Cargo transported overseas: 6566 tons.

This is the average type of ship used to transport the Navy program of munitions and supplies abroad.

October 18, 1919.

HISTORY OF THE USS ST. FRANCIS.

The ST. FRANCIS was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 19th of June 1918 at Baltimore, Md.

She was immediately refitted and refurnished in accordance with Navy practice, loaded a cargo of general Army supplies and sailed on the 29th for New York, there to join a convoy sailing on the 4th of July for Brest. This convoy arrived at its destination on the 19th, and proceeded on the following day to West Hampton, England at which port she discharged her cargo, and proceeded on the 15th of August in convoy to Baltimore, arriving there on the 27th. Here she underwent repairs, loaded a cargo of general Army supplies, bunkered and sailed on the 18th of September for New York, at which port she was delayed awaiting a convoy until the 26th. This convoy arrived at La Pallice on the 13th of October and from here she proceeded on the 14th to St. Nazaire, discharged her cargo and proceeded on the 28th in convoy to Baltimore, arriving there on the 14th of November. At this port she again loaded a cargo of Shipping Board supplies, underwent general repairs and sailed on the 26th for New York, at which place she was transferred to the Shipping Board Account. She sailed from New York on the 25th of January for a trip to South America, arriving at Cristobal on the 2nd of February, Callao on the 11th, Arica, Chili on the 17th, Valparaiso on the 24th, Coronel on the 9th for bunkers, and from there proceeded on the 10th for New York via the Canal. She arrived at Balboa on the 21st of March and from there proceeded on the following day to Cienfuegos, at which port she arrived on the 26th, loaded a commercial cargo of sugar and proceeded on the 2nd of April to New York, arriving there on the 8th. At this time it was decided to place her in line for demobilization.

On the 28th of April 1919, repairs were completed; inventories taken and the USS ST. FRANCIS was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General Characteristics.

Cargo ship.

Length: 405', beam 51' 10".

Decks 3, holds 3.

Complement: Officers 14, 14 59.

Cubic cargo capacity (grain) 493,170 cubic feet.

(bale) 449,338 cubic feet.

Total deadweight tonnage 8350, net 3164.

Coal burner: bunkers 750 tons.

Draft loaded 25' 9", speed 10 knots.

This ship carries a deck load of 15 auto trucks.

Cargo transported overseas: 20,675.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 17, 1919.

HISTORY OF THE USS SAMARINDA.

The SAMARINDA was one of the Dutch vessels which was seized by the United States Custom officials. She was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 29th of March 1918, at New York.

She was immediately refitted and refurnished in accordance with Navy practice, loaded a full cargo of general Army supplies, bunkered and sailed on the 9th of April in convoy for Brest. This convoy arrived at its destination on the 24th. From here she proceeded on the 27th for St. Nazaire, at which port she discharged her cargo and sailed on the 27th of May for Verdon, there to join a convoy sailing on the 2nd of June for New York. She arrived at New York on the 15th of June, underwent repairs which included the installation of guns, simultaneously bunkered and sailed 8161 tons of general Army cargo and sailed in convoy on the 4th of July for Brest. She arrived at Brest on the 20th, discharged her cargo and sailed on the 14th of August to Verdon, there to join a convoy sailing on the 21st from New York. Upon her arrival at New York on the 2nd of September, she underwent general repairs, discharged 450 tons of ballast, loaded 7563 tons of general cargo and proceeded on the 14th in convoy for Brest. This convoy arrived at its destination on the 29th, and from here she proceeded the same day to St. Nazaire. Here she was delayed until the 9th of October, undergoing repairs to her steering gear. Upon completion of discharge of cargo, she loaded 720 tons of sand ballast and sailed in convoy on the 30th of October for New York, arriving there on the 10th of November. At New York she was sent to Shewan's Dry Dock, where she installed 550 horse stalls, was placed in dry dock for general repairs and upon completion of these operations, loaded 4787 tons of general cargo, simultaneously bunkered and sailed on the 7th of December for Quiberon. She arrived at this port on the 18th, and proceeded the same day to Nantes. At Nantes she discharged her cargo, loaded 450 tons of sand ballast, and sailed on the 20th of January for New York, arriving there on the 3rd of February. Here she was sent to pier 3 Bush docks, where discharging was prevented due to water in her No. 1 hold. She was placed in dry dock for general repairs and, upon completion, loaded 7110 tons of provisions, bunkered and sailed on the 19th of March for Copenhagen, for the Shipping Board Account. She arrived at this port on the 6th of April, and proceeded on the following day to Hamburg, arriving there on the 8th. Here she discharged her cargo and proceeded on the 14th to Rotterdam. On the 14th of May 1918, repairs were completed, settlements made and she was placed out of commission and returned to her Dutch owners at Rotterdam.

General Characteristics.

Cargo ship.

HISTORY OF THE USS SAMARINDA.

continued.

General Characteristics.

Length: 430' 11", beam 54' 4".
Mean draft: 25' 11", speed 12 knots.
Total deadweight tonnage 10,900, net 4384.
Complement: Officers 10, crew 62.
Cargo transported overseas: 23,772 tons.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 17, 1919.

HISTORY OF THE U. S. S. SAN JOAQUIN.

The SAN JOAQUIN is a seagoing barge purchased by the Navy from the Luckenbach Steam Ship Company for \$21, 818. She was placed in commission and assigned to N. O. T. S. (NAVAL OVERSEAS TRANSPORTATION SERVICE) August 8th, 1919. Immediately upon being commissioned she began operating coastwise carrying coal from Norfolk to New England Ports. She remained in this service until March 27, 1919 when she was detached N. O. T. S. and assigned to the Fifth Naval District for operation.

General Characteristics.

Barge.
Length 219'9", beam 41' 7".
Gross tonnage 1,551.
Net tonnage 1,523.

HISTORY OF THE USS SANTA BARBARA.

The SANTA BARBARA was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 15th of April 1918, at New York.

She was immediately refitted and refurnished in accordance with Navy practice, loaded a cargo consisting of general Army supplies, completed repairs and sailed on the 25th of April in convoy for Brest. This convoy arrived at its destination on the 10th of May and from here she proceeded on the following day to St. Nazaire. At this port she discharged her cargo and sailed on the 20th of June to Verdon there to join a convoy sailing on the 27th to New York. She arrived at New York on the 8th of July and was sent to Shewans Dry Dock, where she underwent repairs including the installation of guns, simultaneously bunkered and loaded 7854 tons of general Army cargo, including automobiles and sailed on the 28th for Marseilles, arriving there on the 15th. Here she discharged her cargo, loaded 600 tons of French clay and sailed on the 29th for New York, arriving there on the 18th. At New York she again underwent a few minor repairs, simultaneously bunkered, loaded 7620 tons of general Army cargo and sailed on the 26th for Marseilles, arriving there on the 13th of October. At this port she discharged her cargo, loaded 1000 tons of clay and was delayed a number of days awaiting convoy. She sailed on the 9th of November for New York, arriving there on the 25th. Here she was sent to pier 3, Bush Docks, underwent minor repairs, loaded 6272 tons of general cargo, bunkered and sailed on the 13th of December for Quiberon, arriving there on the 25th. From Quiberon she proceeded on the 4th of January to St. Nazaire and from there on the 27th to New York, at which port she arrived on the 10th of February.

On the 19th of February 1919, repairs were completed and she was detached from N.O.T.S. and assigned to the Cruiser and Transport Force.

General Characteristics.

Cargo ship.

Length: 420' 5", beam 54' 9".

Decks: 3, holds 4.

Complement: Officers 13, crew 93.

Cubic cargo capacity: (grain) 489,291 cubic feet.
(bale) 448,810 cubic feet.

Armament: 1-3pdr fwd, 1-5-40 aft.

Total deadweight tonnage: 9300 tons, net 4008.

Oil burner: bunkers 502,740 gallons.

Draft loaded 28' 6", speed loaded 12 knots.

This ship carries a deck load of 32 auto trucks.

Cargo transported overseas: 39,067 tons.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 17, 1919.

HISTORY OF THE USS SANTA CLARA.

The SANTA CLARA was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 12th of October 1918, at Baltimore.

She was immediately refitted and refurnished in accordance with Navy practice, loaded 6655 tons of general cargo, bunkered and sailed on the 27th for New York there to join a convoy sailing on the 30th for Marseilles. This convoy arrived at Gibraltar on the 13th of November and proceeded the same day to Marseilles arriving there on the 15th. Here she discharged her cargo, loaded 900 tons of steel rails as ballast and sailed on the 12th of December for Baltimore via Gibraltar. She arrived at Baltimore on the 24th of December and from here proceeded on the 27th to New York arriving there on the 29th.

On the 18th day of January 1919, the USS SANTA CLARA was detached from N.O.T.S. and assigned to operation with the Cruiser and Transport Force.

General Characteristics.

Cargo ship.

Length 420' 3", beam 53' 9".

Decks 3, holds 4.

Complement: Officers 13, crew 85.

Cubic cargo capacity: (grain) 450,663 cubic feet.
(bale) 435,363 cubic feet.

Total deadweight tonnage: 9180 net tons 4026.

Oil burner: bunkers 569,330 gallons.

Draft loaded 28' 4", speed loaded 12 knots.

Deck load of 25 auto trucks.

Cargo transported overseas: 6655 tons.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 18, 1919.

HISTORY OF THE U.S.S. SANTA LOUISA.

The SANTA LOUISA was taken over from the W R Grace and Co., on the 10th of August, 1918, and was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 12th of August, 1918 at New York.

She was immediately refitted and refurnished in accordance with Navy practice and upon completion of this operation loaded 3008 tons of general Army supplies and auto trucks, bunkered, and sailed on the 25th in convoy for Rochefort. This convoy arrived at its destination on the 11th of September, where she discharged her cargo, loaded ballast and sailed to Verdon, there to join a convoy sailing for New York on the 22nd. She arrived at New York on the 5th of October, loaded 3827 tons of general cargo, underwent repairs which included the installation of guns, bunkered and sailed on the 16th of October in convoy for LaPallice. Here she arrived on the 3rd of November, discharged her cargo, loaded 2000 tons sand ballast and pyrites and sailed on the 12th of November in convoy for New York, arriving there on the 24th. At this time it was decided to place her in line for demobilization. On the 9th of December, 1918, repairs were completed, inventories taken, and the U.S.S. SANTA LOUISA was placed out of commission and returned to the Shipping Board for simultaneous delivery to her owners.

General Characteristics.

Cargo ship.

Length 373'9" Beam 51'6"

Decks 2 Holds 4

Complement: Officers 18 - crew 118

Cubic cargo capacity (Grain) 269123 cu.ft. (Bale) 244658 cu.ft.

Armament: 2-6"50

Total deadweight tonnage 5280 net tonnage 2956

Oil burner bunkers 383082 gallons.

Draft loaded 24'6" speed loaded 13 knots.

This ship carries a deck load of 24 auto trucks.

Cargo transported overseas 6840 tons.

This is the average type of ship used to transport the Army program of supplies and munitions abroad.

October 15th, 1919.

HISTORY OF THE USS SANTA OLIVIA.

The USS SANTA OLIVIA was one of the new steamers built by Cramp Works at Philadelphia. Immediately upon completion, she was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 1st of July 1918 at Philadelphia.

She sailed on the 15th for New York, arriving there on the 17th. At this port she loaded a cargo consisting of general Army supplies, bunkered and sailed on the 20th of July for Marseilles via Gibraltar. This convoy arrived at its destination on the 12th of August. Upon completion of discharge, she bunkered and sailed on the 25th for Philadelphia, arriving there on the 10th of September. Here she underwent repairs, loaded a general cargo of Army supplies and sailed on the 22nd to New York, there to join a convoy sailing on the 26th for Marseilles. This convoy arrived at its destination on the 17th of October. At this port it was necessary to undergo repairs and, upon completion of repairs, she bunkered, loaded 1000 tons of dirt ballast and sailed on the 9th of November for Philadelphia. She put into the Azores on the 21st for fuel and sailed the following day, arriving at her destination on the 3rd of December. At this time it was decided to transfer her to the Transport Forces to assist in bringing home the American Expeditionary Forces, from France.

On the 20th of December 1918, she was detached from N.O.T.S. and assigned for operation with the Cruiser and Transport Force.

General Characteristics.

Length: 420' 6", beam 53' 9".

Decks :3, holds 4.

Complement: Officers 16, crew 82.

Cubic cargo capacity: (grain) 419,910 cubic feet.

(bale) 397,410 cubic feet.

Armament: 1- 6pdr. 1-6-50 aft.

Total deadweight tonnage 9500, net 3877.

Oil burner: Bunkers 507,738 gallons.

Draft loaded 28' 4", speed 10 knots.

This ship carries a deck load of 27 tractors and 9 auto trucks.

Cargo transported overseas: 10,773.

This is the average type of ship used to transport the Army program of supplies and munitions abroad.

October 15, 1919

HISTORY OF THE U.S.S. SANTA PAULA.

The SANTA PAULA was taken over from the Grace S.S. Co. on the 14th of August, 1918 at New York, and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 15th.

She was immediately refitted and refurnished in accordance with Navy practice and upon completion of repairs loaded a cargo of general Army supplies, bunkered and sailed on the 28th of August in convoy to Marseilles. This convoy put into Gibraltar on the 15th of September for fuel, and sailed the following day, arriving at Marseilles on the 19th. Here she discharged her cargo, loaded ballast and sailed on the 9th of October for New York. This convoy put into Gibraltar on the 12th and proceeded the same day for New York, arriving there on the 26th. At New York she underwent repairs to her main engines, alterations, bunkered, loaded 7337 tons of general Army cargo and sailed on the 21st for Marseilles via Gibraltar. Here she discharged her cargo loaded ballast and sailed on the 28th of December for New York. She arrived at New York on the 13th of January, and at this time it was decided to transfer her to the Cruiser and Transport Force to assist in bringing the A.E.F. home from France. On the 17th of January, 1919, the U.S.S. SANTA PAULA was detached from the N.O.T.S. and assigned to the Cruiser and Transport Force.

General Characteristics.

Cargo ship
Length 420 5" Beam 53'9"
Decks 3 Holds 4
Complement: Officers 13, crew 92.
Cubic cargo capacity (Grain) 471361 cu.ft. (Bale) 428510 cu.ft.
Armament: 16 pdr. 1-6"50.
Total deadweight tonnage 9500 net tonnage 3918
Oilburner- bunkers 497120 gallons.
Carries 650 horses.
Cargo transported overseas 15677 tons.

This is the average type of ship used to transport the Army program of supplies and munitions abroad.

October 15th, 1919.

HISTORY OF THE USS SANTA ROSALIA.

The SANTA ROSALIA was taken over and commissioned as an H.O.T.S. (Naval Overseas Transportation Service) vessel on the 20th of May 1918, at New Orleans, La.

She was immediately refitted and refurnished in accordance with Navy practice, and sailed on the 1st of June for Norfolk, at which port she loaded 6530 tons of general cargo, bunkered and sailed on the 19th in convoy for Brest. She arrived at Brest on the 9th of July, and from there proceeded to Gironde. Here she discharged her cargo and sailed on the 3rd of August for Baltimore, arriving there on the 20th. From here she proceeded on the 26th to New York where she underwent repairs until the 4th of October, at which time she sailed for Norfolk, loaded a cargo of general Army supplies and sailed in convoy for Brest. This convoy arrived at its destination on the 28th. From here she proceeded to St. Nazaire. Here she discharged her cargo of 6455 tons, and sailed on the 14th of November for Baltimore, arriving there on the 5th of December. At Baltimore she was transferred to the Shipping Board account and proceeded to New York, at which port she loaded a cargo of general supplies and sailed on the 19th of January for Montevideo. She put into St. Thomas on the 25th for bunker and sailed from there on the 27th and arrived at Montevideo on the 18th. Here she discharged her cargo, loaded a commercial return cargo and sailed on the 22nd for New York via Montevideo for bunkers. She arrived at New York on the 6th of June, and at this time it was decided to place her in line for demobilization.

On the 26th of June 1919, repairs were completed, inventories taken, and the USS SANTA ROSALIA was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General Characteristics.

Cargo ship.

Length: 419', beam 52' 6".

Decks: 2, holds 3.

Complement: Officers 12, crew 68.

Cubic cargo capacity: (grain) 389,038 cubic feet.
(bale) 357,016 cubic feet.

Total deadweight tonnage: 8415 tons, net 3488.

Coal burner: bunkers 536 tons.

Draft loaded 24' 7", speedloaded 8 knots.

Cargo transported overseas: 20550 tons.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 17, 1919.

HISTORY OF THE USS SANTIAGO.

The SANTIAGO was taken over on June 3rd and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on June 11th 1918 at New York.

She was immediately refitted and refurnished in accordance with Navy practice, loaded a cargo consisting of general Army supplies and sailed on the 18th in convoy for Brest. She arrived at Brest on the 4th of July, discharged her cargo, loaded 481 tons of sand ballast and sailed on the 16th for New York. Upon her arrival at this port on the 30th she underwent repairs, bunkered, loaded 2860 tons of general cargo and sailed on the 5th of August in convoy for Brest. From here she proceeded on the 22nd to Verdon. Upon completion of discharge, she sailed on the 6th of September for New York. She arrived at Pier 8 Hoboken on the 22nd. From there she was sent to Shewan's Dry Dock, where she underwent general repairs, simultaneously bunkered and loaded 3527 tons of general cargo and sailed on the 4th of October for St. Nazaire, arriving there on the 20th. From this date until the 17th of February 1919, she was engaged in transporting supplies between French and English ports including one trip to Belfast for a cargo of potatoes. On the 17th of February she sailed for Hampton Roads arriving there on the 3rd of March. From here she proceeded on the 11th to New York, arriving there on the 12th.

On the 21st of March 1919, repairs were completed, inventories taken, and the USS SANTIAGO was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General Characteristics.

Cargo ship.

Length: 370', beam 45'.

Decks 2, holds 4.

Complement: Officers 13, crew 89.

Cubic cargo capacity: (grain) 283,804 cubic feet.
(bale) 257,706 cubic feet.

Armament: 1 6 pdr. 1-5-50 aft.

Total deadweight tonnage 5375, net 2210.

Coal burner: bunkers 510 tons.

Draft loaded 22' 3", speed 9.5 knots.

Deck load 12 auto trucks.

Cargo transported overseas: 16,669 tons.

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This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 18, 1919.

HISTORY OF THE U. S. S. SARA THOMPSON.

The SARA THOMPSON is the Ex-German vessel GUTHEIL and was purchased by the Navy in December 1918. Upon completion of extensive repairs she was commissioned and assigned to N. O. T. S. (NAVAL OVERSEAS TRANSPORTATION SERVICE) September 17, 1918. Here she loaded a cargo of fuel oil and proceeded September 22nd for Bermuda arriving there on the 30th. Departed Bermuda October 3rd. for Port Arthur, Texas arriving on the 29th. Departed Port Arthur for Boston arriving November 11th. Here she underwent extensive repairs and sailed December 7th for New York arriving on the 9th. Loaded a cargo of fuel oil and proceeded to Bermuda on December 11th arriving there on the 15th. Here she discharged her cargo and proceeded on the 17th for Port Arthur arriving on the 25th. Upon completion loading she sailed on the 28th for Boston arriving January 6th. Discharged her cargo and returned to Port Arthur arriving on the 19th. Loaded a cargo fuel oil and proceeded on the 21st for New Orleans arriving on the 23rd. Here she underwent repairs and sailed on the 9th of February for Bermuda arriving on the 17th. She discharged part of her cargo and proceeded on the 24th for the Azores arriving March 4th. She was assigned to duty as station fuel ship remaining in this service until September 7th when she sailed for Cavite, P. I. via the Suez Canal. She arrived there November 9th and is being used as a Navy floating fuel oil storage. On April 17th she departed Cavite for Guam arriving on the 25th where she fueled the destroyers en route to the Asiatic Station. This duty completed she departed Guam for Cavite May 1st arriving on the 7th, there resuming her regular duty as a floating fuel oil storage.

General Characteristics.

Fuel ship.
Length 309' 6" , beam 40' 3".
Deadweight tonnage 4,150.
Gross tonnage 2691.
Net tonnage 1,715.
Speed 9 knots.

HISTORY OF THE USS SATSUMA.

The SS SATSUMA was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 30th of September 1918 at New York.

She was immediately refitted and refurnished in accordance with Navy practice, and ordered to proceed to Norfolk to load a cargo of general Army supplies. These operations were completed, she sailed from New York on the 12th of October, arriving at Norfolk on the 14th. Here she loaded a full cargo of Army supplies which included a few horses, and sailed on the 17th for New York, there to join a convoy sailing on the 19th to Verdon. She arrived at Verdon on the 6th, La Pallice on the 18th, St. Nazaire on the 9th, Brest on the 29th. Upon completion of discharge, she loaded 1800 tons of steel billets, and sailed on the 2nd of December for New York, at which port she arrived on the 23rd. At this time it was decided to place her in line for demobilization.

On the 3rd of January, 1919, repairs were completed, inventories taken, and the USS SATSUMA was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General Characteristics.

Cargo ship. (Horses)
Length: 370' 3", Beam 48' 7".
Decks 2 Holds 4.
Complement: Officers 10, crew 77.
Cubic cargo capacity (Grain) 442,988 cubic feet.
(Bale) 400,053 cubic feet.
Armament: 1-3-5-fwd. 1-5-50 aft.
Total deadweight, 7472, net 2690 tons.
Cargo deadweight 6112.
Permanent bunkers 449 tons
Coal burner
Draft loaded 25' 12" Speed loaded 8. knots.

This is the average type of ship used to transport the Army program of supplies and munitions abroad.

October 11, 1919.

HISTORY OF THE USS SCRANTON.

The SCRANTON ex-PENNSYLVANIAN was commissioned as an N.O.T.S (Naval Overseas Transportation Service) vessel on the 13th of September 1918, at New York.

She was immediately refitted and refurnished in accordance with Navy practice, loaded 7450 tons of general cargo, bunkered and sailed on the 30th for Brest. This convoy arrived at Brest on the 15th of October and proceeded on the following day to La Pallice at which port she discharged her cargo, loaded 450 tons of Pyrites, 750 tons of rails, 493 tons of ballast and sailed on the 3rd of November in convoy for New York.

Upon her arrival at New York on the 15th she was sent to Moore's Drydock where she underwent repairs which included installation of horse stalls, simultaneously bunkered and loaded 5507 tons of general cargo and sailed on the 12th of December in convoy for St. Nazaire. This convoy arrived at its destination on the 29th where she discharged her cargo, loaded 1400 tons of ballast and sailed on the 18th for New York, arriving there on the 29th of January.

On the 5th of February 1919, the USS SCRANTON was detached from N.O.T.S. and assigned to the Cruiser and Transport Force.

General Characteristics.

Cargo ship. (600 horses).
Length: 429' 2", beam 536' 6".
Decks 3, holds 4.
Complement: Officers 10, crew 84.
Cubic cargo capacity: (grain) 438,154 cubic feet.
(bale) 377,704 cubic feet.
Armament: 3-50 fwd. 4-50 aft.
Total deadweight: 9900, net 4431.
Draft loaded 29' 7", speed 11 knots.
Cargo transported overseas: 13,131 tons.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 18, 1919.

HISTORY OF THE USS SEVERANCE.

The USS SEVERANCE , owned by the Union Sulphur Company was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 19th of August 1918 at New York.

She was immediately refitted and refurnished in accordance with Navy practice and sailed on the 3rd of September for Norfolk. At this port she loaded a cargo consisting of locomotives and general Army supplies, bunkered and sailed on the 7th in convoy for Brest. This convoy arrived at its destination on the 25th. Here she discharged her cargo, bunkered and sailed on the 16th of October from Verdon for New York, at which port she arrived on the 2nd of November. At New York she underwent repairs and alterations, bunkered, loaded 4890 tons of general cargo and proceeded on the 24th to Quiberon, at which port she arrived on the 12th of December. From Quiberon she proceeded on the 23rd to St. Nazaire and upon completion of discharge, sailed on the 25th of January for Philadelphia. She put into Bermuda on the 18th of February for fuel and sailed from there on the same day and arrived at Philadelphia on the 25th. At this time it was decided to place her in line for demobilization.

On the 3rd of March 1919, repairs were completed, inventories taken and the USS SEVERANCE was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General Characteristics.

Cargo ship.

Length: 366', beam 53'

Decks: 1 holds 2.

Complement: Officers 10, crew 52.

Cubic cargo capacity: (grain) 394,309 cubic feet.

(bale) 376,044 cubic feet.

Total deadweight tonnage 7135, net 3087.

Draft loaded 23', speed 7 knots.

Cargo transported overseas: about 11,000 tons.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 15, 1919.

HISTORY OF THE U.S.S. SIOUX.

The SIOUX was taken over by the Army for one trip at 2 p.m. November 30th, 1918, and was commissioned as an M.O.T.S. vessel on the 1st of December, 1918 at Norfolk. She was immediately refitted and refurnished in accordance with Navy practice, and was used as a ~~Navy collier~~, carrying coal and supplies between Navy coaling stations such as Portsmouth, Boston, Bermuda, etc until the 14th April, 1919. She made two trips overseas during this time, one on the 30th of August, 1918 from Norfolk to Glasgow, arriving there on the 20th of September, discharged her cargo of coal, and sailed on the 12th of October for Norfolk. Upon her arrival at Norfolk on the 1st of November, she was transferred to the Army for one trip, sailing from Norfolk on the 28th of November, and arriving at Hampden on the 16th of December. Here it was necessary for her to under go urgent repairs, and upon completion of discharge, she sailed on the 19th of February with a cargo consisting of 744 tons of sand ballast, 60 tons Naval aviation material, arriving at Norfolk on the 21st of March. At this time it was decided to place her in line for demobilization. On the 14th of April, 1919, repairs were completed; inventories taken, and the U.S.S. SIOUX was placed out of commission and returned to her owners.

General Characteristics.

Lake type of cargo ship. (Mine carrier)
Length 261' Beam 43'6"
Complement: Officers 10 Crew 54.
Decks 3 Holds 2
Total deadweight tonnage 3090 - net tonnage 1275 tons.
Coal burner - bunkers 400 tons.
Draft loaded 17.9' ~~knots~~ speed loaded 8.5 knots.

October 20th, 1919.

HISTORY OF THE U.S.S. SIXAOLA.

The SIXAOLA, owned by the United Fruit Company, was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 18th of September, 1918 at New York.

She was immediately refitted and refurnished in accordance with Navy practice, and upon completion of this operation loaded a cargo of general Army supplies, bunkered and sailed on the 26th of September to LaPallice, arriving there on the 13th of October. Here she discharged her cargo consisting of 1751 tons of beef, and 37 tons of auto trucks, and sailed in convoy from Verdon on the 29th for New York, arriving there on the 10th of November. Here she underwent minor repairs, loaded a cargo of general Army supplies and sailed on the 19th of November for Verdon, arriving there on the 2nd of December. Upon completion of discharge of cargo she bunkered, loaded 1000 tons of water ballast and sailed on the 16th for New York, arriving there on the 28th. At New York she again loaded a cargo of frozen beef, bunkered and sailed on the 9th of January for Verdon, at which port she arrived on the 21st, discharged her cargo, loaded 668 tons of Army return cargo, 1000 tons water ballast, bunkered and sailed on the 2nd of February for New York. Upon her arrival at New York on the 17th, she practically had loaded a cargo for another trip overseas, when she took fire on the 23rd and partially sank. Her cargo was a total loss and two men were reported to have lost their lives examining the blowers below. She was pumped out during June, 1919, and was towed to the Ship yard. Here she was placed out of commission on the 12th of June, at Hoboken, and delivered to the War Dept.

General Characteristics.

Refrigerator ship.
Length 394' Beam 50' 3"
Decks 3 Holds 2
Complement; Officers: 10, Crew 108.
Refrg. space 157500 cu.ft.
Total deadweight tonnage 10015 tons - net tonnage 3113.
Coal burner - bunkers 984 tons.
Draft loaded 25'3.5" - speed loaded 11.5 knots.
Carries deck load 8 auto trucks.
This is the average type of ship used to transport the Army program of supplies overseas.

October 14, 1919.

HISTORY OF THE USS SOETSDIJK.

The SOETSDIJK was one of the Dutch vessels which were seized by the United States Custom officials, under the authority of the President's Proclamation, and taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 21st of March 1918 at San Juan.

She was immediately refitted and refurnished in accordance with Navy practice, bunkered to full capacity and sailed on the 15th of April to Montevideo, arriving there on the 7th of May. Here she discharged her coal and sailed on the 19th for Rio de Janeiro, where she loaded a cargo of Manganese Ore and sailed on the 1st of June for Baltimore, via Charleston. She arrived at Charleston on the 22nd and proceeded on the same day to Baltimore, arriving there on the 25th. Here she discharged her cargo, bunkered, and sailed on the 17th of July for Norfolk, at which port she loaded a full cargo of coal and proceeded on the 21st to Rio de Janeiro for discharge. She arrived at her destination on the 10th of August, discharged her cargo, loaded a cargo of Manganese Ore and sailed on the 27th for Baltimore via St. Thomas for bunkers. Upon her arrival at Baltimore on the 19th of September, she discharged her cargo and proceeded on the 29th of October to Newport News, there to load a cargo of general Army supplies and animals and sailed on the 31st for New York, there to join a convoy sailing on the 2nd of November for Quiberon. This convoy arrived at its destination on the 16th of November, where she discharged her cargo, loaded 2800 tons of water ballast and sailed on the 5th of December for Norfolk. She arrived at this port on the 21st, underwent minor repairs, loaded 6013 tons of coal and sailed on the 28th of January for La Plata. She arrived at her destination on the 1st of March, discharged her cargo and sailed to Rosario, at which port she arrived on the 14th, loaded 118,188 sacks of linseed and sailed on the 18th for New York via Barbadoes for bunkers. This vessel arrived at New York on the 25th of April, discharged her cargo, underwent repairs and proceeded on the 28th of May to Baltimore, there to load a full cargo of food for the Shipping Board. Upon completion of loading 6749 tons of cargo, she sailed on the 2nd of June for Falmouth, arriving there on the 16th. From here she proceeded on the following day to Gothenburg, where she discharged her cargo and proceeded on the 8th of July for Rotterdam.

On the 14th of July 1919, the USS SOETSDIJK was placed out of commission and returned to her Dutch owners.

General Characteristics.

Cargo ship. (578 horses)

Length: 400', beam 52'.

Decks 3, holds 6.

Complement: Officers 10, crew 68.

Cubic cargo capacity: (grain) 507,963. cubic feet.

(bale) 463,468 cubic feet.

Total deadweight: 9050, net 4231.

HISTORY OF THE USS SOETSDIJK.

continued.

Coal burner: bunkers 9600 tons
Draft loaded: 28' 6", speed 9.5 knots.
Cargo transported overseas: 10,185 tons.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 20, 1919.

HISTORY OF THE U. S. S. SOLITAIRE.

The SOLITAIRE is a seagoing barge purchased by the Navy from the Luckenbach Steam Ship Company for \$30,000. She was commissioned and assigned to N. O. T. S. (NAVAL OVERSEAS TRANSPORTATION SERVICE) August 8, 1918 and immediately began operating coastwise carrying coal from Norfolk to New England Ports. She remained in this service until March 27, 1919 when she was detached N. O. T. S. and assigned to the Fifth Naval District for operation.

General Characteristics.

Barge.
Length 213' 7", beam 40' 1"
Gross tonnage 1,515.
Net tonnage 1,384.

HISTORY OF THE USS SOUTH POLE.

The SOUTH POLE was taken over on the 30th of November 1918 at Baltimore, Maryland and placed in full commission as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 2nd of December 1918.

She was immediately refitted and refurnished in accordance with Navy practice and proceeded on the 7th of December to New York, at which port she loaded a cargo of general supplies for the Army and sailed on the 15th in convoy for Brest. This convoy arrived at Verdon on the 2nd of January. She discharged her cargo, loaded 2206 tons of Army return cargo and proceeded on the 20th to New York, at which port she arrived on the 8th of February. At New York she underwent general repairs, loaded 2422 tons of general Army cargo, bunkered and sailed on the 10th of March to St. Nazaire. She arrived at her destination on the 25th, discharged her cargo, bunkered and sailed on the 13th of April to New York, at which port she arrived on the 30th. Here she discharged 2800 tons of Army Ordnance Supplies and it was decided to place her in line for demobilization. O

On the 12th of May 1919, repairs were completed, inventories taken and the USS SOUTH POLE was placed out of commission and returned to the Shipping Board.

General Characteristics.

Refrigerator ship.

Length: 353' 3", beam 49'.

Decks 2, holds 4.

Complement: Officers 13, crew 76.

Cargo deadweight: 181,765 cubic feet.

Total deadweight tonnage 5520, net tonnage 2501.

Coal burner: bunkers 1604 tons.

Draft loaded: 23' 2", speed 8 knots.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 15, 1919.

HISTORY OF THE USS STANDARD ARROW.

At the beginning of N.O.T.S. (Naval Overseas Transportation Service) on January 9th, 1918, the Navy tanker USS STANDARD ARROW was assigned to operation with that service. At this time she was on her way from Devonport, England to New York, at which port she arrived on the 19th of January.

She was immediately refitted and refurnished in accordance with Navy practice, loaded a full cargo of fuel oil and sailed on the 4th of February for Devonport. On the same day, however, she was in a collision with the S.S. NORMAN BRIDGE, and was obliged to return to New York on account of her steering gear damaged and a leak in her fore hold. At New York she was ordered to discharge her cargo into the U.S.S. MAUMEE, and she was placed in dry dock for extensive repairs. These repairs were completed on the 25th of February and she sailed to Bayonne, N.J., where she loaded a full cargo fuel oil and sailed on the 28th for New York, there to join a convoy sailing on the same day for Devonport. She arrived at Portsmouth on the 16th of March, discharged her cargo, and sailed on the 24th for New York, arriving there on the 8th of April. Here she again loaded a full cargo of fuel oil, bunkered, and sailed on the 13th in convoy for Rosyth, at which port she arrived on the 2nd of May. Here she discharged her cargo, bunkered and sailed on the 6th for New York, arriving there on the 19th. Here she underwent a few minor repairs, loaded a cargo of oil and seaplanes and proceeded on the 2nd of June for Southend, England, arriving there on the 18th. From here she proceeded to Rosyth, at which port she arrived on the 22nd, discharged her fuel oil and sailed on the 1st of July for New York, arriving there on the 17th. Here she underwent minor repairs, loaded a full cargo of fuel oil and seaplanes, bunkered and sailed on the 28th for Sheerness, England. She arrived at this port on the 15th of August, discharged her cargo and proceeded on the 21st to New York, arriving there on the 4th of September. Here she again underwent minor repairs, loaded a cargo of fuel oil, bunkered, and sailed on the 10th for Brest, arriving there on the 26th. Upon completion of discharge of cargo she sailed on the 12th of October for New York, at which port she arrived on the 30th, delay due to the fact that she was obliged to return to Brest on the 13th on account of a serious outbreak of Spanish Influenza. She underwent repairs until the 17th, at which time she again sailed for New York. At this port she loaded a full cargo of oil and sailed on the 1st of November for Portsmouth, arriving there on the 17th. Here she discharged her cargo, proceeded to Barry Roads, and from there sailed on the 1st of December for New York, arriving there on the 17th. At this time it was decided to place her in line for demobilization. On the 29th of January, 1919, repairs were completed, inventories taken, and the U.S.S. STANDARD ARROW was placed out of commission and returned to the Shipping Board for simultaneous delivery to owners.

General Characteristics.

Tanker.

Length 485' 3" Beam 61' 6"

Complement: Officers 16; crew 107

Cubic cargo capacity (Bale) 161,445 cu.ft.

Armament: 1-5"40 fwd; 1-5"40 aft.

Gross tonnage 7794 - net tonnage 4800

Oil burner - bunkers 354500 gallons.

Draft loaded 27'6" - speed loaded 10 knots.

This ship carries a deck load of 14 airplanes.

This is the average type of ship used to transport the Navy program of fuel and supplies abroad.

October 11, 1919.

HISTORY OF THE U. S. S. STANDISH.

The STANDISH is a navy owned tug and was operated at Annapolis in connection with the Naval Academy until October 26, 1918 at which time she was detached the Academy and assigned to N. O. T. S. (NAVAL OVERSEAS TRANSPORTATION SERVICE) operating in the Fifth Naval District basing at Baltimore. She remained in this service until February 15, 1919 when she was detached N. O. T. S. and assigned to the Fifth Naval District for operation.

General Characteristics.

TUG

Length 137' 0", beam 25' 10".

Armament 2 6-pdrs.

Speed 10 knots.

History of the U.S.S. STEPHEN R. JONES.

The Stephen R. Jones was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel May 3rd, 1918 at Philadelphia. There she was immediately re-fitted and re-furnished in accordance with Navy practice and ordered to load a full cargo of Army supplies consisting of 5227 tons. These operations were completed on the 10th of May at which time she was ordered to proceed to Norfolk there to bunker and join convoy sailing on the 18th for Brest. This convoy arrived its destination on the 5th of June. Owing to the congestion of cargo facilities at this dock she was sent to Bordeaux arriving there on the 8th. Here she completed discharge and loaded ballast and returned to Philadelphia on the 10th of July. After under-going a few minor repairs at this port she simultaneously loaded 3881 tons of Army supplies and returned to St. Nazaire arriving there on the 18th of August. At this port she discharged her cargo and was ordered to proceed to Verdon there to bunker and ballast and return to Philadelphia. She sailed in convoy from Verdon on the 25th of August arriving Philadelphia on the 5th of September. At this port she was given a few days minor repairs and ordered to load 4245 tons of army supplies and to join convoy sailing from New York on the 26th of September. This convoy arrived La Pallice on the 13th of October from which port she was sent to Verdon arriving there on the 14th. Here she discharged her complete cargo and on the 24th she bunkered and took ballast and sailed to Philadelphia arriving there on the 10th of November. At this port she was ordered to load 3325 tons of army cargo, under-go a few minor repairs. These operations were completed on the 18th of December at which time she sailed for La Pallice arriving there January 4th. At this port she discharged her complete cargo and loaded 1131 tons of return army cargo and sailed on the 5th of February for Philadelphia arriving there on the 3rd of March. After discharging a part cargo at this port she was ordered to be placed in line for demobilization. The Shipping Board at this time requested that the Stephen R. Jones be sent to Newport News with the Navy crew at which port she would be accepted for re-delivery. Upon her arrival at Newport News on March 8th she was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General Characteristics.

Cargo ship.

Length over all 375'. Beam 49'. Decks 1. Number holds 4. Complement 10 officers, 61 crew. Cubic cargo capacity (coal) 287,700 Bale 273,350 cu.ft. Refrigerating space 220 cu.ft. Armament 1-3" 50 cal fwd. 1 3" 50 cal aft. Total dead weight 6839 tons. Net registered tonnage 3112 tons. Cargo dead weight 5000 tons. Draft loaded 24'6". Speed loaded 9.5 knots. Total cargo transported abroad 16,687 tons. This is the average type of cargo ship used in transporting the army program of supplies abroad.

HISTORY OF THE U.S.S. STERLING.

At the beginning of N.O.T.S. (Naval Overseas Transportation Service) on January 9th, 1918, the Navy Collier STERLING was assigned to that service. She was used as a fuel and supply ship, operating between stations such as Charleston, St. Thomas, Bermuda, etc. Immediately upon being commissioned she loaded a cargo of general supplies and sailed in convoy on the 11th of February for Brest, arriving there on the 3rd of March. Here she discharged her cargo and sailed for New York on the 23rd of March, via Bermuda for bunkers. She put into Bermuda on the 8th of April, sailed from there on the 10th and arrived at New York on the 14th. Here she underwent repairs and proceeded on the 13th of May to Philadelphia, there to load a part cargo of ammunition and guns for discharge at the West Indies. From Philadelphia she proceeded on the 20th to Charleston to complete loading, and from there on the 25th for a trip around the West Indies, via St. Thomas for bunkers. At Guanica, Porto Rica she loaded a full cargo of sugar, for discharge at New York, at which port she arrived on the 15th of July. Here she loaded a part cargo, underwent minor repairs and sailed on the 4th of August to Charleston, there to complete loading and sail on the 14th for another trip around the West Indies. On her return schedule she arrived at Port au Prince on the 11th of September, at which port she loaded a cargo of sugar and proceeded to Guantanamo to take on board 170 Marines. From here she sailed on the 17th, arriving at New York on the 24th, at which port she underwent repairs, loaded a part cargo and sailed on the 28th for Charleston, there to complete loading. From that date until the 8th of January she was engaged in carrying supplies between above mentioned stations. On the 12th she sailed from Norfolk for a trip around the West Indies, bringing a return cargo of sugar from Guantanamo. She arrived at Norfolk on the 18th of February, at which port she loaded 1024 tons of food stuffs, 1815 tons soft coal and proceeded on the 24th of February to Guantanamo, arriving there on the 21st of March. Here she loaded a full cargo of sugar and sailed on the 19th of April for New York, arriving there on the 26th. On the 6th of May, 1919, the U.S.S. STERLING was detached from N.O.T.S. and assigned to the Commandant 3rd Naval District, with orders to be sold.

General Characteristics.

Collier.

Length 284' Beam 37'

Decks 2 Holds 4

Complement: Officers 10, crew 70

Cubic cargo capacity (General) 114920 cu. ft.

Total deadweight tonnage 2700 net tonnage 1900

Draft loaded 12'3" speed loaded 8 knots.

This is the average type of ship used to transport the Navy program of fuel and supplies.

October 20th, 1919

HISTORY OF THE USS SUDBURY.

The USS SUDBURY was commissioned as an H.O.T.S. (Naval Overseas Transportation Service) vessel on the 5th of March 1918, at Philadelphia.

She was immediately refitted and refurnished in accordance with Navy practice, loaded a full cargo of general Army supplies, and sailed on the 20th of March to New York, there to join a convoy sailing on the 24th for Brest. This convoy arrived at its destination on the 8th of April. From here she proceeded to Bordeaux, at which port she discharged her cargo and sailed on the 5th of May in convoy for New York, arriving there on the 24th. Here she underwent a few minor repairs, loaded 2300 tons of subsistence, 2200 tons of general cargo, bunkered and sailed on the 10th of June for Brest. She arrived at Brest on the 25th, and from there proceeded to Gironde. Here she discharged her cargo, loaded ballast and proceeded on the 17th of July to Philadelphia arriving there on the 31st. Here she underwent general repairs, loaded a cargo of general Army supplies including a few cars, and sailed on the 25th in convoy for La Pallice. She arrived at La Pallice on the 12th of September, discharged her cargo and proceeded on the 30th to Verdon, there to join a convoy sailing the same day to Philadelphia. She arrived at this port on the 18th of October, again underwent repairs, loaded a cargo of Army Ordnance Stores, and sailed on the 5th of November for La Pallice. Here she arrived on the 21st, discharged her cargo, loaded 102 tons of ballast, 492 tons of Army return cargo and sailed on the 7th of December for Philadelphia arriving there on the 23rd. Here she again loaded a cargo of supplies, underwent repairs and sailed on the 10th of January for Trieste via Gibraltar. She arrived at this port on the 4th of February and proceeded on the 14th for Philadelphia, arriving there on the 3rd of April. At this time it was decided to place her in line for demobilization.

On the 11th of April 1919, repairs were completed, inventories taken and the USS SUDBURY was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General Characteristics.

Cargo Ship.

Length: 401' beam 51'.

Decks: 2 Holds 4.

Complement: Officers 12, crew 92.

Cubic cargo capacity: (grain) 367,940 cubic feet.
(bale) 326,318 cubic feet.

Armament: 1-6 pdr. fwd. 1-5-51 aft.

Cargo transported overseas: 24,068 tons.

Total deadweight tonnage: 7300 tons, net tonnage 3140.

Oil burner: bunkers 285,768 gallons.

HISTORY OF THE USS SUDBURY.

continued.

Characteristics.

Draft loaded 23' 11", speed 11.5 knots.
This ship carries a deck load of 24 automobiles.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 18, 1919.

HISTORY OF THE USS SYLVAN ARROW.

Upon her arrival in New York on the 15th of July 1918 the SYLVAN ARROW was taken over the following day from the Standard Oil Company and refitted and refurnished in accordance with Navy practice. She was placed in full commission on the 25th of July 1918 at New York.

At this port she loaded a cargo consisting of fuel oil and seaplanes, bunkered and sailed on the 28th for Devonport, arriving there on the 14th of August. At Devonport she discharged her cargo and proceeded on the 17th to New York arriving there on the 30th. Here she underwent a few minor repairs, again loaded a full cargo of fuel oil, bunkered and sailed on the 6th of September for Brest, at which port she arrived on the 22nd. From Brest she proceeded on the 28th to Verdon there to join a convoy sailing on the 30th for New York, at which port she arrived on the 15th of October. Here she again underwent minor repairs, loaded a full cargo of fuel oil, bunkered and sailed on the 24th for Sheerness, England. She arrived at this port on the 11th of November, discharged her cargo and proceeded on the 15th to New York arriving there on the 29th. At this time it was decided to place her in line for demobilization. On the 21st of January 1919, repairs ^{were} having been completed and inventories taken, the USS SYLVAN ARROW was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General characteristics.

Tanker.

Length : 485 ' 3", beam 62' 6".

Decks 3, holds 4.

Complement : Officers 10, crew 80.

Armament: 1-3-50 fwd. 1-6-50 aft.

Total deadweight tonnage 18,300 tons, net 4800.

Oil burner: bunkers 354,500 gallons.

Draft loaded 27' 6", speed 10.5 knots.

This ship carries a deck load of 14 Aeroplanes.

This is the average type of ship used to transport the Navy program of fuel and supplies abroad.

October 10, 1919.

HISTORY OF THE USS TANAMO.

The USS TANAMO was taken over on the 9th of August 1918 at New York. She was immediately refitted and refurnished in accordance with Navy practice, and placed in full commission as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 17th of August 1918 at New York.

She immediately loaded a cargo consisting of 1606 tons of beef and 57 motor trucks, bunkered and sailed in convoy on the 27th of August for St. Nazaire. She was obliged to drop out of the convoy on account of boiler trouble and put into Halifax on the 30th. Here she underwent repairs until the 5th of September, at which time, she sailed for New York arriving there on the 9th of September, under escort of the USS IROQUOIS. Here she underwent repairs at pier 9, Hoboken until the 4th of October, at which time she sailed in convoy for Verdon, arriving there on the 20th. Here she discharged her cargo, loaded 300 tons of sand ballast, 300 tons of Pyrites and proceeded on the 3rd of November to New York arriving there on the 19th. At this port she underwent general repairs, bunkered, loaded 1479 tons of beef, a deck load of auto trucks, and sailed on the 30th for St. Nazaire, arriving there on the 14th of December. Here she discharged her cargo, loaded 677 tons of Army return cargo and sailed on the 4th of January for New York, at which port she arrived on the 22nd. She was sent to pier 9 Hoboken, where she underwent repairs, bunkered, loaded 1752 tons of beef and sailed on the 15th of February for Verdon, arriving there on the 3rd. At this port she discharged her beef, loaded 1625 tons of Army return cargo and sailed on the 14th of March for New York, at which port she arrived on the 2nd of April. At this time it was decided to place her in line for demobilization.

On the 24th of April 1919, repairs were completed, inventories taken, and the USS TANAMO was placed out of commission and returned to the Shipping Board for simultaneous return to the Atlantic Fruit Co.

General Characteristics.

Refrigerator ship.

Length: 331', Beam 45'.

Decks: 3, Holds 4.

Complement: Officers 13, crew 92.

Cubic cargo capacity: 137,750 cubic feet refrigerator space.

Total deadweight tonnage: 3470, net tonnage 2005.

Coal burner: Bunkers 750 tons.

Draft loaded 21' 1", speed 11.5 knots.

This ship carries a deck load of 6 auto trucks.

Cargo transported overseas: 4527 tons.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 15, 1919.

HISTORY OF THE USS TERESA.

The TERESA was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 9th of January 1918, at Newport News. She was immediately refitted and refurnished in accordance with Navy practice, and sailed on the 29th for New York, where she loaded a cargo of general Army supplies and sailed on the 6th of February to Norfolk. Here she bunkered and proceeded on the 10th in convoy to St. Nazaire arriving there on the 4th of March. Here she discharged her cargo, and sailed on the 23rd in convoy for New York, at which port she arrived on the 10th of April, underwent minor repairs, loaded a cargo of Army supplies and sailed on the 23rd to Halifax, there to join a convoy sailing on the 28th for Brest. This convoy arrived at its destination on the 14th of May and proceeded on the following day to Bordeaux. At Bordeaux she discharged her cargo and sailed on the 2nd of June in convoy to New York. She arrived at New York on the 17th of June, underwent general repairs, loaded a cargo of general Army supplies and sailed on the 25th to Halifax, there to join a convoy sailing on the 1st of July for Brest. She arrived at Brest on the 15th, discharged 4266 tons of cargo, and sailed on the 3rd in convoy for New York. Upon her arrival at New York on the 20th, she was sent to pier 7, Hoboken, where she underwent repairs to her main mast, simultaneously bunkered, loaded 2285 tons of general cargo and proceeded on the 4th of September to Norfolk there to complete loading ammunition and explosives. From Norfolk she proceeded on the 7th of September in convoy to Verdon, at which port she arrived on the 27th, discharged her cargo, loaded 1000 tons of ballast and sailed on the 19th of October for New York. She arrived at New York on the 11th of November and was placed in dry dock for alteration to her crew's quarters and for general repairs. Upon completion of these operations she simultaneously bunkered, loaded 4551 tons of general cargo and sailed on the 26th in convoy for La Pallice. From La Pallice she proceeded on the 14th of December to Verdon, from Verdon on the 15th to Cherbourg, from Cherbourg on the 21st to Plymouth, from Plymouth on the 27th to Brest. And upon completion of discharge, was placed in dry dock to undergo repairs which were completed on the 27th of April, at which time she sailed for Philadelphia, arriving there on the 28th of June. At this time it was decided to place her in line for demobilization.

On the 19th of July 1919, repairs were completed, inventories taken, and the USS TERESA was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship*

Length: 344' 6", beam 49' 8".

Docks 2, holds 4.

Complement: Officers 11, crew 79.

Cubic cargo capacity: (grain) 331,695 cubic feet.

(bale) 311,335 cubic feet.

Armament: 1-4-40 fwd. 1-4-40 aft.

2.

HISTORY OF THE USS TERESA

continued.

Total deadweight tonnage: 6400, net 2380 tons.
Draft loaded 22' 8", speed 9.5 knots.
This ship carries a deck load of 30 auto trucks.
Cargo transported overseas: 22,390 tons.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 20, 1919.

HISTORY OF THE USS TERNATE.

The USS TERNATE was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 6th of April 1918 at Newport News. She was immediately ordered to proceed to New York and sailed on the 13th, arriving there the following day.

At this port she was refitted and refurnished in accordance with Navy practice, underwent repairs and sailed on the 25th to New Orleans, there to load a cargo consisting of general supplies for the Army. She arrived at New Orleans on the 5th of May, loaded a cargo and proceeded on the 16th to Norfolk arriving there on the 22nd. Here she bunkered and proceeded on the 24th to New York, there to join a convoy sailing on the 25th to Brest. This convoy arrived at its destination on the 9th of June. From Brest she proceeded to La Pallice, and from La Pallice to Verdon. Upon completion of discharging, she sailed on the 17th of July for Norfolk, at which port she arrived on the 1st of August. She was ordered to proceed to New Orleans to load a cargo of supplies for the Army, and arrived at this port on the 9th. Upon completion of loading, she sailed on the 21st to Norfolk, arriving there on the 27th, bunkered and proceeded on the 1st of September to New York, there to join a convoy sailing on the following day to Rochefort. This convoy arrived at its destination on the 19th. Upon completion of discharge she proceeded on the 8th of October to Norfolk, arriving there on the 23rd. Here she underwent repairs, bunkered, loaded a cargo consisting of general Army supplies and animals, and sailed on the 23rd of November for Verdon, at which port she arrived on the 7th of December. She sailed on the 18th for Norfolk, arriving there on the 9th of January and was placed in dry dock. Upon completion of repairs she proceeded on the 2nd of February to Savannah, there to load a cargo for the Shipping Board. Upon completion of loading, she bunkered and sailed on the 23rd for Genoa. She was forced to put into Gibraltar on the 13th of March for fuel and proceeded the same day arriving at her destination on the 17th. Here she discharged her coal, loaded 1200 tons of rough ballast and sailed on the 25th for New York. She put into the Azores on the 2nd of April for fuel and proceeded on the same day to New York, arriving there on the 11th. At this time it was decided to place her in line for demobilization. On the 17th of April 1919, repairs were completed inventories taken, and the USS TERNATE was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship. (599 horses).

Length: 393' 6", Beam 51' 6".

Decks 3, Holds 5.

Cubic cargo capacity: (grain) 462,117 cu. feet.
(bale 418, 714 cu. feet.)

Total deadweight tonnage 11,833, net 3916.

Coal burner: bunkers 788 tons.

Draft loaded 28' 2" speed 10.5 knots.

Cargo transported overseas: 14,951 tons.

HISTORY OF THE USS TERNATE.

continued.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 15, 1919.

23

HISTORY OF THE USS TEXAN.

The USS TEXAN was taken over from the American Fruit Company Line and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 25th of March 1918 at New York.

Taken over March 16, 1918, not

She was immediately refitted and refurnished in accordance with Navy practice, loaded a cargo consisting of general Army supplies, and proceeded on the 9th of April in convoy for Brest. This convoy arrived at its destination on the 24th. Here she discharged her cargo and sailed on the 19th of May in convoy for New York, arriving there on the 31st. Here she underwent general repairs, loaded a cargo of general Army supplies including 406 tons of ammunition and 10 locomotives and proceeded in convoy on the 18th of June for Marseilles arriving there on the 7th of July. Here she discharged her cargo and sailed on the 27th for New York via Gibraltar, arriving at New York on the 14th of August. At this port she underwent repairs, loaded 9469 tons of general cargo including automobiles and trucks, simultaneously bunkered and sailed on the 25th for Marseilles, arriving there on the 13th of September. Here she discharged her cargo, loaded 1100 tons of dirt ballast and sailed on the 19th of October in convoy for New York arriving there on the 23rd. At this port she was sent to Shewans Dry Dock, where she underwent general repairs. These repairs were completed, she loaded a cargo consisting of general supplies and ammunition and proceeded on the 10th of November to Verdon arriving there on the 27th. Here she discharged her cargo and proceeded on the 21st of December for New York, arriving there on the 4th of January.

On the 18th of January 1919, the USS TEXAN was detached from N.O.T.S. and transferred to the Cruiser and Transport Force to assist in bringing home the American Expeditionary Force from France.

General Characteristics.

Cargo ship.

Length: 484' 6", beam 57' 1/2".

Decks: 3, holds 5.

Complement: Officers 11, crew 81/2.

Cubic cargo capacity: (grain) 685,327 cubic feet.

(bale) 623,025 cubic feet.

Total deadweight tonnage 12,874, net 5636.

Oil burner bunkers 693,462 gallons.

Draft loaded 30' speed 11.5 knots.

Deck load of 30 auto trucks.

Cargo transported overseas: 29,230 tons.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 20

HISTORY OF THE USS TICONDEROGA.

The TICONDEROGA was one of the ex-German ships which were seized by the United States Custom officials and, on account of her being especially equipped for Navy service, was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 5th of January 1918 at Boston Mass. Here she underwent repairs and sailed on the 16th of January for Newport News. She arrived at Newport News on the 19th, loaded a full cargo of cars, trucks, animals and general Army supplies, and proceeded on the 17th of February to New York, there to join a convoy sailing on the 20th for Brest. This convoy arrived at its destination on the 7th of March, and upon completion of discharge, sailed on the 23rd for New York, arriving there on the 8th of April. She was ordered to proceed on the following day to Norfolk, there to load a cargo of general Army supplies, undergo minor repairs, bunker and she sailed on the 29th for New York. She arrived at New York on the 30th of April and joined a convoy sailing on the 3rd of May for Brest. This convoy arrived at its destination on the 18th, and from Brest proceeded to Gironde at which port she discharged her cargo, loaded ballast and sailed on the 10th of June for Hampton Roads, at which port she arrived on the 25th. Here upon her arrival at Newport News, she loaded a cargo consisting of general Army supplies, bunkered and proceeded on the 11th of July for New York, there to join a convoy sailing on the following day for Gironde. This convoy arrived at its destination on the 28th. Here she discharged 5400 tons of general cargo, underwent minor repairs, bunkered and sailed on the 21st of August for Norfolk, arriving there on the 5th of September. Here she loaded 6069 tons of general Army cargo, underwent minor repairs, bunkered and proceeded on the 19th to New York, there to join a convoy sailing on the 22nd for La Pallice.

On the 30th of September 1918, the USS TICONDEROGA was torpedoed by enemy sub-marine and sunk.

General Characteristics.

ex-German ship, Camilla Rickmers, owned by Rickmers Reismuhlen & Co.
Gross tonnage: 5130, net 3163.
Length: 401' 1", Breadth 53' 2"

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 15, 1919.

HISTORY OF THE USS TIGER.

The TIGER was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 23rd of December 1918, at Norfolk.

She was immediately refitted and refurnished in accordance with Navy practice, loaded a full cargo of food and general Army supplies and sailed on the 9th of January for Havre. She arrived at this port on the 24th of January, discharged her cargo and proceeded on the 7th of February for Norfolk. At Norfolk she underwent repairs and proceeded on the 3rd of March to New York. On the 7th of March 1919, she was detached from N.O.T.S. and assigned to the Cruiser and Transport Force.

General Characteristics.

Cargo ship.

Length: 435', beam 56'.

Decks 3, holds 4.

Complement: Officers 13, crew 101.

Cargo capacity: (grain) 570,039 cubic feet.
(bale) 518,218 cubic feet.

Total deadweight tonnage: 10,000 tons, net 3832.

Oil burner: bunkers 489,008 gallons.

Draft loaded 29' 6", speed 11.5 knots.

This ship carries a deck load of 25 auto trucks.

Cargo transported overseas: about 10,000 tons.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 17, 1919.

HISTORY OF THE USS TIVIVIES.

The TIVIVIES was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 5th of July 1918, at New York.

Upon completion of repairs, she immediately loaded 1603 tons of beef and eight motor trucks, simultaneously bunkered and sailed on the 13th in convoy for Gironde. This convoy arrived at its destination on the 28th. From here she proceeded on the following day to St. Nazaire, at which port she discharged her cargo and sailed to Verdon, there to join a convoy sailing on the 15th of August for New York. She arrived at New York on the 26th, underwent minor repairs, loaded 1704 tons of beef, bunkered and sailed on the 2nd of September in convoy for Rochefort. Here she discharged her cargo and sailed to Verdon there to join a convoy sailing on the 30th for New York. She arrived at New York on the 13th of October, underwent minor repairs, simultaneously bunkered, loaded 1625 tons of beef and sailed on the 19th in convoy for Verson, arriving there on the 6th of November. Here she discharged her cargo, loaded 700 tons of sand ballast, 953 tons of water ballast and sailed on the 18th for New York, at which port, she arrived on the 3rd of December. Here she loaded 1857 tons of beef and butter and sailed on the 25th of December for Verdon, at which port she arrived on the 4th of January, discharged her cargo, loaded 848 tons of Army return cargo and sailed on the 22nd for New York, arriving there on the 5th of February. At New York, she again underwent minor repairs, loaded 1902 tons of beef and sailed on the 15th of February for Verdon, arriving there on the 28th. Here she discharged her cargo, loaded 900 tons of sand ballast and sailed on the 15th of March for New York. Upon her arrival at New York on the 27th, it was decided to place her in line for demobilization.

On the 25th of April, 1919, repairs were completed, inventories taken and the USS TIVIVIES was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General Characteristics. Refrigerator ship.

Length: 394', beam 50' 3".
Decks : 2, holds 2
Complement: Officers 21, crew 121.
Cubic cargo capacity: (bale) 142,000 cubic feet.
Refrigerating space 1840 cubic feet.
Total deadweight tonnage: 4400, net registered 3115.
Coal burner: bunkers 948 tons.
Draft loaded: 25', speed 11 knots.
Cargo transported overseas: 8328 tons.

This

HISTORY OF THE USS TIVIVIES.

continued.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 20, 1919.

HISTORY OF THE USS TJIKEMBANG.

The USS TJIKEMBANG was one of the Dutch ships which was seized by the United States Custom officials at Manila. She was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 12th of April 1918, at Manila.

She was immediately refitted and refurnished in accordance with Navy practice, loaded a full cargo of Hemp and sugar, bunkered and proceeded on the 11th of May for New York. This ship put into Honolulu on the 2nd of June for bunkers, and from there proceeded to Balboa, at which port she arrived on the 10th of July. She arrived at New York on the 28th, discharged her cargo, underwent repairs, simultaneously loaded 7410 tons of general Army cargo, bunkered and sailed on the 9th of August in convoy for St. Nazaire. This convoy arrived at its destination on the 28th, where she discharged her cargo, loaded 900 tons of ballast and sailed on the 14th of September in convoy for New York, arriving there on the 28th. Here she was delayed four days awaiting orders and, at this time was sent to pier 5, Robbins Dry dock, where she underwent extensive repairs. These repairs were completed, she loaded 3296 tons of general cargo, also a number of horses and mules, simultaneously bunkered and sailed on the 27th of October in convoy for La Pallice. This convoy arrived at its destination on the 15th of November, where she discharged her cargo and sailed on the 28th for Norfolk, arriving there on the 15th of December. Here she underwent repairs until the 19th of January, at which time she sailed for New York, arriving there on the 23rd. At this port it was decided to place her in line for demobilization.

On the 22nd of February 1919, repairs were completed, inventories taken and the USS TJIKEMBANG was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship. (850 horses).
Length: 510' 6", beam 54' 4".
Decks 3, holds 4.
Complement: Officers 12, crew 192.
Cubic cargo capacity: (Bale) 499,097. cubic feet.
Refrigerator space 1224 cubic feet.
Gross tonnage: 8013, net 5028.
Coal burner: bunkers 1580 tons.
Draft loaded 27' 6", speed 11.5 knots.

This ship carries a deck load of 6 auto trucks.

This is the average type of ship used to transport the Army program of supplies and munitions abroad.

October 16, 1919.

HISTORY OF THE U.S.S. TJISONDARI.

The TJISONDARI was one of the Dutch ships seized by the U.S. Custom Officials under the President's proclamation. At this time she was in port at Cavite, and on the 1st of April, 1918, was taken over and commissioned as an H.O.T.S. (Naval Overseas Transportation Service) vessel. She sailed on the 8th for San Francisco, arriving there on the 5th of May. Here she was refitted and re-furnished in accordance with Navy practice, and upon completion of repairs loaded a cargo of general Army supplies, bunkered, and sailed on the 29th for New York via the Canal Zone. She arrived at New York on the 20th of June, underwent repairs, bunkered and sailed in convoy on the 4th of July for Brest. This convoy arrived at Brest on the 19th and from there she proceeded on the 20th to St. Nazaire, at which port she discharged her cargo and sailed on the 15th of August in convoy for New York. Upon her arrival at New York on the 26th she was sent to Pier 7, Hoboken where she loaded 7258 tons of general cargo, bunkered and sailed on the 6th of September in convoy for St. Nazaire, arriving there on the 25th. From St. Nazaire she proceeded to Brest, discharged her cargo, bunkered and sailed on the 17th of October for New York, arriving there on the 28th. At this port she again loaded 4272 tons of general Army cargo, underwent repairs which included installation of stalls for a number of horses (721) and sailed on the 27th of November for Quiberon, arriving there on the 9th of December. She sailed for Philadelphia on the 18th, at which port she arrived on the 5th of January, 1919, and was reported as having gone aground on the shore of Pea Patch Shoals on the Delaware River. She was successfully floated and obliged to undergo repairs until the 19th of February, at which time she had loaded a cargo of flour for the Shipping Board, bunkered and sailed in convoy for Copenhagen. Here she discharged her cargo and sailed on the 29th of March for New York, at which port she arrived on the 10th of April. Here she underwent minor repairs and sailed on the 23rd for Norfolk, there to load a cargo of Case oil for the Shipping Board for discharge at Manila. These operations were completed as per scheduled and she sailed on the 28th of April via Port Arthur for San Francisco via the Canal. She arrived at Cristobal on the 24th of May and Salincruz on the 30th to land a sick man, finally arriving at Hong Kong on the 7th of July. From Hong Kong she sailed on the 15th to Manila, where her former owners were waiting for the return of this boat. She arrived at Manila on the 23rd, and on the 23rd of August, 1919, repairs were completed, settlements made and the U.S.S. TJISONDARI was placed out of commission and returned to her owners.

General Characteristics.

Cargo ship.

Length 510' 6" Beam 58' 4"

Decks 3 Holds 4

Complement: Officers 10, crew 60

Cubic cargo capacity (Grain) 522267 cu. ft. (Bale) 497397 cu. ft.

Armament: 1-3"50; 1-6"50

Total deadweight tonnage 10009 - net tonnage 5019

Coal burner bunkers 1374 tons bunker capacity

Drift 11/10/1918 27.54 speed 11.5 knots crew about 60 and 12454 tons.

HISTORY OF THE USS TOPILA.

At the beginning of N.O.T.S. (Naval Overseas Transportation Service)) on January 9th 1918, the USS TOPILA was assigned to operation with that service.

She loaded a full cargo of fuel oil and proceeded on the 4th of January to Devonport, arriving there on the 19th of January. Here she discharged her cargo and sailed on the 23rd for New York, at which port she arrived on the 13th of February, again loaded a full cargo of fuel oil and proceeded on the 20th to Portsmouth. She arrived at this port on the 8th of March and from here proceeded to Verdon. Upon completion of discharge she sailed on the 15th for New York arriving there on the 31st. From that date until date of demobilization, she was used as a Navy fuel ship and was engaged in carrying fuel between Port Arthur, Norfolk, Philadelphia, Key West, New York etc.

On the 24th of June 1919, the USS TOPILLA was placed out of commission and returned to the Shipping Board.

General Characteristics.

Tanker.

Length: 371' 5" beam 59' 1".

Gross tonnage 5125, net 3146.

October 29, 1919.

HISTORY OF THE USS VEENDIJK.

The USS VEENDIJK was one of the Dutch ships which was seized by the United States Custom officials and was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 5th of April 1918 at New York.

She was immediately refitted and refurnished in accordance with Navy practice, and, upon completion of these operations loaded a cargo consisting of general Army supplies, bunkered and sailed on the 17th of April in convoy for Brest. This convoy arrived at its destination on the 13th of May, and she proceeded on the following day to La Pallice, where she was delayed 10 days awaiting berth. Upon completion of discharge she proceeded in convoy on the 17th of June to New York, at which port she arrived on the 2nd of July. At this port she underwent general repairs which included the installation of gun platforms, simultaneously loaded 7522 tons of general cargo, bunkered and sailed in convoy on the 13th for St. Nazaire, arriving there on the 30th. Here she discharged her cargo, loaded 720 tons of ballast and sailed on the 21st of August for New York. She arrived at New York on the 4th of September, where she was sent to pier 7, Bush Docks, simultaneously loaded 8341 tons of general Army cargo, bunkered, underwent general repairs and sailed on the 14th in convoy for Havre, at which port she arrived on the 1st of October. Here she discharged her cargo and sailed on the 14th for Devonport, there to join a convoy sailing the same day for New York. This convoy arrived at New York on the 31st, at which port she underwent repairs which included installation of 583 horse stalls. Upon completion of these repairs, she loaded 2812 tons of general Army cargo, 582 horses and sailed in convoy on the 23rd of November for St. Nazaire. She arrived at this port on the 9th of December, discharged her cargo and proceeded on the 22nd for New York. She was obliged to put into Bermuda on the 7th of January for fuel, sailing the same day and arriving at New York on the 11th. Here she was ordered to load a cargo for the Shipping Board and, upon completion of repairs and bunkering, sailed on the 11th of February for Montevideo. She arrived at this port on the 12th of March and, upon completion of discharge, loaded a commercial cargo, bunkered and sailed on the 31st of May for New York, at which port she arrived on the 25th of June. At this time it was decided to place her in line for demobilization.

On the 2nd of August 1919, repairs were completed, inventories taken and the USS VEENDIJK was placed out of commission and returned to the Shipping Board for return to her owners.

General Characteristics.

HISTORY OF THE USS VEENDIJK.

continued.

General Characteristics.

Cargo ship. (583 horses).
Length: 435', beam 54'.
Decks 2, holds 4.
Complement: Officers 15, crew 104.
Cubic cargo capacity: (grain) 513,662 cu. feet.
(bale) 469,949 cu. feet.
Total deadweight tonnage 10,546, net 4261.
Coal burner: bunkers 1590 tons.
Draft loaded 28' 8", speed 10 knots.
This ship carries a deck load of 18 auto trucks.
Cargo transported overseas: 24, 665 tons.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 16, 1919.

HISTORY OF THE U.S.S. VICTORIOUS.

The VICTORIOUS was one of the Shipping Board vessels built on the West coast. Upon completion she was taken over and manned by the Navy as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 19th of October, 1919 at San Francisco.

From San Francisco she proceeded on the 25th to Port Costa, at which port she arrived on the 18th of November, where she loaded a full cargo of flour, and sailed on the 22nd for New York via the Canal for bunkers. She arrived at New York on the 13th of December, bunkered, and proceeded on the 29th to London, at which port she arrived on the 14th of January, discharged her cargo of flour, loaded 2300 tons steel billets, 200 steel rails and sailed on the 30th for New York, at which port she arrived on the 13th of February. On the 25th of February, 1919, repairs were completed, inventories taken, and the U.S.S. VICTORIOUS was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length 440' 2" beam 56'

Decks 2 Holds 5

Complement: Officers 10, crew 87

Cubic cargo capacity (Grain) 589355 cu.ft. (Bale) 551969 cu.ft.

Total deadweight tonnage 11400 tons - net 4980

Oil burner - bunkers 445998 gallons.

Draft loaded 27'8" - speed loaded 9 knots.

Cargo transported overseas 10,000 tons flour and barley.

This is the average type of ship used to transport the Army program of supplies and munitions overseas.

October 14th, 1919.

HISTORY OF THE USS VITTORIO EMMANUEL iii.

The VITTORIO EMMANUEL iii, ex- DUNGNESS was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 27th of June 1918, at Seattle.

She was immediately refitted and refurnished in accordance with Navy practice, and on the 5th of July sailed for Arica, Chili. She arrived at this port on the 30th, loaded a full cargo of nitrate, and proceeded on the 18th of August to Cristobal, where she discharged her cargo and sailed on the 21st for Norfolk. Here she completed discharging, loaded a full cargo of general Army supplies, bunkered and sailed on the 28th of September for New York, there to join a convoy sailing on the 30th to Brest. This convoy arrived at its destination on the 15th of October, at which port she discharged her cargo, loaded 600 tons of sand ballast and sailed in convoy on the 3rd of November for Newport News. She was obliged to put into Bermuda on the 22nd for coal and sailed from there on the 25th arriving at Norfolk on the 28th. From Norfolk, she sailed on the 1st of December for Philadelphia, where she loaded a full cargo of general Army supplies, and sailed on the 15th for Quiberon, arriving there on the 4th of January. From here she proceeded to Brest, at which port she discharged her cargo, loaded 1180 tons of Army return cargo and sailed on the 9th of February for Philadelphia. Upon her arrival at this port on the 7th of March it was decided to place her in line for demobilization.

On the 4th of April, repairs were completed, inventories taken and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length: 396' beam 53'.
Decks 5, holds 2.
Complement: Officers 11, crew 65.
Cubic cargo capacity: (grain) 369,935 cubic feet.
(bale) 335,635 cubic feet.
Armament: 1-5-51 fwd. 1-3-50 aft.
Total deadweight tonnage 7393, net 3601.
Coal burner: bunkers 783 tons.
Draft loaded 23' 9", speed 9.5 knots.
Cargo transported overseas: 11,475 tons.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 20, 1919.

HISTORY OF THE U.S.S. VOLUNTEER.

The VOLUNTEER was one of the ships built on the West Coast by the Shipping Board. She was taken over and commissioned as an L.O.T.S. (Naval Overseas Transportation Service) vessel on the 23rd of August, 1918, at San Francisco.

She sailed on the 7th of September from San Francisco to Shanghai, and from there proceeded to Manila, arriving there on the 24th of October. Here she loaded a full cargo of sugar and sailed on the 8th of December for New York via the Canal Zone for bunkers. Upon arrival at New York she discharged her sugar and it was decided to place her in line for demobilization. On the 27th of February, 1919, the U.S.S. VOLUNTEER was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length ---- Beam 56'

Mean draft 30' Speed 10.5 knots.

Complement: Officers 10, crew 60

Total deadweight tonnage 11,850 - net tonnage 6031.

This is the average type of ship used by the Army to transport supplies.

October 14th, 1919.

HISTORY OF THE USS VULCAN

The USS VULCAN was one of the regular Navy ships used as a supply ship to carry coal and supplies between Naval Stations and vessels of the fleets. At the beginning of N.O.T.S. on January 9, 1919 she was assigned to operation in that service. On the 30th of June 1919 she was detached from N.O.T.S. and assigned to the Train United States Pacific Fleet.

General characteristics.

Collier.

Length: 403' beam 53' /

Decks: 1, holds 5.

Complement: Officers 16, crew 114 /

Cubic cargo capacity: (bale) 317,504 /

Total deadweight tonnage: 2989.

Coal burner: bunkers 815 tons. Draft loaded 25', 7", speed 10 knots.

October 20, 1919.

HISTORY OF THE USS W.L.STEED.

The USS W.L.STEED was a new oil tanker and was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 18th of September 1918, at Boston Mass.

Upon completion of repairs, she proceeded on the 28th to Philadelphia, where she loaded a full cargo of oil and sailed on the 10th of October for New York, arriving there on the 13th. From here she proceeded on the 17th to Sydney there to join a convoy sailing on the 23rd for Devonport. She was obliged to put into St. Johns on the 30th on account of a broken steering gear and was delayed there repairing until the 10th of November, at which time she sailed for New York arriving there on the 13th. Here she was placed in dry dock, where she underwent repairs until the 1st of December, at which time she again sailed in convoy for Havre. She arrived at this port on the 22nd of December, discharged her cargo of fuel oil and proceeded on the 26th to New Orleans. She put into Bermuda on the 9th of January for fuel and sailed on the following day for New Orleans, arriving there on the 18th. Here she underwent a few minor repairs and proceeded on the 4th of February to Brest. When a few days out of port, this ship was damaged and she was obliged to return, arriving at New York on the 18th of February. At this time it was decided to place her in line for demobilization.

On the 26th of March 1919, inventories were taken, repairs completed, and the USS W.L.STEED was placed out of commission and returned to the Shipping Board.

General Characteristics.

Tanker.

Length: 431' 10", beam 56.

Decks 1, holds 1.

Complement: Officers 11, crew 85.

Cubic cargo capacity: (bale) 34,290 cubic feet.

Refrigerating space: 688 cubic feet.

Armament: 3-50 fwd 6-50 aft.

Total deadweight tonnage: 9100, net 4642.

Oil burner: bunkers 317,562 gallons.

Draft loaded 27' 3", speed 9 knots.

This is the average type of ship used to transport the Navy program of fuel abroad.

October 29, 1919.

HISTORY OF THE USS WABASH.

The WABASH was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 16th of February 1918, at New York.

She was immediately refitted and refurnished in accordance with Navy Practice, loaded a cargo of general Army supplies and sailed in a convoy on the 28th of ~~November~~ for Brest. She arrived at Brest on the 16th of March, and from here proceeded on the same day to Bordeaux, arriving there on the 18th. Here she discharged her cargo and sailed on the 6th of April for Verdon, there to join a convoy sailing the following day for New York. This convoy arrived at New York on the 22nd. Here she again loaded a full cargo of general Army supplies, underwent a few minor repairs, bunkered and sailed on the 7th of May in convoy for St. Nazaire. At this port she arrived on the 22nd, discharged her cargo and sailed on the 11th of June for Verdon, where she was delayed until the 17th awaiting convoy. This convoy arrived at New York on the 2nd of July, where she was placed in dry dock and underwent repairs, due to a collision on the 24th of May with the USS WAKIVA. These operations were completed, she simultaneously bunkered and loaded 2114 tons of general Army cargo and sailed on the 1st of August to St. Nazaire. She arrived at Verdon on the 18th and was delayed 6 days awaiting berth. Upon completion of discharge of cargo, she sailed on the 14th of September in convoy for New York, arriving there on the 27th. Here she discharged her cargo, underwent general repairs, loaded 5075 tons of general Army cargo, bunkered and proceeded on the 4th of October in convoy for La Pallice. She arrived at this port on the 20th, discharged her cargo, loaded 1000 tons of sand ballast, proceeded on the 5th of November to New York, arriving there on the 21st. Here she was sent to pier 15 Hoboken, where she underwent general repairs, loaded 5192 tons of general Army cargo, simultaneously bunkered and proceeded on the 4th of December to Quiberon, arriving there on the 19th. From Quiberon she proceeded to St. Nazaire, at which port she discharged her cargo, loaded 376 tons of Army return cargo and sailed on the 12th of December for New York. She arrived at New York on the 29th, at which port she underwent general repairs, loaded 4266 tons of Army cargo, bunkered and sailed on the 14th of February for Brest. She arrived at Quiberon on the 4th of March, and from there proceeded on the 7th to St. Nazaire. She arrived at this port on the 8th, discharged her cargo, loaded 700 tons of Army return cargo and proceeded on the 22nd for New York, arriving there on the 6th of April. At this time it was decided to place her in line for demobilization.

On the 21st of April, 1919, repairs were completed, inventories taken and the USS WABASH was placed out of commission and returned to the Shipping Board.

HISTORY OF THE USS WABASH.

continued.

General Characteristics.

Cargo ship.
Length: 393', beam 49' 9".
Decks 3, holds 4.
Complement: Officers 11, crew 74.
Cubic cargo capacity: (grain) 406,355 cubic feet.
(bale) 370,741 cubic feet.
Armament: 1-3-50 fwd. 1-5-50 aft.
Total deadweight tonnage: 6775 tons, net 3312.
Coal burner: bunkers 1200 tons.
Draft loaded 26'.6", speed 9.5 knots.

This ship also carries a deck load of 20 auto trucks.
Cargo transported overseas: 21,213 tons.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 17, 1919.

HISTORY OF THE USS WACHUSETT.

The WACHUSETT was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 7th of January 1918, at New York.

↑ 9 Jan: log list + SPD

She was immediately refitted and refurnished in accordance with Navy practice, loaded a full cargo of general Army supplies and sailed on the 19th of January in convoy for Brest. She was obliged to leave this convoy on the 23rd and put into Halifax for repairs to her engine and Radio station. These repairs were completed and she sailed in convoy on the 9th of February for Brest arriving there on the 24th. Here she discharged her cargo and sailed on the 18th of March for New York arriving there on the 1st of April. Here she underwent minor repairs, loaded a full cargo consisting of 4351 tons of Army supplies and proceeded to Norfolk for bunkers and from there on the 16th to Havre. She arrived at this port on the 7th of May, discharged her cargo and proceeded on the 19th for New York, arriving there on the 4th of June. Here she simultaneously underwent repairs, loaded a full cargo of supplies for the Ship Control Committee and proceeded on the 15th to Norfolk, at which port she bunkered and sailed on the 16th for South Hampton. Upon her arrival at this port on the 10th of July she discharged 4300 tons of general cargo and proceeded on the 20th to New York arriving there on the 8th of August. Here she underwent a few minor repairs, loaded 4346 tons of munitions and proceeded on the 20th to Norfolk, there to bunker and sailed on the following day for Brest. She arrived at Brest on the 11th of September, discharged her cargo, loaded 800 tons of sand ballast, was delayed 6 days awaiting convoy and sailed on the 31st for New York. Upon her arrival at New York on the 15th of October, she was sent to pier 4 Hoboken, where she underwent minor repairs, loaded 4698 tons of general cargo, bunkered and sailed in convoy on the 24th for Brest arriving there on the 8th of November. Here she discharged her cargo, loaded 900 tons of sand ballast and proceeded on the 21st to New York. Upon her arrival at New York on the 12th of December, she underwent repairs and was transferred to the Shipping Board Account, loaded a cargo consisting of 4445 tons of general cargo and proceeded on the 22nd of January in convoy for St. Nazaire, arriving there on the 7th of February. Here she discharged her cargo, loaded 242 tons of Ordnance material and proceeded on the 20th for New York via Azores. She was diverted to Philadelphia, at which port she arrived on the 14th of March, underwent general repairs, loaded 1100 tons of general cargo, and proceeded on the 29th to New York, where she simultaneously bunkered and loaded 4100 tons of general cargo consigned to the Northern Food Relief. From New York she sailed on the 10th of April to Gibraltar for orders, and from there proceeded on the 27th to Singapore, at which port she discharged her cargo, bunkered and sailed on the 5th of June for Weltevreden, arriving there on the 8th, and from there proceeded to Batavia arriving there on the 1st of July. From here she proceeded on the 12th to Singapore, and from Singapore on the 22nd to Suez. From Suez she sailed on the 22nd of August for New York via

HISTORY OF THE USS WACHUSETT.

continued.

Gibraltar. She put into the Azores on the 8th of September for fuel and sailed on the 11th for New York, arriving there on the 21st.

At this time it was decided to place her in line for demobilization.

On the 6th of October 1919, repairs were completed, inventories taken and the USS WACHUSETT was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 387' beam 44' 2".

Decks 2, holds 5.

Complement: Officers 10, crew 52.

Cubic cargo capacity: (grain) 288,453 cubic feet.
(bale) 263,562 cubic feet.

Total deadweight tonnage: 5824, net 2601.

Coal burner: bunkers 581 tons.

Draft loaded: 29' 9", speed 9.5 knots.

Cargo transported overseas: 22,168 tons.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 20, 1919.

HISTORY OF THE USS WAKULLA.

The USS WAKULLA was one of the new Shipping Board ships built on the West Coast. Immediately upon completion she was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 26th of June 1918, at San Francisco, California.

She was immediately ordered to load a cargo of food and , upon completion of this operation, she bunkered and sailed on the 21st of July for New York via the Panama Canal. She arrived at Balboa on the 11th of August, and was delayed there five days undergoing repairs. She proceeded on the 18th to New York, at which place she arrived on the 27th, underwent repairs, bunkered and proceeded on the 7th of September to Sydney, there to join a convoy sailing on the 13th for Dublin. This convoy arrived at Dublin on the 29th of September. Here she discharged her cargo of flour and proceeded on the 19th of October to Liverpool, there to undergo necessary repairs such as would enable her to return to the United States. These repairs were completed, she bunkered and sailed on the 9th of November for New York, arriving there on the 25th. At New York, she underwent repairs, loaded a cargo consisting of supplies for the French Government, bunkered and sailed on the 18th of December for Brest. She was obliged to return to New York on the 21st for repairs and was delayed there until the 28th of January, at which time she again sailed in convoy for Bordeaux. This convoy arrived at its destination on the 19th of February. Here she discharged her cargo of food for the French Commission, loaded 1000 tons of Army Ordnance material, bunkered and sailed on the 29th of March for New York, arriving there on the 13th of April. At this time it was decided to place her in line for demobilization.

On the 18th of April 1919, repairs were completed, inventories taken, and the USS WAKULLA was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54'.

Decks 2, holds 3

Complement: Officers 10, crew 61.

Cubic cargo capacity: (grain) 406,044 cubic feet.
(bale) 369,131 cubic feet.

Armament: 1-6 pdr, 1-5-40 aft.

Total deadweight tonnage 8340, net 4442.

Oil burner: bunkers 293,286 gallons.

Draft loaded 23' 11", speed 9 knots.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

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HISTORY OF THE USS WALTER A LUCKENBACH.

The WALTER A LUCKENBACH was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 9th of June 1918, at Seattle, Washington.

She sailed from Seattle on the 13th of June. Her trial trip proved unsuccessful and she was obliged to put into Mare Island for repairs. These repairs were completed on the 18th of August, at which time she sailed for Mellijones, at which port she loaded 10,000 tons of Nitrate and sailed on the 10th of September for Norfolk via the Canal. Upon her arrival at Norfolk on the 24th of September, she discharged her cargo, underwent general repairs and proceeded on the 7th of October for Philadelphia, at which port she loaded a cargo consisting of 6404 tons of general Army supplies and sailed on the 29th for Marseilles via Gibraltar. She arrived at Gibraltar on the 14th of November, discharged her cargo, loaded ballast and sailed on the 26th for New York via Gibraltar. She arrived at New York on the 11th of December 1918 and on the same date December 11, 1918 the USS WALTER A LUCKENBACH was detached from N.O.T.S. and assigned to the Cruiser and Transport Force.

General Characteristics.

Cargo ship.

Length: 469' 3", beam 56' 1".

Decks 3, holds 8.

Cubic cargo capacity: (grain) 632,128 cubic feet.
(bale) 568,443 cubic feet.

Total deadweight tonnage: 11,700, net 11,500.

Oil burner: bunkers 2280 gallons.

Draft loaded 31' 3 $\frac{1}{4}$ ", speed 14 knots.

Cargo transported overseas: 7173.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 22, 1919.

HISTORY OF THE USS WALTER D. MUNSON

The WALTER D. MUNSON was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on April 19, 1918 at New York. At this port she was refitted and refurnished in accordance with Navy practice. She was then ordered to load a full cargo of Army supplies and join a convoy sailing from New York on the 25th of April. These operations were completed as per schedule, and she joined her convoy, which arrived at Brest May 10, Gironde May 13, at which port she discharged her cargo, loaded ballast, and sailed on May 27th for New York. This convoy arrived at its destination June 7th, and she was ordered to Bush Docks to load a full cargo of Army supplies and join a convoy sailing on the 18th of June. This convoy arrived at Brest on the 4th of July; at which port she discharged part cargo and proceeded on the 6th to Gironde, where she was ordered to complete discharge and sail to Verdon to ballast and join a convoy sailing on the 24th of July. Upon her arrival at New York on the 6th of August she was sent to Pier 7, Bush Docks, where she underwent minor repairs and sailed in convoy August 15, after first loading 4243 tons of general cargo. She arrived at Brest on the 30th and was sent the following day to Havre, where she completed discharge and loaded ballast and sailed to Plymouth to bunker and join a convoy sailing on the 10th of September. She arrived at New York on the 23rd of September and was sent to Pier 5, Bush Docks, where she loaded 4341 tons of general cargo, underwent repairs, and was ordered to sail on September 30th in convoy for Havre, at which port she arrived on the 16th of October. At this port she discharged part cargo, ballast and sailed on the 24th for New York, arriving there on the 6th of November. At this port she was ordered to load a cargo consisting of approximately 4500 tons of general cargo, undergo a few minor repairs. These operations were completed on the 15th of November at which time she sailed for Quiberon, arriving there on the 27th of November, Nantes on the 29th, at which port she discharged her complete cargo and sailed on the 6th of December for Brest. At this port she loaded 3000 tons of steel rails and sailed on the 11th of December for New York, arriving there on the 24th of December. At this port she discharged her complete cargo and was ordered to load a cargo of Commissary supplies and gas for discharge at Quiberon. These operations were completed on the 8th of January, at which time she sailed for Quiberon, arriving there on the 24th. At this port she was delayed 7 days awaiting orders and finally ordered to proceed on the 29th to Nantes, at which port she was ordered to discharge her cargo and load 1000 tons of general cargo. These operations were completed on the 15th of February, at which time she sailed for Philadelphia, arriving there on the 7th of March. Upon her arrival at this port she was ordered to be placed in line for cannibalization. On the 14th of April, 1919, inventories had been taken, repairs were completed, and she was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

HISTORY OF THE USS WALTER D. MUNSON, Cont'd.

General Characteristics.

Cargo ship.

Length 384'6" Beam 48'

Decks 2 Holds 5

Complement; Officers 14, crew 71.

Cubic cargo capacity (Grain) 337183, (Bale) 306530

Armament 3-75 forward; 5-50 aft.

Total deadweight 5611; net tonnage 2703.

Cargo deadweight 4000 Oil burner - bunkers 220000 gals.

Draft loaded 22'6" Speed loaded 11 knots.

Cargo transported overseas 22,934.

This is the average type of vessel used to transport the Army program of ammunitions and supplies abroad.

August 11, 1919.

HISTORY OF THE USS WASSAIC.

The USS WASSAIC was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 14th of October 1918 at New Orleans.

She was immediately refitted and refurnished in accordance with Navy practice, at which port she bunkered, loaded a full cargo of Army supplies consisting of 7468 tons and sailed on the 10th of November for Bordeaux. She was obliged to put into New York for repairs on the 16th and sailed from there on the 29th in convoy for Brest. This convoy arrived at its destination on the 13th of December, where she discharged her cargo, and sailed on the 31st for Newport News. She was obliged to put into Corona Spain on account of a damaged propeller and was delayed there undergoing repairs until the 6th of January, at which time she sailed for the Azores. From here she proceeded on the 21st for Bermuda arriving there on the 3rd of February and sailing on the same day for Newport News. She arrived at Newport News on the 7th of February, underwent general repairs, bunkered, loaded a full cargo of railroad supplies and sailed on the 10th of March for La Pallice arriving there on the 23rd. Here she discharged her cargo, loaded 917 tons of permanent ballast, 600 tons of steel rails and sailed on the 8th of April for Norfolk, arriving there on the 22nd. From Norfolk, she proceeded on the following day to New Orleans arriving there on the 29th. Upon completion of discharge she sailed on the 9th of May for New York. At this time it was decided to place her in line for demobilization.

On the 29th of May 1919, repairs were completed, inventories taken and the USS WASSAIC was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship..

Length: 423' 9", beam 54.

Decks 2, holds 3.

Complement: Officers 11, crew 91.

Cubic cargo capacity: (grain) 467,000 cubic feet.
(bale) 415,000 cubic feet.

Total deadweight tonnage: 3554, net 4443.

Oil burner: bunkers 304,542 gallons.

Draft loaded 24', speed 9 knots.

Cargo transported overseas: 15,022 tons.

Deck load 34 auto trucks.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

HISTORY OF THE USS WATHENA.

The WATHENA was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 1st of February 1919 at Philadelphia.

She was immediately refitted and refurnished in accordance with Navy practice, and upon completion of these operations bunkered, loaded 5754 tons of cargo for the Shipping Board, and sailed on the 13th of February for London arriving there on the 1st of March. Here she discharged her cargo, underwent necessary repairs and sailed on the 17th of March for Philadelphia at which port she arrived on the 3rd of April.

On the 10th of April 1919, repairs were completed, inventories taken, and the USS WATHENA was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 417' 9½", beam 54'.

Decks 2, holds 5.

Complement: Officers 10, crew 60.

Cubic cargo capacity: (grain) 476,205 cubic feet.
(bale) 437,876 cubic feet.

Total deadweight tonnage: 8547, net 3744.

Oil burner: bunkers 63 tons.

Draft loaded 25' 6" speed unknown

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 22, 1919.

HISTORY OF THE USS WATONWAH.

The USS WATONWAH was taken over and commissioned as an H.O.T.S. (Naval Overseas Transportation Service) vessel on the 4th of February 1919 at Philadelphia.

She immediately loaded a cargo for the Shipping Board consisting of 7087 tons of flour, bunkered and sailed on the 19th for Falmouth, arriving there on the 5th of March. At this port she discharged her cargo and proceeded on the 12th to Plymouth, and from there on the 14th to Gibraltar. From Gibraltar she sailed on the 22nd to Genoa arriving there on the 26th. Upon completion of discharge she loaded 1250 tons of stone ballast and sailed from Gibraltar on the 9th of April for Norfolk, arriving there on the 26th. From here she proceeded on the following day to New Orleans, arriving there on the 8th of May.

On the 14th of May 1919, the USS WATONWAH was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 417' 10", beam 54'.

Decks : 2, holds 5.

Complement: Officers 10, crew 60.

Cubic cargo capacity: (grain) 476,205 cubic feet.
(bale) 437,876 cubic feet.

Total deadweight tonnage: 8822, net 3744.

Draft loaded: 25' 2", speed 9.9 knots.

Cargo transported overseas: 7087 tons.

This is the average type of ship used to transport the Shipping Board program of supplies abroad.

October 21, 1919.

HISTORY OF THE USS WEST ALSEK.

The WEST ALSEK was one of the new Shipping Board ships which were taken over by the Navy Department. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 4th of June 1918, at Seattle, and upon completion of a successful trial trip, loaded a full cargo of flour and sailed on the 15th for New York via the Canal.

She arrived at New York on the 16th of July, where she underwent repairs to her boilers, bunkered and sailed on the 1st of August in convoy for Verdon. This convoy arrived at its destination on the 18th of August where she discharged 7067 tons of flour, loaded 743 tons of iron ore as ballast and sailed on the 22nd in convoy for New York arriving there on the 9th of October. Here she underwent a few minor repairs loaded 6116 tons of general cargo, simultaneously bunkered and sailed on the 27th of October for Quiberon arriving there on the 15th of November. From here she proceeded to Nantes at which port she discharged her cargo, loaded 770 tons of rock ballast, 1500 tons of water ballast and sailed on the 30th of December for New York arriving there on the 19th of January. On the 27th of January 1919 she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54.

Decks 2, holds 5.

Complement: Officers 12, crew 87.

Cubic cargo capacity: (grain) 416,542 cubic feet.
(bale) 382,552 cubic feet.

Total deadweight tonnage: 8529, net 7992.

Coal burner: bunkers 757 tons/

Draft loaded 24', 3", speed 9 knots.

Deck load 12 auto trucks.

Cargo transported overseas: 13,183.

October 22, 1919.

HISTORY OF THE USS WEST APAUM.

The USS WEST APAUM was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 20th of June 1918 at Seattle.

Upon completion of a successful trial trip she sailed on the 27th for Arica, Chili, at which port she loaded a cargo of Nitrate and sailed on the 16th of August for Savannah via the Canal. Upon her arrival at Savannah on the 9th of September, she discharged her cargo and sailed for Norfolk arriving there on the 10th of October. Here she was placed in dry dock for general repairs, bunkered and loaded a cargo consisting of cars and rails and general Army supplies, and sailed in convoy on the 18th of October for La Pallice. She was obliged to put into Halifax on the 2nd of November for repairs to her propeller and was delayed there until the 7th, at which time she again sailed in convoy for La Pallice. Upon her arrival at this port on the 22nd of November she discharged her cargo, loaded 2214 tons of Army return cargo and sailed on the 13th of December for Norfolk, arriving there on the 3rd of January. Here she again underwent minor repairs, bunkered, loaded a full cargo of Army supplies and sailed on the 13th of February for La Pallice arriving there on the 2nd of March. At this port she discharged her cargo, loaded 534 tons of Army return cargo, 1500 tons of rails and proceeded on the 15th to Norfolk. She arrived at Norfolk on the 5th of April, underwent minor repairs, loaded a cargo of Airplane material consigned to the French Government and sailed on the 24th of April for La Pallice, at which port she bunkered on the 10th of May. From here she proceeded on the 6th of June to St. Nazaire. Upon completion of discharge, she loaded 5000 tons of Army Ordnance material and sailed on the 25th of June for New York arriving there on the 11th of July. At this time it was decided to place her in line for demobilization.

On the 25th of July 1919, repairs were completed, inventories taken, and the USS WEST APAUM was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54.

Decks: 3, holds 5.

Complement: Officers 11, crew 70.

Cubic cargo capacity: (grain) 463,595 cubic feet.
(bale) 424,213.cubic feet.

Total deadweight tonnage: 8516, net 4132.

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HISTORY OF THE USS WEST APAUM.

continued.

Coal burner: bunkers 757 tons.
Draft loaded 42' 2". speed 7 knots.

October 22, 1919

HISTORY OF THE U. S. S. WEST AVENAL

The WEST AVENAL was one of the ships which were built on the West Coast by the Shipping Board and taken over and manned by the Navy. She was commissioned as an N. O. T. S. (NAVAL OVERSEAS TRANSPORTATION SERVICE) vessel on the 1st. of February 1919.

After a successful trial trip she sailed on the 17th of February with a full cargo of flour for Norfolk via the Canal. She arrived Balboa the 15th of March. Here she underwent repairs and sailed on the 26th for Norfolk arriving there April 4th. On the 5th of April she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ships.
Length 410' 5 1/2" , beam 54' 0".
Net tonnage 4,116.
Gross tonnage 5,688.
Deadweight 7,350.
Speed 10 1/4 knots.

HISTORY OF THE USS WEST BRIDGE.

The USS WEST BRIDGE was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 26th of May 1918 at Seattle, and upon completion of the trial trip she sailed with a full cargo of flour on the 10th of June for New York via the Canal. She was delayed two days at Balboa undergoing repairs and sailed from there on the 4th of July and arrived at New York on the 16th. Here she underwent minor repairs, bunkered and sailed on the 1st of August for Brest. On the 15th of August the WEST BRIDGE was struck by two torpedoes and it was necessary to tow her into Brest, at which port she arrived on the 22nd. Here she was placed in dry dock and underwent repairs until the 15th of October, at which time she sailed for Hampton Roads.

Our latest movement sheet shows this vessel is due to arrive at Hampton Roads on the 29th of October.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54'.

Decks 3, holds 5.

Complement: Officers 11, crew 77.

Cubic cargo capacity: (grain) 471,705 cubic feet.
(bale) 425,777 cubic feet.

Total deadweight tonnage: 12,200, net 4308.

Oil burner: bunkers 336,000 gallons.

Draft loaded 24' 1", speed 10 knots.

October 21, 1919.

HISTORY OF THE USS WEST CARNIFAX.

The USS WEST CARNIFAX was one of the new Shipping Board vessels which were built on the West Coast and taken over by the Navy Department. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 31st of December 1918 at San Pedro and immediately upon completion of a successful trial trip, she loaded a full cargo of food stuffs and sailed on the 31st of January for Norfolk via the Canal. She arrived at Norfolk on the 15th of March, underwent a few repairs, bunkered and sailed on the 19th for Hook of Holland arriving there on the 21st. From here she proceeded on the following day to Hamburg, where she discharged her cargo and sailed on the 2nd of April for Plymouth arriving there on the 7th . From here she sailed on the 17th to New Orleans at which port she arrived on the 5th of May.

On the 9th of May 1919, the USS WEST CARNIFAX was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 427', beam 54'.

Decks 4, holds 4.

Complement: Officers 10, crew 73.

Cubic cargo capacity: (grain) 460,350 cubic feet.
(bale) 433,550 cubic feet.

Total deadweight tonnage: 8800, net 4649.

Draft loaded 24', speed 10 knots.

October 21, 1919.

HISTORY OF THE USS WEST CHESTER.

The USS WEST CHESTER was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 9th of August 1918 at Newport News.

She was immediately refitted and refurnished in accordance with Navynpractice, loaded a full cargo consisting of general supplies and cars and sailed on the 27th to New York there to join a convoy sailing on the 29th for Havre. This convoy arrived at its destination on the 15th of September and from here proceeded to Devonport at which place she discharged her cargo, loaded 1900 tons of sand ballast and sailed on the 28th for Newport News. She arrived at this port on the 15th of November, underwent minor repairs, simultaneously bunkered and loaded a cargo of general Army supplies, and sailed on the 19th of December for La Pallice. She was obliged to return to Norfolk on account of a lost propeller blade and arrived there on the 28th. She was delayed undergoing repairs until the 3rd of January, at which time she again sailed with her cargo consisting of 7800 tons of general Army supplies. She was obliged to again put back to New York on the 11th of January on account of broken propeller and remained there until the 14th of February, at which time she sailed for Quiberon, arriving there on the 2nd of March. Here she discharged her cargo loaded 3000 tons of Army Ordnance material and sailed on the 23rd of March for New York arriving there on the 7th of April. At this time it was decided to place her in line for demobilization.

On the 25th of April 1919, repairs were completed, inventories taken and the USS WEST CHESTER was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 419' 8", beam 54' 8". Decks 3, holds 3.

Complement: Officers 16, crew 82.

Cubic cargo capacity. (grain) 469,318 cubic feet.
(bale) 446,538 cubic feet.

Refrigerating space: 1200 cubic feet.

Total deadweight tonnage: 8800, net 4325.

Oil burner: bunkers 357,504 gallons.

Draft loaded 24' $\frac{1}{8}$ ", speed 10 knots.

Deck load 25 auto trucks.

Cargo transported overseas: 13, 927 tons.

This is the average type of ship used to transport the Army Program of supplies and munitions abroad.

October 24, 1919.

HISTORY OF THE USS WEST COAST.

The WEST COAST was one of the Shipping Board ships, which were built on the West Coast and taken over by the Navy Department. She was commissioned as an N.O.T.C. (Naval Overseas Transportation Service) vessel on the 9th of August 1918 at Portland, Oregon.

On the 15th of August, she sailed for Arica, Chili, but when about 1000 miles south of Santiago, she burned out her turbine thrust bearing, and it was necessary to return to San Francisco, at which port she arrived on the 17th. Here she underwent extensive repairs until the 7th of December, at which time she sailed for Norfolk via the Canal. She arrived at Panama on the 21st of December and sailed the following day for Norfolk at which port she arrived on the 31st. Here she bunkered and was ordered to proceed on the 6th of January for Bordeaux on the 21st at which time she discharged her cargo, loaded 1994 tons of Army return cargo and proceeded on the 16th of February for Newport News, arriving there on the 8th. Here she bunkered and proceeded on the 18th to New Orleans at which port she arrived on the 26th, loaded a full cargo of cotton for the Shipping Board Account and sailed on the 3rd of April for Norfolk, arriving there on the 8th. Here she again bunkered and sailed on the 10th for Falmouth, England, at which port she arrived on the 25th and proceeded on the following day to Liverpool arriving there on the 30th. Here she discharged her cargo, and sailed on the 30th of May for Norfolk, at which port she arrived on the 12th of June and proceeded on the 15th to Galveston arriving on the 22nd.

On the 26th of June 1919, repairs were completed, inventories taken, and the USS WEST COAST was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54'.

Decks: 2, holds 5.

Complement: Officers 10, crew 89.

Cubic cargo capacity: (bale) 427,728.

Total deadweight tonnage: 8800, net 3467.

Coal burner: bunkers 9000 tons.

Draft loaded 24', speed 10 knots.

October 21, 1919.

HISTORY OF THE USS WEST COBALT.

The USS WEST COBALT was one of the new ships which were built on the Pacific coast by the Shipping Board and taken over by the Navy for Manning. She was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 29th of December 1918, at Puget Sound.

She was immediately ordered to sail on the 11th of January to San Pedro, there to load a full cargo of grain consigned to the Northern Food Relief for the account of the Shipping Board. From here she sailed on the 17th for Hampton Roads via the Canal arriving there on the 10th of February. From this port she proceeded on the 19th to Falmouth, where she arrived on the 8th of March and sailed on the same day to Plymouth, and from there on the 10th to Hook of Holland. From here she sailed on the 13th to Danzig, at which port she discharged her cargo, loaded 1200 tons of ballast, bunkered and sailed on the 8th of April for New York, arriving there on the 24th. At this time it was decided to place her in line for demobilization.

On the 5th of May 1919, repairs were completed, inventories taken, and the USS WEST COBALT was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54'.

Decks 2, holds 4.

Complement: Officers 10, crew 68.

Cubic cargo capacity: (grain) 456,000 cubic feet.
(bale) not known.

Total deadweight: 8800, net 4638.

Coal burner: bunkers 999.15 tons.

Draft loaded 24' speed 9.5 knots.

October 21, 1919.

HISTORY OF THE USS WEST COHAS.

The USS WEST COHAS was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Dept. After a successful trial trip she loaded a full cargo of nitrate at Arica Chili, and sailed on the 29th of July for Charleston via the Canal. She arrived at Charleston on the 27th of August, where she discharged her cargo, underwent minor repairs and proceeded on the 25th for Norfolk there to load a full cargo of Army supplies. She sailed from Norfolk on the 9th of October in convoy for Brest at which port she arrived on the 28th, discharged her cargo, loaded 9783 tons of rock ballast and sailed on the 21st of November for Norfolk arriving there on the 13th of December. At this port she again loaded a cargo consisting of 8295 tons of Army supplies, bunkered and sailed on the 11th of January for La Pallice. She arrived at her destination on the 27th, discharged her cargo, loaded 1001 tons of steel rails and sailed on the 10th of February for Newport News, arriving there on the 1st of March. Here she again underwent minor repairs, simultaneously loaded a cargo of Army supplies, bunkered and sailed on the 18th of March for La Pallice. She arrived at this port on the 5th of April, discharged her cargo and proceeded on the 20th to Norfolk arriving there on the 5th of May. At this time it was decided to place her in line for demobilization.

On the 9th of May 1919, inventories were taken, repairs completed and the USS WEST COHAS was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423', beam 54'.

Decks 4, holds 5.

Complement: Officers 11, crew 62.

Cubic cargo capacity: (grain) 470,546 cubic feet.
(bale) 430,440 cubic feet.

Total deadweight tonnage: 8557, net 4678.

Coal burner: bunkers 469 tons.

Cargo transported overseas: 25,895.

Mean draft: 24' 3". speed 9 knots.

October 25, 1919.

HISTORY OF THE USS WEST COMPO.

The USS WEST COMPO was one of the ships which were built on the West Coast by the Shipping Board and taken over and manned by the Navy. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 3rd of February 1919, at Portland, Oregon.

After a successful trial trip she sailed on the 12th of February with a full cargo of flour for Norfolk via the Canal. She arrived at Balboa on the 1st of March and proceeded on the following day to Norfolk arriving there on the 11th. Here she bunkered and proceeded on the 14th for Gibraltar, there to receive orders as to port of discharge for her cargo, which was consigned to the Food Administration. At Gibraltar she was ordered to sail on the 1st of April to Trieste arriving there on the 9th. From here she sailed on the 19th to Gibraltar with 565 tons of sand ballast and from there on the following day to Philadelphia, at which port she arrived on the 15th of May. On the 22nd of May 1919 the USS WEST COMPO was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 429' 9", beam 54'.

Decks 2, holds 4.

Complement: Officers 12, crew 76.

Cubic cargo capacity: (grain) 466,040 cubic feet.
(bale) 443,293 cubic feet.

Total deadweight tonnage: 12,185.

Draft loaded 24' 1", speed 10 knots.

October 21, 1919.

HISTORY OF THE USS WEST CORUM.

The USS WEST CORUM was one of the new shipping Board ships which were built on the West Coast and taken over and commissioned by the Navy Department. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 10th of February 1919 and after completion of a successful trial trip loaded a full cargo of flour and sailed on the 24th of February for Norfolk via the Canal. Upon her arrival at Norfolk on the 19th of March she bunkered, underwent minor repairs and sailed on the 23rd for Constantinople via Gibraltar. She arrived at her destination on the 18th of April, discharged her cargo loaded 700 tons of water ballast and sailed on the 1st of May for Norfolk, at which port she arrived on the 6th of June.

On the 21st of June 1919, repairs were completed, inventories taken and the USS WEST CORUM was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 424' beam 54.

Decks 2, holds 5.

Complement: Officers 10, crew 72.

Cubic cargo capacity: (grain) 425,918 cubic feet.
(bale) 406,392 cubic feet.

Total deadweight tonnage: 8635, net 4638.

Oil burner: bunkers 6395 barrels.

Draft loaded 24' speed 10 knots.

October 23, 1919.

HISTORY OF THE U.S.S. WEST CRESSY.

The WEST CRESSY was one of the new Shipping Board ships which were built on the West Coast and were taken over by the Navy Department. She was commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 17th of December, 1918 at Puget Sound.

Upon completion of a successful trial trip she loaded a full cargo of flour and sailed on the 12th of January for Norfolk, via the Canal, arriving at her destination on the 2nd of February. Here she underwent alterations and a few minor repairs, bunkered and sailed on the 12th for Constantinople via Gibraltar. She arrived at this port on the 10th of March, discharged her cargo, loaded 130 tons of opium and tobacco and sailed on the 27th for New York, arriving there on the 28th of April. On the 13th of May, 1919, repairs were completed, inventories taken, and the U.S.S. WEST CRESSY was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 423'9" Beam 54'
Decks 3 Holds 5
Complement: Officers 10, crew 71
Cubic cargo capacity (Grain) 472768 cu.ft. (Bale) 432390 du.ft.
Total deadweight tonnage 8300 net tonnage 4749
Draft loaded 23'8" speed loaded 10 knots.
Cargo transported overseas 697½ tons.

October 23rd, 1919.

HISTORY OF THE USS WEST EKONK.

The USS WEST EKONK was one of the new Shipping Board ships which were built on the West Coast by the Shipping Board and taken over by the Navy Department. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 13th of July 1918, at Seattle.

Upon completion of a successful trial trip she loaded a full cargo of flour and sailed on the 24th of July for Port Costa, at which port she arrived on the 24th and proceeded on the 29th to New York via the Canal. Upon her arrival at New York on the 27th of August, she underwent minor repairs, bunkered and sailed on the 30th to Sydney there to join a convoy sailing on the 5th of September for Brest. This convoy arrived at her destination on the 19th. She discharged her cargo and sailed on the 30th for New York arriving there on the 24th of October. At this port she underwent minor repairs, bunkered and simultaneously loaded a cargo of supplies consigned to the Italian Government and sailed on the 5th of November for Genoa. She arrived at Genoa on the 24th, discharged her cargo and loaded 1100 tons of water ballast, 1738 barrels of Navy lubricating oil and sailed on the 19th of December for New York arriving there on the 19th of January. Here she again underwent minor repairs, loaded 6479 tons of general cargo, bunkered and sailed on the 1st of February for Genoa arriving there on the 19th of February. Here she discharged her cargo, loaded 800 tons of rock ballast and sailed on the 13th for New York at which port she arrived on the 3rd of April.

On the 9th of April 1919, repairs were completed, inventories taken and the USS WEST EKONK was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54'.

Decks 2, holds 5.

Complement: Officers 14, crew 93.

Cubic cargo capacity: (grain) 444,611 cubic feet.
(bale) 410,271 cubic feet.

Total deadweight tonnage 8682, net 4676 .

Oil burner: bunkers 298,998 gallons.

Draft loaded 24' 2", speed 10 knots.

Deck load 32 auto trucks.

October 21, 1919.

HISTORY OF THE USS WEST ELCAJON.

The WEST ELCAJON was one of the ships which were built on the West Coast by the Shipping Board and taken over by the Navy for manning. She was taken over and commissioned as an N.O.T.S., (Naval Overseas Transportation/Service) vessel on the 18th of January 1919, at Puget Sound.

After a successful trial trip, she loaded 7282 tons of flour and sailed on the 1st of February for Norfolk via the Canal. She arrived at Norfolk on the 5th of March. From Norfolk she proceeded on the same day to Baltimore, at which port she bunkered and sailed on the 12th to Gibraltar with her cargo of flour consigned to the United States Food Administration. She arrived at Gibraltar on the 29th and proceeded on the 31st to Trieste, arriving there on the 8th of April, and from here proceeded to Palermo, arriving there on the 22nd. From here she sailed on the 26th of April for New York via Gibraltar, arriving at New York on the 15th of May.

On the 26th of May 1919, the USS WEST ELCAJON was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 410' 6", beam 54'.

Mean draft: 24' 2".

Total deadweight tonnage 8800.

Speed loaded 11.5 knots.

October 21, 1919.

HISTORY OF THE WEST ELCASCO.

The USS WEST ELCASCO was one of the Shipping Board ships which were built on the West Coast and taken over by the Navy. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 23rd of October 1918 at Seattle.

Upon completion of a trial trip, she sailed on the 31st for San Pedro arriving there on the 7th of November. From here she sailed on the following day for New York via Balboa, arriving at New York on the 2nd of December. Here she bunkered and sailed on the 8th for Gibraltar, there to receive orders as to discharge of her cargo of flour consigned to the Northern Food Relief. At Gibraltar she was ordered to proceed to Trieste on the 31st, at which port she arrived on the 11th of January, discharged part of her cargo and proceeded to Gallipoli, arriving there on the 4th of February. Here she completed discharge, loaded 23 depth charges, 500 tons of sand ballast and sailed on the 15th for Philadelphia, arriving there on the 7th of March. Here she discharged her ballast and proceeded on the 22nd to Boston, where she was ordered to load a full cargo of food stuffs for the Shipping Board, underwent a few minor repairs, bunkered and sailed on the 8th of April to Verdon, arriving there on the 23rd. Upon completion of discharge, she sailed on the 17th of May for New York, at which port she arrived on the 5th of June and proceeded on the 7th to Boston arriving there on the 9th.

On the 14th of June 1919, the WEST ELCASCO was placed out of commission and returned to the Shipping Board.

General Characteristics.

Length: 423' 9", beam 54'.

Decks 2, holds 5.

Complement: Officers 10, crew 60.

Cubic cargo capacity: (grain) 388,927 cubic feet.
(bale) 357,977 cubic feet.

Total deadweight tonnage: 8231, net 4677.

Draft loaded 24' 2", speed 9.5 knots.

October 21, 1919.

HISTORY OF THE USS WEST ELDARA

The WEST ELDARA was one of the Shipping Board ships which were built on the West Coast and taken over by the Navy for manning. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 23rd of November 1918 at Puget Sound, and after a successful trial trip sailed on the 8th of December for San Francisco. From here she proceeded on the 14th to Mare Island, where she underwent a few minor repairs to her steering gear, bunkered and sailed on the 19th for New York via Balboa. She arrived at New York on the 14th of January, bunkered, underwent a few minor repairs and proceeded with her cargo consisting of 7003 tons of flour and lard on the 24th of January for Gibraltar for orders. From here she was ordered to proceed on the 12th of February to Constantinople. She arrived at this port on the 22nd, discharged her cargo, loaded 1000 tons of water ballast and proceeded on the 10th of March to New York, arriving there on the 7th of April. Here she underwent a few minor repairs, bunkered, loaded a cargo for the Army Account and sailed on the 16th for the Hook of Holland, at which port she arrived on the 4th of May and sailed the following day for Antwerp, arriving there on the 5th. From Antwerp she proceeded to Plymouth, and upon completion of discharge of cargo, sailed on the 12th for New York, arriving there on the 29th of May.

On the 4th of June 1919, the USS WEST ELDARA was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54'.

Decks 2, holds 5.

Complement: Officers 10, crew 74.

Cubic cargo capacity: (grain) 470,065 cubic feet.
(bale) 429,953 cubic feet.

Total deadweight: 8560, net 4678.

Oil burner: bunkers 303,156 gallons.

Draft loaded 24' 2½", speed 9 knots.

October 21, 1919.

HISTORY OF THE USS WESTERDIJK.

The USS WESTERDIJK was one of the Dutch vessels which were seized by the United States Custom officials under the President's Proclamation and was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 27th of March 1918, at New York.

She was immediately refitted and refurnished in accordance with Navy practice, loaded a full cargo of general supplies and sailed on the 9th of April for Brest in convoy. This convoy arrived at its destination on the 24th, at which port she discharged her cargo and proceeded on the 15th of May in convoy to New York, arriving there on the 26th. At this port she underwent a few minor repairs, simultaneously bunkered, loaded a cargo consisting of 7125 tons of general Army supplies and sailed on the 10th of June in convoy for Brest. She arrived at Brest on the 25th, discharged her cargo and sailed on the 19th of July for New York, arriving there on the 30th. Here she again underwent general repairs, simultaneously bunkered, loaded a cargo consisting of 7575 tons of general cargo and sailed on the 9th of August in convoy for Gironde. This convoy arrived at its destination on the 25th and proceeded on the following day to Brest at which port she discharged her cargo and sailed on the 9th of September for Norfolk. She arrived at Norfolk on the 21st, where she underwent a few minor repairs, bunkered and proceeded on the 8th of October to New York there to load a full cargo consisting of 7604 tons of general Army cargo, and sailed in convoy on the 24th of October for Brest. She arrived at Brest on the 8th of November, discharged her cargo, loaded 660 tons of sand ballast and sailed on the 19th for New York, at which port she arrived on the 3rd of December. Here she underwent general repairs and was ordered to load a cargo for the Shipping Board Account. These operations were completed and she sailed on the 18th of January for a trip to South America. She arrived at Rosario on the 22nd of March at which port she loaded a commercial cargo and proceeded to New York arriving there on the 11th of May. Here she underwent repairs, bunkered and proceeded on the 10th of July to New Orleans at which port she loaded a full cargo consisting of 8153 tons for the Shipping Board Account and sailed on the 8th of July for Norfolk arriving there on the 13th. From Norfolk she proceeded on the 18th to Liverpool at which port she arrived on the 29th and remained there until the 21st of September when she sailed for Rotterdam arriving there on the 23rd. 1/2

On the 25th of September 1919, inventories were completed, settlements made, and the USS WESTERDIJK was placed out of commission and returned to her Dutch owners.

General Characteristics.

Cargo ship.

HISTORY OF THE USS WESTERDIJK.

General Characteristics. continued.

Cargo ship.

Length: 475, beam 55.

Decks: 2, holds 6.

Complements: Officers 18, crew 112.

Cubic cargo capacity: (grain) 821,260 cubic feet.
(bale) 568,363 cubic feet.

Armament: 4-40 fwd. 5-51 aft.

Total deadweight tonnage: 12,300 net 5235.

Coal burner: 2137 tons.

Draft loaded 32' 5", speed 12 knots.

Cargo transported overseas: 25,553 tons.

Deckload 15 auto trucks and 15 airplanes.

This is the AVERAGE TYPE OF SHIP USED TO TRANSPORT THE Army program of munitions and supplies abroad.

October 26, 1919.

HISTORY OF THE USS WESTERN ALLY.

The USS WESTERN ALLY was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 15th of January 1919 at Puget Sound. After completion of a successful trial trip she loaded a full cargo of food and sailed on the 2nd of February for Norfolk via the Canal. She arrived at Norfolk on the 4th of March, underwent general repairs, bunkered and sailed on the 8th of April for Gibraltar for orders. She arrived there on the 23rd and was ordered to sail on the 25th for Constantinople, at which port she arrived on the 3rd of May. Here she discharged her cargo and sailed on the 4th of May for Gibraltar, where she was delayed undergoing repairs to her propeller until the 5th of July, at which time she sailed for Philadelphia arriving there on the 20th.

On the 23rd of July 1919, repairs were completed, inventories taken and the USS WESTERN ALLY was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 426' 6", beam 54.

Decks 2, holds 5.

Complement: Officers 10, crew 82.

Cubic cargo capacity: (grain) 489,896 cubic feet.
(bale) 429,265 cubic feet.

Total deadweight tonnage. 8800, net 3636,

Coal burner: bunkers 1180 tons.

Mean draft: 25' 6", speed 10½ knots.

October 25, 1919.

HISTORY OF THE USS WESTERN BELLE.

The USS WESTERN BELLE was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department.

She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 22nd of November 1918, at Puget Sound.

After completion of a successful trial trip she loaded 6818 tons of flour and sailed on the 2nd of December for New York via the Canal. She arrived at New York on the 7th of January, underwent general repairs and bunkered and sailed on the 18th for Gibraltar for orders. She arrived at Gibraltar on the 3rd of February and was ordered to proceed on the 8th to Deringe at which port she arrived on the 19th. Here she discharged her cargo, loaded 924 tons of Army return cargo and sailed on the 20th of March for New York via Gibraltar. She arrived at New York on the 20th of April and on the 3rd of May repairs were completed, inventories taken, and the USS WESTERN BELLE was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54.

Decks 3, holds 5.

Complement: Officers 10, crew 78.

Cubic cargo capacity: (grain) 427,738 cubic feet.

(bale) 418,287 cubic feet.

Total deadweight tonnage: 8842, net 3417.

Coal burner :bunkers 1125 tons.

Draft loaded 24' 6", speed 9.5 knots.

Deck load of 25 auto trucks.

Cargo transported overseas: 6818 tons.

October 25, 1919.

HISTORY OF THE USS WESTERN CHIEF.

The USS WESTERN CHIEF was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department.

She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 3rd of July 1918 at Portland Oregon.

After a successful trial trip she loaded 7170 tons of flour and sailed on the 12th for New York via the Canal. She arrived at New York on the 15th of August where she underwent general repairs, loaded 50 tons of auto trucks and sailed on the 20th for Norfolk, there to join a convoy sailing on the 22nd for Brest. This convoy arrived at its destination on the 11th of September, where she discharged her cargo and sailed on the 8th of October for New York arriving there on the 24th. From here she proceeded on the same day to Newport News at which port she underwent a few minor repairs, simultaneously bunkered and loaded a cargo consisting of cars and general Army supplies and sailed on the 10th of November for La Pallice. She arrived at this port on the 27th, discharged her cargo, loaded 1002 tons of steel billets 315 tons of Army Engineering supplies and sailed on the 16th of December for Norfolk arriving there on the 4th of January. Here she again loaded a cargo of Army supplies and sailed on the 8th of February for La Pallice at which port she arrived on the 25th, discharged her cargo, loaded 291 tons of engineering material, 1013 tons of French billets and sailed on the 13th of March for Baltimore, arriving there on the 3rd of April. At Baltimore she was transferred to the Shipping Board Account, and loaded a full cargo of flour consigned to the Food Administration. She sailed on the 16th of April for Dartmouth arriving there on the 3rd of May and from there proceeded to Hook of Holland and Danzig. From Danzig she proceeded to Copenhagen and upon completion of discharge sailed on the 10th of June for Baltimore, at which port she arrived on the 25th. At this time it was decided to place her in line for demobilization.

On the 28th of June 1919, repairs were completed, inventories taken and the USS WESTERN CHIEF was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length: 423' 9", beam 54.
Decks 2, holds 4.
Complements: Officers 11, crew 88.

HISTORY OF THE USS WESTERN CHIEF.

continued.

Cubic cargo capacity: (grain) 421,986 cubic feet.
(bale) 402,765 cubic feet.

Refrigerating space: 700 cubic feet.

Total deadweight tonnage: 8800, 3562.

Coal burner: bunkers 1100 tons.

Draft loaded: 24', speed 8 knots.

Deck load of 20 automobiles.

October 27, 1919.

HISTORY OF THE USS WESTERN COMET.

The USS WESTERN COMET was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department.

She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 22nd of September 1918 at Portland, Oregon.

Upon completion of a successful trial trip, she loaded a cargo of flour and sailed on the 2nd of October for New York via the Canal. She arrived at New York on the 31st, at which port she underwent minor repairs, bunkered, loaded 18 tons of auto trucks and sailed on the 14th of November for Havre. She arrived at Havre on the 28th, discharged her cargo, loaded 1400 tons of Army return cargo and sailed on the 1st of January for New York. She was obliged to put into Bermuda on the 19th for fuel and repairs to her turbine and remained there until the 5th of February, at which time she sailed for New York under escort of the USS MOHAVE, arriving there on the 7th of February.

On the 1st of March 1919, repairs were completed, inventories taken and the USS WESTERN COMET was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54.

Decks 2, holds 5.

Complement: Officers 11, crew 98.

Cubic cargo capacity: (grain) 454,322 cubic feet.
(bale) 432,484 cubic feet.

Refrigerating space: 850 cubic feet.

Total deadweight tonnage: 8800, net 3562.

Coal burner: bunkers 249 tons.

Draft loaded 24', speed 9.5 knots.

Deck load of 24 auto trucks.

October 27, 1919.

HISTORY OF THE USS WESTERNER.

The USS WESTERNER was taken over and commissioned as an N.O.T.S (Naval Overseas Transportation Service) vessel on the 20th of June 1918 at Norfolk.

She was immediately refitted and refurnished in accordance with Navy practice, loaded a full cargo of Army supplies and sailed on the 10th of July for New York, there to join a convoy sailing on the 24th for Brest. She was obliged to put into Halifax on the 29th for repairs and sailed from there on the 31st arriving at Brest on the 17th of August. From Brest she proceeded to St. Nazaire at which port she discharged her cargo and sailed on the 22nd of September for Norfolk arriving there on the 10th of October. Here she again underwent general repairs, loaded a cargo of Army supplies and sailed in convoy on the 2nd of November for La Pallice at which port she arrived on the 19th. Here she discharged her cargo, loaded 1233 tons of Pyrites, 912 tons of steel rails and sailed on the 4th of December for Norfolk, arriving there on the 23rd. Here she again underwent minor repairs, simultaneously bunkered, loaded a cargo of Army supplies and sailed on the 14th of January for Trieste via Gibraltar. She arrived at Trieste on the 12th of February, discharged her cargo and loaded 100 tons of dirt, 1000 tons of steel rails and sailed on the 25th for Norfolk via Gibraltar. She arrived at Norfolk on the 3rd of April, underwent minor repairs, loaded a cargo of general Army supplies consigned to the French Government and sailed on the 23rd for La Pallice arriving there on the 7th of May. Here she discharged her cargo and sailed on the 20th of July for New York at which port she arrived on the 6th of August. At this time it was decided to place her in line for demobilization.

On the 21st of August 1919, repairs were completed, inventories taken and the USS WESTERNER was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54.

Decks 2, holds 5.

Complement: Officers 10, crew 77.

Cubic cargo capacity: (grain) 425,432 cubic feet.
(bale) 386,911 cubic feet.

Refrigerating space: 1632 cubic feet.

Total dead weight tonnage: 12,205, net 4178.

Oil burner: bunkers 354,102 gallons.

Deck load 12 locomotives.

Cargo transported overseas: 27,446.

October 25, 1919.

HISTORY OF THE USS WESTERN FRONT.

The USS WESTERN FRONT was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 9th of May 1918 at New York.

She was immediately refitted and refurnished in accordance with Navy practice, and upon completion of this operation, she loaded a cargo of rails, substance, Ordnance material and 10 locomotives and sailed on the 17th of May in convoy for St. Nazaire. She was damaged in a collision when a few days out and was obliged to return to New York arriving there on the 29th. Here she underwent repairs until the 6th of June, at which time she again sailed for St. Nazaire. She arrived at her destination on the 22nd, discharged her cargo, and sailed on the 24th of July for New York arriving there on the 8th of August. Here she was sent to Robbins Dry Dock where she underwent extensive repairs due to the collision, and, upon completion of these operations, she loaded 7575 tons of general Army cargo, bunkered and sailed on the 18th of July in convoy for Bordeaux. This convoy arrived at its destination on the 7th of October, at which port she discharged her cargo and sailed on the 15th for New York, arriving there on the 29th. Here she again underwent general repairs, loaded a cargo of 7050 tons of general Army supplies and sailed on the 14th of November for La Pallice, arriving there on the 27th, discharged her cargo, loaded 3631 tons of Army return cargo and sailed on the 4th of January for New York arriving there on the 25th. Here she again underwent general repairs, simultaneously bunkered, loaded a cargo consisting of 5092 tons of general supplies and sailed on the 15th for Quiberon. She arrived at this port on the 1st of March and proceeded on the following day for Brest, where she discharged her cargo, loaded 700 tons of Army return cargo, 26 tanks and sailed on the 28th for New York arriving there on the 11th of April. Here she again underwent general repairs, bunkered, loaded 7700 tons of Quartermasters and Engineering supplies, and sailed on the 29th of April for La Pallice. She arrived at this port on the 12th of May, discharged her cargo, loaded 315 tons of steel rails, 4390 tons of Army return cargo and sailed on the 19th of July for Newport News. She arrived at Newport News on the 2nd of August and proceeded on the following day to New York arriving there on the 4th. At this time it was decided to place her in line for demobilization.

On the 15th of August 1919, repairs were completed, inventories taken and the USS WESTERN FRONT was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length: 423' 9". beam 54.
Decks 2 holds 5.
Complement: 16, crew 82.

continued.

Cubic cargo capacity: (grain) 475,270 cubic feet.
(bale) 436,076 cubic feet.

Total deadweight tonnage: 8613, net 4409.

Oil burner: bunkers 348,080 gallons.

Draft loaded 24', speed 9 knots.

Deck load 20 auto trucks.

Cargo transported overseas: 27,417 tons.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 27, 1919.

HISTORY OF THE USS WESTERN HOPE.

The USS WESTERN HOPE was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department.

She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 25th of September 1918, at Seattle Washington.

Upon completion of a successful trial trip, she loaded a full cargo of flour and sailed on the 8th of October for New York via the Canal. She arrived at New York on the 7th of November, underwent minor repairs, bunkered and proceeded on the 17th to Gibraltar for orders. From here she proceeded on the 7th of December to Trieste, and on the 27th was obliged to put into Toronto for repairs to her engines. She was delayed here repairing until the 30th of January, at which time she again sailed for Trieste. At this port she discharged her cargo, loaded 1200 tons of cement ballast and sailed on the 16th of March for Newport News via Gibraltar. She arrived at Newport News on the 21st of April and on the 5th of May 1919, repairs were completed, inventories taken and the USS WESTERN HOPE was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 410' 5.5", beam 54.

Decks 2, holds 5.

Complement: Officers 10, crew 92

Cubic cargo capacity: (grain) 476,330 cubic feet.
(bale) 426,520 cubic feet.

Refrigerating space: 900 cubic feet.

Total deadweight tonnage: 8800, net 4158.

Coal burner: bunkers 260 tons.

Draft loaded: 24, speed 9.5 knots.

Decks load of 24 auto trucks.

October 27, 1919.

HISTORY OF THE USS WESTERN LIGHT.

The USS WESTERN LIGHT was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department.

She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 30th of July 1918 at Portland, Oregon.

Upon completion of a successful trial trip, she proceeded to Arica, Chili at which port she loaded a full cargo of Nitrate and sailed on the 17th of September for Philadelphia via the Canal. She arrived at Philadelphia on the 7th of October, where she discharged her nitrate, loaded a full cargo of Army supplies, bunkered and sailed on the 27th for New York, there to join a convoy sailing on the 4th of November for Verdon. This convoy arrived at its destination on the 20th of November, at which port she discharged her cargo, loaded 500 tons of water ballast and sailed on the 7th of December for New York arriving there on the 23rd. Here she underwent general repairs, simultaneously bunkered and loaded 6204 tons of flour and lard, and proceeded on the 24th of January to Falmouth. She arrived at this port, discharged her cargo, loaded 2000 tons of ballast and sailed on the 24th for New York. She arrived at New York on the 14th of March, where she underwent repairs, bunkered, loaded 1083 tons of hay, flour and oats and sailed on the 30th for Rotterdam, at which port she arrived on the 13th of April. Here she discharged her cargo, loaded 2000 tons of sand and 1250 tons of water ballast and sailed on the 27th of April for New York, at which port she arrived on the 8th of May. 1
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On the 14th of May 1919, inventories were taken, repairs were completed and the USS WESTERN LIGHT was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54.

Decks 2 holds 5.

Complement: Officers 13, crew 103.

Cubic cargo capacity: (grain) 461,716 cubic feet.
(bale) 438,806 cubic feet.

Refrigerating space: 525 cubic feet.

Total deadweight tonnage: 8800, net 3579.

Coal burner: bunkers 1206 tons.

Draft loaded: 24', speed 9 knots.

Cargo transported overseas: 17,540 tons.

October 27, 1919.

HISTORY OF THE USS WESTERN MAID.

The USS WESTERN MAID was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department.

She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 17th of August 1918 at Portland Oregon.

Upon completion of a successful trial trip, she loaded 6073 tons of flour and proceeded to Arica, Chili, where she completed loading a cargo of Nitrate. From here she proceeded to New Orleans via the Canal arriving there on the 23rd of October. Here she discharged her cargo., loaded 6802 tons of general cargo for the Army, underwent minor repairs and sailed on the 11th of November for New York, arriving there on the 17th. Here she underwent repairs until the 10th of January, at which time she sailed for Falmouth, but was obliged to return the same day on account of engine trouble, and was delayed until the 14th, at which time she again sailed for Falmouth arriving there on the 27th. Here she discharged her cargo, loaded 2500 tons of sand ballast, bunkered and sailed on the 23rd of February for Baltimore. She arrived at Baltimore on the 12th of March and on the 20th of March 1919, repairs were completed, inventories taken and the USS WESTERN MAID was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54.

Decks 2, holds 4.

Complement: Officers 11, crew 81.

Cubic cargo capacity: (grain) 491,191 cubic feet.

(bale) 446,538 cubic feet.

Refrigerating space: 108 cubic feet.

Total deadweight tonnage: 8800. net 3579.

Coal burner: Bunkers 252 tons.

Draft loaded 24', speed 9 knots.

Deck load 14 auto trucks.

Cargo transported overseas: 6073 tons.

October 27, 1919.

HISTORY OF THE USS WESTERN OCEAN.

The USS WESTERN OCEAN was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department.

She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 17th of June 1918 at Portland Oregon.

Upon completion of a successful trial trip, she proceeded on the 27th to Hilo, Honolulu, at which port she arrived on the 8th of July, loaded 8800 tons of sugar and sailed on the 13th for Philadelphia via the Canal. She arrived at Philadelphia on the 15th of August, discharged her sugar, underwent general repairs, loaded 6830 tons of general Army cargo and sailed on the 8th of September for New York, there to join a convoy sailing on the 10th for Verdon. This convoy arrived at its destination on the 27th, at which port she discharged her cargo and sailed on the 24th of October for Newport News. She arrived at this port on the 11th of November and proceeded on the following day to Baltimore, at which port she underwent general repairs, loaded a cargo consisting of 6803 tons of general Army supplies, simultaneously bunkered, and sailed on the 6th of December for La Pallice arriving there on the 21st. Here she discharged her cargo, loaded 2273 tons of Army return cargo and sailed on the 18th of January for Newport News, at which port she arrived on the 8th of February. Here she underwent extensive repairs and sailed on the 8th of March for Baltimore, but was obliged to return to Norfolk the same day on account of engine trouble. Here she again loaded a full cargo of Army supplies and sailed on the 22nd for La Pallice. She arrived at this port on the 8th of April, discharged her cargo, loaded 1030 tons of steel rails as ballast, and sailed on the 30th for Norfolk, arriving there on the 18th of May.

On the 22nd of May 1919, repairs were completed, inventories taken and the USS WESTERN OCEAN was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54.

Decks 2, holds 5.

Complement: Officers 11, crew 80.

Cubic cargo capacity: 396,385 cubic feet. (grain)
378,465 cubic feet. (bale)

Refrigerating space: 606 cubic feet.

Total deadweight tonnage: 8800, net 3562.

Coal burner: bunkers 920 tons.

HISTORY OF THE USS WESTERN OCEAN.

continued.

Draft loaded 24', speed 9.5 knots.
Cargo transported overseas: 22,513 tons.

October 27, 1919.

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HISTORY OF THE USS WESTERN PLAIN.

The USS WESTERN PLAIN was one of the new Shipping Board Ships which were built on the West Coast and taken over by the Navy Department.

She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 17th of October 1918, at Portland Oregon.

Upon completion of a successful trial trip, she loaded 7296 tons of flour and sailed on the 25th for New York via the Canal. She arrived at New York on the 25th of November, at which port she underwent minor repairs, bunkered and proceeded on the 4th of December to Gibraltar for orders. From Gibraltar she was ordered to proceed on the 27th to Constantinople at which port she arrived on the 25th of January. Here she discharged her cargo, loaded 2500 tons of tobacco, 300 tons of sand ballast and sailed on the 24th for Philadelphia via the Azores for fuel. She arrived at Philadelphia on the 10th of April, and, at this time it was decided to place her in line for demobilization.

On the 30th of April 1919, repairs were completed, inventories taken and the USS WESTERN PLAIN was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54.

Decks 2, holds 5.

Complement: Officers 10 crew 60.

Cubic cargo capacity: (grain) 427,738 cubic feet.
(bale) 418,287 cubic feet.

Total deadweight tonnage. 8020, net 3467.

Coal burner: bunkers 243 tons.

Draft loaded : 25', speed 10 knots.

Cargo transported overseas: 7296 tons.

October 27, 1919.

HISTORY OF THE USS WESTERN SEA.

The USS WESTERN SEA was one of the new Shipping Board ships which were built on the West Coast and were taken over by the Navy Department.

She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 20th of June 1918 at Seattle.

Upon completion of a successful trial trip, she loaded a full cargo consisting of 6812 tons of flour and sailed on the 7th of July for New York via the Canal. She arrived at New York on the 11th of August, underwent general repairs, bunkered, loaded a few auto trucks and sailed on the 30th for Sydney there to join a convoy sailing on the 5th of September for Brest. This convoy arrived at its destination on the 19th and she proceeded on the following day to Bordeaux at which port she discharged her cargo, loaded 1000 tons of Pyrites and sailed on the 30th of October for New York. She put into Halifax on the 20th for fuel and sailed the following day for New York arriving there on the 24th of November. Here she underwent extensive overhauling to her engines, bunkered, loaded 7516 tons of Army supplies and sailed on the 21st of December for Falmouth. She arrived at Falmouth on the 4th of January, and proceeded on the following day to Rotterdam arriving there on the 25th. Here she discharged her cargo, loaded 2040 tons of ballast and sailed on the 7th of February for New York, at which port she arrived on the 1st of March. At this time it was decided to place her in line for demobilization.

On the 9th of May 1919, repairs were completed, inventories taken, and the USS WESTERN STAR was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54.

Decks 2, holds 5.

Complement: Officers 14, crew 78.

Cubic cargo capacity: (grain) 471,705 cubic feet.
(bale) 425,777 cubic feet.

Refrigerating space: 1142 cubic feet.

Total deadweight tonnage: 8800, net 4317.

Oil burner: bunkers 377,202 gallons.

Draft loaded: 24'. speed 9.5 knots

Deck load 14 auto trucks.

Cargo transported overseas: 14,328 tons.

October 28, 1919.

HISTORY OF THE USS WESTERN SPIRIT.

The USS WESTERN SPIRIT was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department.

She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 19th of July 1918 at Portland Oregon.

Upon completion of a successful trial trip, she proceeded on the 26th to Arica, Chili where she loaded a full cargo of Nitrate and sailed for New Orleans via the Canal. She arrived at New Orleans on the 11th of September, discharged her cargo and proceeded on the 23rd for Norfolk at which port she underwent general repairs, loaded a cargo consisting of 4002 tons of general Army supplies, bunkered and sailed on the 13th of October for New York there to join a convoy sailing on the 16th for Bordeaux. She dropped out of this convoy and put into Halifax on the 20th. Here she was delayed undergoing repairs until the 2nd of November at which time she sailed for Sydney, there to join a convoy sailing on the 8th to Verdon. She arrived at Verdon on the 20th of November, discharged her cargo, loaded 2810 tons of general Army cargo and sailed on the 18th of December for Norfolk arriving there on the 7th of January. Here she again underwent a few minor repairs, bunkered, loaded a cargo consisting of railway and general supplies consigned to the Army Quartermaster's Corps and sailed on the 19th of February for La Pallice. She arrived at this port on the 10th, loaded 1992 tons of steel rails and sailed on the 23rd for Newport News, arriving there on the 11th of April.

On the 17th of April 1919, repairs were completed, inventories taken and the USS WESTERN SPIRIT was placed out of commission and returned to the Shipping Board.

General Characteristics

Large ship.

Length: 420' beam 54.

Decks 2, holds 5.

Complement: Officers 11, crew 86.

Cubic cargo capacity: (grain) 461,716 cubic feet.
(bale) 438, 806 cubic feet.

Refrigerating space: 1263 cubic feet.

Total deadweight tonnage: 8800, net 3579.

Cargo transported overseas: 12,804.

Coal burner: bunkers 662 tons.

Draft loaded 24' speed 9 knots.

October 27, 1919.

HISTORY OF THE USS WESTERN STAR.

The USS WESTERN STAR was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department.

She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 28th of August 1918 at Puget Sound.

Upon completion of a successful trial trip, she proceeded to Iquique, where she loaded a full cargo of Nitrate and sailed on the 3rd of November for Savannah via the Canal. She arrived at Savannah on the 5th of December, where she discharged her cargo and proceeded on the 27th to New York there to undergo extensive repairs. At this time it was decided to place her in line for demobilization.

On the 1st of March 1919, repairs were completed, inventories taken and the USS WESTERN STAR was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 410' 5.5" beam 54.

Decks 2, holds 5.

Complement: Officers 11, crew 75.

Cubic cargo capacity: 470, 140 cubic feet. (grain)
422, 180 cubic feet. (bale)

Refrigerating space: 1142 cubic feet.

Total deadweight tonnage: 8916, net 4111.

Coal burner: 294 tons.

Draft loaded 24' speed 9 knots.

Deck load 18 auto trucks.

October 27, 1919.

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HISTORY OF THE USS WEST FORD.
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The USS WEST FORD was one of the new Shipping Board ships which were built on the West Coast and were taken over by the Navy. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 2nd of July 1918, at Seattle.

Upon completion of a successful trial trip she loaded a full cargo of flour and sailed on the 25th of July to New York via the Canal. She arrived at New York on the 24th of August, and from here proceeded to Norfolk where she underwent a few minor repairs, bunkered and sailed on the 7th of September in convoy for Havre with a cargo consisting of 6982 tons of flour. This convoy arrived at its destination on the 26th and from Havre she proceeded on the 11th of October for Devonport. Upon completion of discharge, she loaded 763 barrels of lubricating oil, 2000 tons of Army return cargo and sailed on the 15th of October in convoy for New York. She arrived at New York on the 1st of November at which port she underwent minor repairs loaded a full cargo of Army supplies and sailed on the 16th for Marseilles arriving there on the 5th of December. Here she discharged her cargo, loaded 2000 tons of Army return cargo and sailed on the 21st for New York. She put into the Azores on the 11th of January for fuel and sailed from there on the 14th arriving at New York on the 28th. Here she underwent repairs, simultaneously bunkered and loaded 4961 tons of flour and food stuffs and sailed on the 16th of February for Rotterdam. She arrived at Rotterdam on the 7th of March, discharged her cargo, loaded 1563 tons of steel billets and proceeded on the 29th to New York at which port she arrived on the 13th of April. At this time it was decided to place her in line for demobilization.

On the 21st of April 1919 repairs were completed, inventories taken and the USS WEST FORD was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54.

Decks 2, holds 5.

Complement: Officers 14, crew 75.

Cubic cargo capacity: (grain) 485,879 cubic feet.
(bale) 432,849 cubic feet.

Total deadweight tonnage: 8757, net 3880.

Coal burner: bunkers 1000 tons

Cargo transported overseas: 27,983 tons.

Draft loaded 24' 3", speed 9 knots.

Deck load 16 auto trucks.

October 23, 1919.

HISTORY OF THE USS WEST GALLETA.

The WEST GALLETA was one of the new Shipping Board ships which were built on the West Coast by the Shipping Board and taken over by the Navy Department. She was commissioned as an N.O.T. S. (Naval Overseas Transportation Service) vessel on the 4th of September 1918, and after a successful trial trip sailed on the 8th of September for Arica, at which port she loaded a full cargo of Nitrate and proceeded to New York via the Canal, arriving at her destination on the 4th of November. Here she discharged her cargo, underwent a few minor repairs, loaded 4112 tons of general cargo, bunkered and sailed on the 30th of November for Bordeaux, arriving there on the 25th of December. Here she discharged her cargo, loaded 3086 tons of Army return Cargo and sailed on the 8th of January for New York, at which port she arrived on the 28th. Here she was sent to pier 5, Bush Docks where she underwent general repairs, loaded 4626 tons of Locomotives and general cargo, bunkered and sailed on the 17th of February for Quiboron, at which port she arrived on the 3rd of March. From here she proceeded on the 7th to St. Nazaire, where she discharged her cargo, loaded 634 tons of Army return cargo 1600 tons of Permanent ballast and sailed on the 29th for New York. She returned to Brest on the same day with a damaged propeller and one blade missing and was delayed there undergoing repairs until the 9th of April, at which time she sailed for New York, arriving there on the 27th.

On the 9th of May 1919, repairs were completed, inventories taken and the USS WEST GALLETA was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54'.

Complement: Officers 10, crew 54.

Deck cargo capacity: (grain) 467,000 cubic feet.
(bale) 415,000 cubic feet.

Total deadweight tonnage: 8536, net 4442.

Oil burner: bunkers 298,200 gallons.

Draft loaded 23' 12", speed 9 Knots.

Deck load 20 auto trucks.

Cargo transported overseas: 9154.

October 22, 1919.

HISTORY OF THE USS WEST GALOC.

The USS WEST GALOC WAS one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department. She was commissioned as an M.O.T.S. (Naval Overseas Transportation Service) vessel on the 21st of August 1918 at San Pedro.

After a successful trial trip she proceeded she proceeded on the 24th to Arica, Chili there to load a carto of Nitrate. Upon completion of these operations she sailed for Philadelphia via the Canal arriving there on the 31st of October. Here she discharged her cargo, underwent repairs, simultaneously bunkered and loaded 5342 tons of general Army cargo and sailed on the 23rd of November in convoy for Nantes. Upon her arrival at this port on the 9th of December she discharged her cargo, loaded 2400 tons of Army return cargo and sailed on the 31st of December for Baltimore. She was obliged to put into Gibraltar on the 7th of January for repairs and was delayed there until the 14th at which time she sailed for Baltimore arriving there on the 1st of February. At this port she underwent general repairs, bunkered, loaded 5580 tons of general cargo and sailed on the 22nd of February for Verdon. Upon her arrival at Verdon on the 12th of March, she discharged her cargo, loaded 1950 tons of Army return cargo, 10 tons of Navy cargo 378 tons of steel billets and sailed on the 31st of March for Newport News arriving there on the 17th of April. At this time it was decided to place her in line for demobilization.

On the 24th of April 1919, repairs were completed, inventories taken and the USS WEST GALOC was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54.

Decks 2, holds 4.

Complement: Officers 14, crew 78.

Cubic cargo capacity: (grain) 467,000 cubic feet.
(bale) 415,000 cubic feet.

Total deadweight tonnage: 8536, net 4552.

Draft loaded 24' 4", speed 10 knots.

Cargo transported overseas 10,324.

October 22, 1919.

HISTORY OF THE U.S.S. WEST GAMBO.

The WEST GAMBO was one of the New Shipping Board ships which were built on the West Coast, and taken over by the Navy Department. She was commissioned as an N.O.T.S. vessel on the 20th of July, 1918 at Seattle.

After a successful trial trip she sailed on the 30th of July to Port Costa, there to load a full cargo of flour for the Red Cross, and sailed from there on the 7th of August for New York, via the Canal. Upon her arrival at New York on the 31st of August, she underwent general repairs, bunkered, and sailed on the 18th of September in convoy for Archangel, at which port she arrived on the 12th of October, discharged her cargo, loaded 4000 tons ballast and proceeded on the 2nd of November for Glasgow, where she bunkered and sailed on the 24th for New York. She arrived at New York on the 13th of December, and at this time it was decided to place her in line for demobilization. On the 17th of January, 1919, repairs were completed, inventories taken, and the U.S.S. WEST GAMBO was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship
Length 423'9" Beam 54'
Decks 2 Holds 4
Complement: Officers 11, crew 92
Cubic cargo capacity (Grain) 470065 cu.ft. (Bale) 429953 cu.ft.
Total deadweight tonnage 8543 - net tonnage 4679
Oil burner - bunkers 322,518 gallons.
Draft loaded 24'3" speed loaded 10 knots.
Deck load 16 auto trucks.
Cargo transported overseas 7116 tons.

October 22nd, 1919.

HISTORY OF THE USS WEST GATE.

The USS WEST GATE was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 29th of May 1918 at Norfolk.

After a successful trial trip, she bunkered and sailed on the 7th of June for New York, at which port she underwent a few repairs, loaded 6700 tons of general cargo and sailed on the 27th in convoy for St. Nazaire. She fell out of this convoy and put into St. Johns N.F. on the 7th of July, where she underwent repairs until the 11th and sailed again in convoy for Gironde, arriving there on the 22nd. From here she proceeded on the 25th to St. Nazaire where she discharged her cargo, loaded 1000 tons of sand ballast and sailed on the 21st of August for Newport News. She arrived at this port on the 10th of September, and proceeded on the 13th for New York where she underwent extensive repairs to her engines, loaded 7187 tons of general cargo, bunkered and sailed on the 4th of October in convoy for Bordeaux. (

On the 7th of October 1918 she was in a collision with the USS AMERICAN and sank. Cargo and ship were reported a total loss.

General characteristics.

Cargo ship.

Length: 423' 9", beam 54'.

Decks 2, holds 3.

Complement: Officers 12, crew 105.

Cubic cargo capacity: (grain) 396,458 cubic feet.
(bale) 314,667 cubic feet.

Total deadweight tonnage 8717, net 3556.

Oil burner: bunkers 315,700 gallons.

Draft loaded 24', speed 9 knots.

Deck load of 57 auto trucks.

Cargo transported overseas. 14,865.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 22, 1919.

HISTORY OF THE USS WEST GATOMSKA.

The USS WEST GATOMSKA was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 7th of August 1918, at Seattle.

Upon completion of a successful trial trip she proceeded on the 17th of August to Arica, Chili at which port she loaded a full cargo of Nitrate and proceeded to New Orleans at which port she arrived on the 11th of October. Here she discharged her cargo of Nitrate, underwent minor repairs simultaneously bunkered and loaded a full cargo of Army supplies and sailed on the 10th of November in convoy for Quiberon arriving there on the 25th. Here she discharged her cargo, loaded 1500 tons of Army return cargo and sailed on the 21st of December for Norfolk. Upon her arrival at Norfolk on the 6th of January, she underwent minor repairs loaded 5182 tons of fuel oil and sailed on the 25th for La Pallice arriving there on the 12th of February. Here she discharged her cargo, loaded 1500 tons of steel rails, 349 tons of ballast and proceeded on the 27th of February to Norfolk at which port she arrived on the 16th of March. Here she again loaded a full cargo of Army supplies and sailed on the 28th for La Pallice at which port she arrived on the 12th of April, loaded 2000 tons of Army return cargo and proceeded on the 10th of May for Philadelphia. She put into Azores on the 15th of May for fuel and sailed from there on the same day arriving at Philadelphia on the 26th. From here she proceeded on the 29th for Hampton Roads. At this time it was decided to place her in line for demobilization.

On the 6th of June 1919, repairs were completed, inventories taken, and the USS WEST GATOMSKA was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length: 423'10", beam 54.
Mean draft: 24' 3", speed 11 knots.
Total deadweight tonnage: 8800, net 4679.
Complement: Officers 10, crew 60.

October 23, 1919.

HISTORY OF THE U. S. S. WEST GRAMA.

The WEST GRAMA was one of the ships which were built on the West Coast by the Shipping Board and taken over and manned by the Navy. She was commissioned as an N. O. T. S. (NAVAL OVERSEAS TRANSPORTATION SERVICE) vessel on the 9th of January, 1919 at San Pedro, California. After a successful trial trip she sailed on the 28th of January for Norfolk with a full cargo of flour via the Canal. She arrived at Balboa on the 14th of February and proceeded on the 19th for Norfolk arriving there on the 28th. Here she bunkered and proceeded on the 13th of March for Gibraltar, there to receive orders as to port of discharge for her cargo, which was consigned to the Food Administration. At Gibraltar she was ordered to sail on the 1st of April for Constantinople and Varna, Bulgaria arriving there on the 11th and 13th respectively. From here she sailed on the 29th to Gibraltar arriving there on May 11th. Here she bunkered and loaded a cargo of 13 depth charges, 124 tons private cargo, 10 tons Navy cargo, 84 tons army cargo, 200 tons sand and 500 tons damaged cement balast. Sailed on the 18th for Norfolk at which port she arrived on the 11 of June. On the 16th of June, 1919 she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo Ship:
Length 410' 0", beam 54' 0".
Net tonnage 3,732.
Gross tonnage 6,047.
Deadweight tonnage 8,371.
Speed 10 1/2 knots.

HISTORY OF THE USS WEST HAVEN.

The USS WEST HAVEN was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 18th of June 1918 at New Orleans, La.

She was immediately refitted and refurnished in accordance with Navy practice, loaded a full cargo of general Army supplies, and sailed on the 3rd of July for Norfolk there to join a convoy sailing on the 21st for Bordeaux. This convoy arrived at its destination on the 12th of August, at which port she discharged her cargo and proceeded on the 21st for New York arriving there on the 5th of September. From here she proceeded on the same day to Philadelphia where she loaded a cargo of general Army supplies and proceeded on the 17th to Norfolk there to bunker and join a convoy sailing on the 23rd for Brest. At Brest she discharged 5125 tons of cargo loaded 2241 tons of sand ballast and sailed on the 3rd of November for New York. Upon her arrival at New York on the 22nd she proceeded the same day to Baltimore at which port she underwent general repairs, loaded 7075 tons of general army cargo and sailed on the 5th of December for La Pallice. She arrived at La Pallice on the 2nd of January where she discharged her cargo, loaded 2621 tons of Army return cargo and sailed on the 26th for Norfolk. She was obliged to put into Bermuda at a speed of $3\frac{1}{2}$ knots on account of lack of fuel. She arrived at Bermuda on the 28th of February and proceeded on the 2nd of March to Norfolk arriving there on the 4th. Here she underwent general repairs, loaded 673 tons of general cargo and sailed on the 28th for La Pallice arriving there on the 12th of April. At this port she discharged her cargo, loaded 2306 tons of Army return cargo, 375 tons of steel ballast and sailed on the 17th of May for New York at which port she arrived on the 8th of June. At this time it was decided to place her in line for demobilization.

On the 21st of June 1919 repairs were completed inventories taken, and the USS WEST HAVEN was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54.

Decks 2, holds 4.

Complement: Officers 12, crew 74.

Cubic cargo capacity: (grain) 463,838 cubic feet.

(bale) 425,719 cubic feet.

Total deadweight tonnage: 8619, net 4233.

Oil burner: bunkers 1400 tons.

Draft loaded : 24' 2" speed 9 knots.

Cargo transported overseas: 25, 869.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

HISTORY OF THE USS WEST HOBOMAC.

The USS WEST HOBOMAC was one of the new Shipping Board ships which were built on the West Coast and taken over and commissioned by the Navy. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 17th of August 1918 at Portland Oregon.

After a successful trial trip she proceeded on the 26th of August to Iquique at which port she arrived on the 23rd of September, discharged 7928 tons of coal, and loaded 824 tons of Nitrate and sailed on the 19th for New York via the Canal. She arrived at New York on the 8th of November at which port she underwent repairs to her engines and steering gear and alterations to her crew's quarters, bunkered, discharged her Nitrate, loaded a full cargo of Army supplies and sailed on the 30th for La Pallice. Upon her arrival at La Pallice on the 16th of December she discharged her cargo, loaded 226 tons of Army return Cargo, bunkered at Brest and sailed on the 18th of January for New York, arriving there on the 6th of February. Here she underwent a few minor repairs simultaneously bunkered and loaded 6392 tons of general cargo and sailed on the 19th for Rotterdam at which port she arrived on the 11th of March. Here she discharged her cargo loaded 500 tons of sand ballast and sailed on the 23rd for New York arriving there on the 10th of April. At New York she underwent minor repairs, simultaneously bunkered and loaded 5252 tons of food stuffs and sailed on the 23rd of April for Antwerp arriving there on the 12th of May. Here she discharged her cargo and proceeded on the 16th to Newport News arriving there on the 5th of June. At this time it was decided to place her in line for demobilization.

On the 10th of June 1918, inventories were taken, repairs were completed and the USS WEST HOBOMAC was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length: 423' 9", beam 54'.
Decks 2, holds 5.
Complement: Officers 11, crew 78.
Cubic cargo capacity: (grain) 463,485 cubic feet.
(bale) 425,451 cubic feet.
Total deadweight tonnage: 8604, net 8056.
Oil burner: bunkers 298,998 gallons.
Cargo transported overseas. 27,650 tons.
Draft loaded 24' 3" speed 9 knots.
Deck load 24 auto trucks.

October 23, 1919.

HISTORY OF THE USS WEST HOSOKIE.

The USS WEST HOSOKIE was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 29th of August 1918, at Seattle.

After a successful trial trip she sailed on the 7th of September for Arica Chili, where she loaded a full cargo of Nitrate and sailed for New Orleans arriving there on the 12th of November. From here she proceeded on the 20th to Newport News, where she loaded a cargo of Army supplies, bunkered and sailed on the 1st of December for Baltimore, there to complete loading. She sailed from Baltimore on the 15th of December for Verdon, at which port she arrived on the 3rd of January, discharged her cargo, loaded 973 tons of Army return cargo and sailed on the 14th of February for Philadelphia. She put into the Azores on the 24th of February for fuel and sailed from there on the 26th arriving at Philadelphia on the 10th of March. Here she underwent general repairs, bunkered, loaded a cargo of Army supplies and sailed on the 3rd of April to New York, there to join a convoy sailing on the 10th to St. Nazaire. This convoy arrived at its destination on the 27th at which port she discharged her cargo, loaded 35 tons of Army Ordnance material and sailed on the 4th of June for Newport News arriving there on the 20th of June. At this time it was decided to place her in line for demobilization.

On the 2nd of July 1919, repairs were completed, inventories taken, and the USS WEST HOSOKIE was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length: 423' 9", beam 54.
Decks: 2, holds 5.
Complement: Officers 10, crew 60.
Cubic cargo capacity: (grain) 388,927 cubic feet.
(bale) 357,977 cubic feet.
Total deadweight tonnage: 8231, net 4179.
Oil burner: bunkers 1097 tons q
Draft loaded: 24' 3", speed 9 knots.

October 22, 1919.

HISTORY OF THE USS WEST HUMHAW.

The USS WEST HUMHAW was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 16th of September 1918 at Seattle.

After a successful trial trip she loaded a full cargo of flour and sailed on the 5th of October for New York via the canal. She arrived at New York on the 31st, underwent repairs, bunkered and proceeded in convoy on the 12th of November to La Pallice arriving there on the 26th. From here she proceeded on the 29th to Bordeaux at which port she discharged her cargo loaded ballast and sailed on the 21st of December for New York arriving there on the 12th of January. At this time it was decided to place her in line for demobilization.

On the 27th of January 1919, repairs were completed, inventories taken and the USS WEST HUMHAW was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54'.

Decks: 2, holds 5.

Complement: Officers 11, crew 83.

Cubic cargo capacity: (grain) 425,247 cubic feet.
(bale) 398,077 cubic feet.

Total deadweight tonnage: 8554, net 4679.

Oil burner: bunkers 298,998 gallons.

Draft loaded 24' 3", speed 9 knots.

Deck load 18 auto trucks.

Cargo transported overseas: 6795 tons.

October 22, 1919.

HISTORY OF THE U.S.S. WEST INDIAN.

The WEST INDIAN was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department.

She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the the 22nd of May, 1918 at Portland, Oregon. She immediately loaded a cargo of flour, and proceeded on the 28th of June for Norfolk. After two unsuccessful trials, it was decided to return her to the Shipping Board on account of defective machinery. She was placed out of commission on the 5th of September, 1918 at the 12th Naval District. During the early part of November she was reported as being in good condition and was again taken over and commissioned as a N.O.T.S. vessel on the 7th of November, 1918 at New York.

Upon completion of bunkering and repairs she sailed on the 18th of November in convoy for Clyde. This convoy arrived at its destination on the 12th of December, at which port she discharged her cargo, loaded 530 tons gravel and 510 tons Navy stores and sailed on the 28th of January for New York, arriving there on the 11th of February. On the 1st of March, 1919, inventories were taken, repairs completed and the U.S.S. WEST INDIAN was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length 423'9" Beam 54'

Decks 2 Holds 5

Complement: Officers 10, crew 64.

Cubic cargo capacity (Grain) 455989 cu.ft. (Wale) 434699 cu.ft.

Total deadweight tonnage 8680 net tonnage 3562.

Oil burner - bunkers 278712 gallons.

Draft loaded 24'9" speed loaded 9.5 knots.

Deck load 24 auto trucks.

October 23rd, 1919.

HISTORY OF THE USS WEST KYSKA.

The USS WEST KYSKA was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 22nd of November 1918 at Puget Sound.

Upon completion of a successful trial trip, she loaded 8130 tons of flour and sailed on the 7th of December for New York via the Canal. She arrived at New York on the 11th of January, underwent minor repairs, bunkered and sailed on the 2nd of February for Gibraltar for orders. She put into Azores on the 13th of February for fuel and sailed the same day arriving at Gibraltar on the 18th. Here she was ordered to proceed on the same day to Trieste, at which port she arrived on the 27th, discharged her cargo, loaded 1000 tons of ballast and sailed on the 19th of March for New York via Gibraltar. She arrived at New York on the 17th of April.

On the 3rd of May 1919, repairs were completed, inventories taken and the USS WEST KYSKA was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54.

Decks 2, holds 5.

Complement: Officers 14, crew 72.

Cubic cargo capacity: (grain) 454,322 cubic feet.
(bale) 432,484 cubic feet.

Total deadweight tonnage: 8800, net 3562.

Oil burner: bunkers 107016 gallons.

Draft loaded 24' $\frac{1}{2}$ " speed 9 knots.

Deck load 12 auto trucks.

Cargo transported overseas: 8130 tons.

October 25, 1919.

HISTORY OF THE USS WEST LASHAWAY.

The USS WEST LASHAWAY was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 30th of September 1918 at Puget Sound.

After a successful trial trip she loaded a full cargo of flour and sailed on the 17th of October for New York via the Canal. She arrived at New York on the 11th of November a few minor repairs and sailed with her cargo consisting of 7790 tons of flour on the 29th for Trieste. She arrived at her destination on the 22nd of December, discharged her cargo and sailed on the 8th of January for New York at which port she arrived on the 30th of January. Here she underwent general repairs, simultaneously bunkered and loaded 5144 tons of Quartermaster's and Y.M.C.A. supplies and sailed on the 19th of February for Nantes. She arrived at Nantes on the 7th of March, discharged her cargo loaded 700 tons of steel billets, 300 tons of Army Ordnance material and sailed on the 20th of March for New York, at which port she arrived on the 4th of April.

On the 12th of April 1919 repairs were completed, inventories taken and the USS WEST LASHAWAY was placed out of commission and returned to the Shipping Board.

Cargo ship.
Length: 423' 9", beam 54.
Mean draft 24' 2" speed 11 knots.
Total deadweight tonnage: 8800, net 4678.
Complement: Officers 10, crew 60.
Cargo transported overseas: 12,934 tons.

October 23, 1919.

HISTORY OF THE U.S.S. WEST LIANGA.

The WEST LIANGA was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 19th of August, 1919, at New York. She was immediately refitted and refurnished in accordance with Navy practice, loaded a cargo consisting of 6882 tons of general supplies, trucks, bunkered, and sailed in convoy on the 25th of August for Bordeaux.

This convoy arrived at its destination on the 14th of September, at which port she discharged her cargo, loaded 800 tons of ballast and sailed on the 30th in convoy for New York, arriving there on the 16th of October. At New York she underwent general repairs, simultaneously bunkered and loaded 6685 tons of general Army cargo and sailed on the 3rd of November in convoy for Quiberon. She arrived at this port on the 18th and from there proceeded to St. Nazaire, where she discharged her cargo, loaded 1700 tons of Army return cargo and sailed on the 20th of December for New York, arriving there on the 4th of January. Here she underwent a few minor repairs, bunkered, and sailed on the 15th to New Orleans, at which port she loaded a full cargo of provisions and sailed on the 4th of February for Brest, arriving there on the 25th. Here she discharged her cargo, loaded 900 tons steel rails, 200 tons sand ballast and sailed on the 5th of March for Newport News. She arrived at her destination on the 21st, again underwent general repairs, bunkered and loaded a cargo of Railroad supplies consigned to the US Quartermaster Corps and sailed on the 4th of April for La Palliac, arriving there on the 18th. Here she discharged her cargo and proceeded on the 26th of May for New York, at which port she arrived on the 10th of June. On the 24th of June, 1919, inventories were taken, repairs completed, and the U.S.S. WEST LIANGA was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.g
Length 427' Beam 54'
Decks 2 Holds 5
Complement: Officers 17, crew 96.
Cubic cargo capacity (Grain) 425774 cu.ft. (Bale) 391645 cu.ft.
Armament: 1-6 pdr. 1-5"51.
Total deadweight tonnage 8800 net tonnage 4803
Oil burner bunkers 375000 gallons.
Draft loaded 24'6" speed loaded 9 knots.
Deck load 32 auto trucks.
Cargo transported overseas (about) 16,473.

This is the average type of ship used to transport the Army program of supplies and munitions abroad.

October 23rd, 1919.

HISTORY OF THE USS WEST LOQUASSUCK.

The USS WEST LOQUASSUCK was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 15th of October 1918, at Puget Sound.

Upon completion of a successful trial trip, she loaded a full cargo of Nitrate at Iquique and sailed from there on the 4th of December to Charleston via the Canal. She arrived at Charleston on the 23rd of December, discharged her cargo of Nitrate and sailed on the 15th of January to Savannah at which port she loaded a full cargo of cotton, bunkered and sailed on the 31st for Falmouth arriving there on the 17th of February. At this port she discharged her cargo, loaded 1000 tons of ballast, bunkered and sailed on the 26th of March for Boston, at which port she arrived on the 9th of April.

On the 17th of April 1919, the USS WEST LOQUASSUCK was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship/
Length: 423' 2", beam 54.
Mean draft: 24' 2", speed 11.5 knots.
Total deadweight tonnage: 8800, net 4678.
Complement: Officers 10, crew 60/.

October 24, 1919.

HISTORY OF THE USS WEST MADAKET.

The USS WEST MADAKET was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 30th of October 1918 at Puget Sound.

After a successful trip, she loaded a full cargo of flour and sailed on the 18th of November for New York via the Canal. Upon her arrival at New York on the 16th of December she underwent minor repairs, bunkered and sailed on the 22nd of December with a cargo consigned to the European Food Relief for Falmouth at which port she arrived on the 5th of January. From here she proceeded on the same day to Rotterdam where she discharged 7031 tons of flour and sailed on the 23rd for New York arriving there on the 9th of February. At this port she underwent minor repairs, simultaneously bunkered and loaded 6841 tons of cargo and sailed on the 22nd of February for Verdon. She arrived at Verdon on the 9th of March where she discharged her cargo and sailed on the 12th of April for New York at which port she arrived on the 28th. On the 8th of May 1919, repairs were completed inventories taken and the USS WEST MADAKET was placed out of commission and returned to the Shipping Board.

General Characteristics.

Length: 423' 9", beam 54.

Decks 2, holds 5.

Complement: Officers 10, crew 84.

Cubic cargo capacity: (grain) 388,927 cubic feet.
(bale) 357,977 cubic feet.

Net tonnage: 4678.

Oil burner: bunkers 345,954 gallons per year.

Draft loaded 24' 3" speed 9 knots.

Cargo transported overseas: 18,322 tons.

October 23, 1919.

HISTORY OF THE USS WEST MAHOMET.

The USS WEST MAHOMET was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 13th of November 1918 at Seattle.

After a successful trial trip she loaded 7886 tons of flour and sailed on the 29th of November for New York via the Canal. She arrived at New York on the 28th of December at which port she underwent a few minor repairs, bunkered and sailed in convoy on the 1st of January for Constantinople. She arrived at her destination on the 5th of February, discharged her cargo, loaded 1470 tons of water ballast, 970 bales of tobacco and sailed on the 5th of March for New York via Gibraltar. Upon her arrival at New York she underwent general repairs, simultaneously bunkered and loaded 5513 tons of general Army cargo and sailed on the 26th of April for Antwerp at which port she arrived on the 12th of May. Here she discharged her cargo and sailed on the 16th for Newport News at which port she arrived on the 2nd of June.

On the 3rd of June 1919 repairs were completed, inventories taken and the USS WEST MAHOMET was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54.

Decks 2, holds 5.

Complement: Officers 14, crew 62.

Cubic cargo capacity: (grain) 388,927 cubic feet.
(bale) 357,977 cubic feet.

Total deadweight tonnage: 8800, net 4681.

Oil burner: bunkers 322,518 gallons.

Draft loaded 24' 3", speed 9 knots.

Cargo transported overseas: 13,369 tons.

October 23, 1919.

HISTORY OF THE USS WEST MOUNT .

The USS WEST MOUNT was one of the new Shipping Board ships which were built on the West Coast and were taken over by the Navy Department. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 21st of May 1918, at Seattle.

Upon completion of a successful trial trip, she loaded a cargo of flour and sailed on the 22nd for New York via the Canal. Upon her arrival at New York on the 2nd of July, she underwent minor repairs, bunkered and sailed in convoy on the 13th for Bordeaux arriving there on the 29th of July. Here she discharged her cargo, loaded 1000 tons of iron ore and sailed in convoy for New York on the 22nd of September arriving there on the 9th of October. Here she underwent general repairs, simultaneously bunkered and loaded 6314 tons of general cargo, and sailed on the 24th for Brest, at which port she arrived on the 8th of November. Here she discharged her cargo and sailed on the 12th of December for New York arriving there on the 1st of January. At New York she underwent general repairs, loaded a cargo consisting of flour and milk consigned to the Food Administration, and sailed on the 22nd for Gibraltar, arriving there on the 6th of February. From here she was ordered to proceed to Constantinople arriving there on the 25th. Here she discharged her cargo loaded 2785 tons of Shipping Board return cargo and sailed on the 30th of March for Philadelphia via Gibraltar. She arrived at Philadelphia on the 1st of May and at this time it was decided to place her in line for demobilization.

On the 31st of May 1919, repairs were completed inventories taken, and the USS WEST MOUNT was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 424', beam 54.

Decks 2, holds 5.

Complement: Officers 10, crew 65.

Cubic cargo capacity: (grain) 283,034 cubic feet.
(bale) 255,844 cubic feet.

Total deadweight tonnage: 8650, net unknown

Coal burner: bunkers 1205 tons.

Draft loaded 24' 3", speed 9.5 knots.

Cargo transported overseas: 14,964.

October 24, 1919.

(book)

HISTORY OF THE USS WEST OVER.

The USS WEST OVER was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 20th of May 1918 at Norfolk.

She was immediately refitted and refurnished in accordance with Navy practice and sailed on the 25th of May to New York at which port she underwent a few minor repairs, bunkered and loaded a cargo consisting of general Army supplies and sailed in convoy on the 27th for St. Nazaire, but on account of insufficient speed she dropped behind this convoy, and, 12th of July 1918, she was torpedoed by an enemy sub-marine and the ship and cargo were a total loss.

General Characteristics.

Cargo ship.

Length: 423' 9" beam 54.

Complement: Officers 8, crew 35.

Cubic cargo capacity: (Grain) 424,544 cubic feet.
(Bale) 389,120 cubic feet.

Total deadweight tonnage: 8800, net 4272.

Oil burner: bunkers 1006 tons.

Cargo transported overseas: 7385 tons.

Draft loaded 24', speed 10.5 knots.

Deck load of 40 automobiles.

October 24, 1919.

HISTORY OF THE USS WEST POINT.

The USS WEST POINT was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 8th of August 1918 at New York?

She was immediately refitted and refurnished in accordance with Navy practice, simultaneously bunkered, loaded a cargo consisting of 6884 tons of general cargo and sailed on the 21st in convoy for Brest. This convoy arrived at its destination on the 6th of September and from there she proceeded on the following day to Paulliac. Here she discharged her cargo, loaded 1327 tons of ballast and sailed in convoy on the 8th of October for New York arriving there on the 23rd. At this port she again underwent general repairs, simultaneously bunkered and loaded 5532 tons of general Army cargo and sailed in convoy on the 4th of November for Verdon. She arrived at her destination on the 23rd, at which port she discharged her cargo, loaded 1600 tons of water ballast and sailed on the 6th of December for New York. She arrived at New York on the 23rd, underwent general repairs and proceeded to Boston on the 11th of January. Here she loaded a full cargo of Army supplies and sailed on the 18th for Brest, arriving there on the 2nd of February, discharged her cargo loaded 1620 tons of steel rails and sailed on the 12th for Newport News. She put into the Azores on the 24th for fuel and sailed from there on the 26th for Newport News arriving there on the 13th of March. At this time it was decided to place her in line for demobilization.

On the 24th of April 1919, repairs were completed, inventories taken, and the USS WEST POINT was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54.

Decks 2, holds 3.

Complement: Officers 16, crew 109.

Cubic cargo capacity: (grain) 359,300 cubic feet.
(bale) 335,265 cubic feet.

Total deadweight tonnage: 8800, net 3455.

Coal burner: bunkers 1100 tons.

Draft loaded: 24' 1", speed 9 knots.

Cargo transported overseas: 21,216.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 24, 1919.

(book)

HISTORY OF THE USS WEST POOL.

The USS WEST POOL was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy department. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 2nd of November 1918 at Puget Sound.

After a successful trial trip, she proceeded on the 8th of November to the Canal, where she loaded a cargo for the Panama Canal Railroad Company and sailed on the 9th of December for New York. She arrived at New York on the 20th of December, discharged her cargo, underwent general repairs, simultaneously bunkered and loaded 5002 tons of general Army cargo and sailed on the 1st of February for Antwerp. She arrived at her destination on the 18th where she discharged part of her cargo and proceeded on the 26th to Swansea, arriving there on the 1st of March. Upon completion of Discharge, she bunkered, loaded water ballast and sailed on the 5th of March for New York, arriving there on the 23rd.

On the 31st of March 1919, the USS WEST POOL was placed out of commission and returned to the Shipping Board.

General Characteristics:

Cargo ship.

Length: 410' 5", beam: 54.

Decks 2, holds 5.

Complement: Officers 10, crew 93.

Cubic cargo capacity: (grain) 470,140 cubic feet.
(bale) 422,180 cubic feet.

Total deadweight tonnage: 8550, net 3519.

Coal burner: bunkers 260 tons.

Draft loaded: 23' 12", speed 9 knots.

Cargo transported overseas: 5002.

October 24, 1919.

(book)

HISTORY OF THE USS WEST PORT.

The USS WEST PORT was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy department.

She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 10th of September 1918 at Seattle, and after a successful trial trip loaded a cargo of nitrate at Arica Chili and sailed on the 8th of November for Baltimore via the Canal. She arrived at Baltimore on the 28th of November, discharged her cargo of nitrate, underwent minor repairs, loaded 5731 tons of railroad supplies for the Army Account and sailed on the 1st of January for Brest. She arrived at Brest on the 21st, discharged her cargo, loaded 1438 tons of Army return cargo and sailed on the 15th of February for Baltimore, at which port she arrived on the 14th of March. Here she discharged her cargo and proceeded on the 24th for New York arriving there on the 26th.

On the 3rd of March 1919, repairs were completed, inventories taken and the USS WEST PORT was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54.

Decks 2, holds 5.

Complement: Officers 10, crew 87.

Cubic cargo capacity: (grain) 380,607 cubic feet.
(bale) 342,955 cubic feet.

Total Deadweight tonnage: 8700 tons, net 3880.

Coal burner: bunkers 1800 tons.

Draft loaded 23' 11½" speed 9 knots.

Cargo transported overseas: 5371 tons.

Deck load 20 auto trucks.

October 24, 1919.

HISTORY OF THE USS WEST SHORE.

The USS WEST SHORE was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 6th of August 1918 at New York. Here she was placed in dry dock where she was refitted and refurnished in accordance with Navy practice, and sailed on the 9th of August for Norfolk arriving there on the 11th, at which port she loaded 6753 tons of cars and trucks, bunkered and sailed on the 21st for Norfolk there to join a convoy sailing on the 23rd for Brest. This convoy arrived at its destination on the 12th of October at which port she discharged her cargo, loaded 1500 tons of iron pyrites and sailed on the 6th of November for New York. She arrived at New York on the 26th, underwent general repairs, simultaneously loaded 7174 tons of flour and foodstuffs, bunkered and sailed on the 18th of December for Falmouth. She arrived at this port on the 2nd of January and from there proceeded on the same day to Rotterdam. Here she discharged her cargo, loaded 3500 tons of iron ore as ballast and sailed on the 21st for New York, at which port she arrived on the 5th of February. At this time it was decided to place her in line for demobilization.

On the 4th of March 1919, inventories were taken and repairs were completed and the USS WEST SHORE was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54.

Decks 2, holds 3.

Complement: Officers 11, crew 84.

Cubic cargo capacity: (grain) 500,669 cubic feet.
(bale) 446,538 cubic feet.

Total deadweight tonnage: 8800, net 3552.

Oil burner: bunkers 351,834 gallons.

Cargo transported overseas: about 13,927 tons.

Draft loaded 24' $\frac{1}{2}$ ", speed 9 knots.

Deck load 40 auto trucks.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 25, 1919.

HISTORY OF THE USS WEST VIEW.

The USS WEST VIEW was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department.

She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 19th of November 1918, at Portland, Oregon, and upon completion of a successful trial trip loaded 7200 tons of flour and sailed on the 2nd of December for New York via the Canal. She arrived at New York on the 12th of January 1919 and at this time it was decided to return her to the Shipping Board .

On the 20th of January 1919, repairs were completed, inventories taken and the USS WEST VIEW was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' beam 54.

Decks 2, holds 5.

Complement: Officers 10, crew 72.

Cubic cargo capacity: (grain) 454,322 cubic feet.
(bale) 432,484 cubic feet.

Total deadweight tonnage: 8800, net 3562.

Coal burner: bunkers 1025 tons.

Draft loaded 24½', speed 10 knots.

Deck load 25 auto trucks.

October 24, 1919.

HISTORY OF THE USS WESTWARD HO.

The WESTWARD HO was taken over by the Navy Department as an N.O.T.S. (Naval Overseas Transportation Service) vessel, on the 17th of September, 1918 in France. She was immediately refitted and refurnished in accordance with Navy practice; and was commissioned on the 19th of October, 1918.

Upon completion of loading 2000 tons of sand ballast she sailed on the 16th of November for New York, arriving there on the 12th of December. Here she was placed in dry dock for general repairs, discharged her ballast, bunkered and loaded a cargo of general supplies and food stuffs and sailed on the 26th of January for Falmouth, arriving there on the 13th of February. From here she proceeded on the 16th to Danzig, and from there on the 11th of March to Copenhagen, from Copenhagen on the 19th to Plymouth. Upon completion of discharge at these ports, she loaded 2560 tons of sand ballast, and sailed on the 25th of March for New York, arriving there on the 9th of April. At this time it was decided to place her in line for demobilization. On the 19th of April, 1919, repairs were completed, inventories taken, and the USS WESTWARD HO was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length: 410' 6", beam 54.
Decks 2, holds 5.
Complement: Officers 12, crew 85.
Armament: 1-5-50; 1-5-40.
Total deadweight tonnage: 8800, net tonnage 3562.
Oil burner: bunkers 300,600 gallons.
Draft loaded: 28', speed loaded 9 knots.
Deck load 30 auto trucks.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 25th, 1919.

HISTORY OF THE USS WEST WAUNA.

The USS WEST WAUNA was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department. She was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 14th of January 1918 at Portland Oregon.

Upon completion of a successful trial trip, she loaded a full cargo of flour and sailed on the 1st of February for Norfolk via the Canal. She arrived on the 1st of March at which port she underwent a few minor repairs, simultaneously bunkered and sailed on the 9th to Falmouth arriving there on the 26th of March. Here she discharged her cargo, loaded 1500 tons of sand ballast and sailed on the 23rd of April for Galveston, Texas, at which port she arrived on the 13th of May.

On the 19th of May 1918, repairs were completed, inventories taken and the USS WEST WAUNA was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length: 423' 9", beam 54.
Decks 3 holds 5.
Complement: Officers 10, crew 68.
Cubic cargo capacity: (grain) 432,484 cubic feet.
Total deadweight tonnage 10047.26, net 3562.
Draft 24', $\frac{1}{8}$ ", speed 9.

October 25, 1919.

HISTORY OF THE USS WEST WOOD.

The USS WEST WOOD was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 14th of July 1918 at New York.

She was immediately refitted and refurnished in accordance with Navy practice and sailed on the 15th for Norfolk, where she loaded 6500 tons of general cargo and sailed on the 30th for New York. She sailed in convoy on the 9th of August for Gironde at which port she arrived on the 25th and from there proceeded on the following day to La Pallice. Here she discharged her cargo and sailed on the 22nd of September for Norfolk arriving there on the 10th of October. Here she again underwent minor repairs, simultaneously bunkered and loaded a cargo of Army supplies, and sailed in convoy on the 3rd of November for La Pallice arriving there on the 20th. Here she discharged her cargo, bunkered and sailed on the 6th of December for New York. Upon her arrival at New York on the 23rd she underwent general repairs, simultaneously bunkered and loaded 6190 tons of general cargo and sailed on the 19th of January for La Pallice, arriving there on the 5th of February. Here she discharged her cargo, loaded 69 tons of Army return cargo and sailed on the 1st of March for New York. She arrived at New York on the 18th, at which port she was sent to pier 6 Bush Docks, where she loaded 6666 tons of general Army cargo, underwent a few minor repairs and sailed on the 12th of April for La Pallice arriving there on the 27th. At this port she discharged her cargo, loaded 1007 tons of ammunition and 1487 tons of steel rails and sailed on the 31st of May for New York arriving there on the 13th of June. At this time it was decided to place her in line for demobilization.

On the 26th of June 1919, repairs were completed, inventories taken and the USS WEST WOOD was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 410' 5 $\frac{1}{2}$ "

Decks 2, holds 3.

Complement: Officers 11, crew 55.

Cubic cargo capacity: (grain) 483,384 cubic feet.
(bale) 434,886 cubic feet.

Total deadweight tonnage: 8550, net 4238.

Coal burner: bunkers 1194 tons.

Draft loaded 23' 10", speed 9 knots.

Cargo transported overseas: 28,516 tons.

Deck load 20 automobiles.

October 24, 1919.

HISTORY OF THE USS WEST ZEDA.

The USS WEST ZEDA was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department. She was commissioned as an N.O.T.S. vessel on the 23rd of December 1918 at Puget Sound.

Upon completion of a successful trial trip she loaded 7444 tons of flour and sailed on the 4th of January for New York via the Canal. She arrived at New York on the 27th, underwent a few repairs, bunkered and sailed on the 4th of February for Constantinople via Gibraltar for orders. She arrived at Constantinople on the 6th of March, loaded 1998 tons of water ballast and small quantity of opium, discharged her cargo and sailed on the 13th of April for New York via Gibraltar. She arrived at New York on the 17th of May, and on the 26th of May 1919, repairs were completed, inventories taken and the USS WEST ZEDA was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9" beam 54.

Decks 2, holds 5.

Complement: Officers 10, crew 80.

Cubic cargo capacity: (grain) 454,322 cubic feet.
(bale) 432,484 cubic feet.

Total deadweight tonnage: 8800, net 4642.

Oil burner: bunkers 374,556 gallons.

Draft loaded 24' $\frac{1}{2}$ " speed 9 knots.

Deck load of 25 auto trucks.

Cargo transported overseas: 7444 tons.

October 25, 1919.

HISTORY OF THE USS WEST ZUCKER.

The USS WEST ZUCKER was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 12th of November 1918 at San Pedro, California.

After a successful trial trip she loaded a full cargo of flour and sailed on the 4th of January for Hampton Roads via the Canal. She arrived at Hampton Roads on the 22nd of March and, at this time it was decided to place her in line for demobilization.

On the 29th of March 1918 repairs were completed, inventories taken and the USS WEST ZUCKER was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423', beam 54.

Decks 2, holds 4.

Complement: Officers 10, crew 65.

Cubic cargo capacity: (grain) 436,722 cubic feet.
(bale) 406,000 cubic feet.

Refrigerating space: 1000 cubic feet.

Total deadweight tonnage: 8800, 4442.

Draft loaded 23' 11" speed 10.5 knots.

October 25, 1919.

HISTORY OF THE USS WEST ZULA.

The USS WEST ZULA was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department. She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 26th of September 1918 at San Pedro, California.

After a successful trial trip she loaded a full cargo of Nitrate at Arica Chili and sailed on the 22nd of November for New York via the Canal. She arrived at New York on the 1st of December and proceeded on the same day to Jacksonville arriving there on the 6th. Here she discharged her cargo and sailed on the 20th to Philadelphia, at which port she underwent repairs until the 30th of January, at which time she sailed for New York arriving there on the 31st. On the 24th of February 1919, repairs were completed, inventories taken and the USS WEST ZULA was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 423' 9", beam 54.

Decks 2, holds 4.

Complement: Officers 10, crew 61.

Cubic cargo capacity: (grain) 467,000 cubic feet.
(bale) 415,000 cubic feet.

Total deadweight tonnage: 8536, net 4442.

Oil burner: bunkers 287,700 gallons.

Draft loaded 24', speed 9 knots.

Deck load of 25 auto trucks.

October 25, 1919.

HISTORU OF USS WIELDRECHT.

The USS WIELDRECHT was one of the Dutch ships which were seized by the UNITED States Custom officials under the President's Proclamation.

She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 17th of June 1918 at New York.

She was immediately refitted and refurnished in accordance with Navy practice and proceeded on the 1st of July to Norfolk, at which port she loaded a full cargo of fuel oil and sailed on the 5th in convoy for Brest. This convoy arrived at its destination on the 24th of July at which port she discharged her cargo, and sailed on the 26th for New York arriving there on the 20th of August, underwent a few minor repairs and sailed on the 3rd of September to Norfolk there to load a full cargo of fuel oil and sailing in convoy on the 7th for Brest. She arrived at Brest on the 25th, proceeded on the following day to La Pallice, and upon completion of discharge, she proceeded on the 8th of October to New York, arriving there on the 24th. Here she underwent a few repairs, loaded a cargo of fuel oil and sailed on the 4th of November for La Pallice. She arrived at La Pallice on the 24th, discharged her cargo, loaded ballast and sailed on the 17th for New York, arriving there on the 5th of December. Here she again loaded a cargo consisting of fuel oil and sailed on the 12th of February for Rotterdam. Here she discharged her cargo and sailed on the 19th of March for New York, arriving there on the 4th of April. At this time it was decided to place her in line for demobilization.

On the 10th of April 1919, repairs were completed, inventories taken and the USS WIELDRECHT was placed out of commission and returned to the Shipping Board.

General Characteristics.

Tanker.

Length: 331' beam 47.

Decks 1, tanks 20.

Complement: Officers 14, crew 81.

Refrigerating space: 1500 cubic feet.

Total deadweight tonnage: 5150, net 2210.

Coal burner: Bunkers 516 tons.

Draft loaded 21' 6", speed 8.5 knots.

This is the average type of ship used to transport the Army program of fuel abroad.

October 28, 1919.

HISTORY OF THE USS WILLIAM ISOM.

The USS WILLIAM ISOM was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 24th of April 1918, at New York.

She was immediately assigned to operation as a fuel ship and was engaged in carrying fuel and supplies between Naval Stations and vessels at sea.

She remained in this status until the 21st of August 1919, At this time it was decided to place her in line for demobilization. 0

On the 21st of August 1919, inventories were taken and repairs completed and the USS WILLIAM ISOM was placed out of commission and returned to the Shipping Board.

General Characteristics.

Tanker.

Length: 293' beam 47' 2".

Draft loaded 22' 12", speed 10.5 knots.

October 28, 1919.

A. (book)

HISTORY OF THE USS WILLIAM MCKENNEY.

A

Prior to the WILLIAM A. MCKENNEY being commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel she was operated and manned by the Shipping Board engaged in carrying Army supplies abroad. She was taken over and commissioned as a N.O.T.S. vessel on the 5th of June 1918 at Norfolk. At this port she was refitted and refurnished in accordance with Navy practice and was ordered to load a cargo of Engine supplies, consisting of 7256 tons. These operations were completed and she was ordered to join a convoy sailing on the 19th of June for Brest. This convoy arrived at its destination on the 9th of July at which place she was delayed two days awaiting a convoy for St. Nazaire, at which port she arrived on the 11th of July. At this port she discharged her complete cargo and sailed on the 27th of July for Verdon there to ballast and join a convoy sailing from there on the 3rd of August. This convoy arrived at Newport News on the 19th of August. At this port she was again ordered to load a complete cargo of steel rails and cars for the A.E.F. forces. On the 7th of September she had loaded 7250 tons of the above and sailed in convoy for Brest, arriving there on the 25th of September. From this port she was sent the same day to La Pallice, arriving there on the 27th. Here she discharged her complete cargo, loaded her return cargo of ballast and sailed on the 10th of October for Verdon, there to bunker and join a convoy sailing on the 15th of October for Norfolk. Upon her arrival at Norfolk on the 1st of November she was placed in dry dock where she underwent repairs. Upon being placed out of dry dock, she was ordered to load a cargo of Army supplies, consisting of 7000 tons. These operations were completed on the 22nd of November, at which time she sailed to La Pallice arriving there on the 7th of December. At this port she discharged her complete cargo, loaded a return cargo of Army supplies and sailed on the 25th of December for Norfolk, arriving there on the 1st of January. Upon her arrival at this port it was decided to place her in line for demobilization. On the 31st of January 1919, inventories were taken, repairs were completed and she was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General Characteristics.

Cargo ship.

Length: 395' Beam 55' 1".

Speed loaded: 9 knots; mean draft 26' 5".

Complement: Officers 10; men 52.

Total deadweight tonnage: 9500; net tonnage 4544.

Cargo transported overseas: 20,809.

This is the average type of vessel used to transport the Army program of ammunitions and supplies abroad.

August 11, 1919.

HISTORY OF THE USS WM. N. PAGE.

The WILLIAM N. PAGE was among the new Shipping Board vessels built by the Emergency Fleet Corporation at Camden, New Jersey. Upon completion of a successful sea trial she was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on December 18, 1918.

She was immediately refitted and refurnished in accordance with Navy practice and was ordered to proceed on the 20th of December to New York and to load a general cargo and locomotives. These operations were completed on the 11th of January, at which time she proceeded to Brest, France arriving there on the 27th. At this port she completed discharge, loaded 800 tons of ballast and sailed on the 8th of February for Norfolk, arriving there on the 27th. At this port she underwent a few repairs and was ordered to load a full cargo of supplies. These operations were completed on the 23rd of March, at which time she sailed to LaPallice arriving there on the 8th of April. Owing to the congestion of cargo at this port she proceeded the same day to Verdon, where she discharged her cargo and loaded 995 tons of Army cargo and sailed on the 10th of May for Norfolk, arriving there on the 25th. Upon her arrival at this port it was decided to place her in line for demobilization. On the 3rd of May, 1919 she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length 395' Beam 55'

Decks 1 Holds 6

Complement; Officers 16; crew 81.

Cubic cargo capacity (Grain) 346103 cu.ft. (Bale) 342677 cu.ft.

Total deadweight tonnage 8684 -- net tonnage 3339

Cargo deadweight tonnage 342677 cu.ft. Coal burner.

Draft loaded 27' Speed loaded 10 knots.

This is the average type of vessel used to transport the program of supplies and ammunitions abroad.

August 28, 1919.

D. (book)

HISTORY OF THE USS WM. ROCKEFELLER.

A

At the beginning of N.O.T.S. (Naval Overseas Transportation Service) on January 9, 1918, the Navy Tanker WILLIAM ROCKEFELLER was assigned to that service.

At this time she was proceeding from New York to Lamash, Scotland and upon arrival at New York on the 12th of February, she was ordered to sail for Philadelphia on the same day, at which port she arrived on the 13th, loaded a full cargo of fuel oil and sailed on the 21st for New York. Here she was delayed until the 28th awaiting for convoy. This convoy arrived at Sheerness, England on the 18th of March, at which port she discharged her cargo and proceeded on the 24th to Philadelphia arriving there on the 9th of April. Here she bunkered, underwent necessary repairs, loaded a full cargo of fuel oil and sailed on the 28th of April for New York, there to join a convoy sailing on the following day for Lamash. She arrived at Lamash on the 15th and from there proceeded on the 18th for Rosyth. On the 21st of May 1918, The USS WILLIAM ROCKEFELLER was torpedoed and sank in 13 minutes. The crew abandoned the ship and took to the boats, and all except three eventually returned to the United States.

The ship and cargo were considered a total loss.

General Characteristics.

Oil Tanker.

Length: 430', beam 48' 2".

Total deadweight tonnage 5217, gross tonnage 7157.

This is the average type of ship used to transport the Navy program of fuel oil abroad.

October 18, 1919.

HISTORY OF THE USS WILLIMANTIC.

The USS WILLIMANTIC was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department.

She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 2nd of November 1918, at Seattle.

Upon completion of a successful trial trip, she loaded 6400 tons of flour and sailed on the 14th of December for New York via the Canal. She arrived at New York on the 9th of January where she underwent a few minor repairs, bunkered and proceeded on the 21st of January for Gibraltar for orders. She arrived at this port on the 7th of February and was ordered to proceed on the same day to Fiume, arriving there on the 18th of February. At this port she discharged her cargo, loaded 1400 tons of water ballast and sailed on the 12th of March for New York via Gibraltar. She put into Azores on the 31st for fuel and sailed the same day, arriving at New York on the 13th of April.

On the 21st of April, 1919 inventories were taken, repairs completed and the USS WILLIMANTIC was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship. (993 ton tank can be used for oil).
Length: 396, beam 53.
Decks 2, holds 5.
Complement: Officers 10, crew 72.
Cubic cargo capacity: 405,771 cubic feet. (grain)
371,636 cubic feet. (bale)
Total deadweight tonnage: 7600, net 4004.
Oil burner: bunkers 6616.
Draft loaded: 23' 8", speed 10.5 knots.
Cargo transported overseas: 6400 tons.

October 28, 1919.

HISTORY OF THE USS WINDING GULF.

This is one of the new vessels built by the Shipping Board at the New York Ship Building Corporation at Camden, N.J. She was taken over and commissioned at Camden, N.J. as an N.C.T.S. (Naval Overseas Transportation Service) vessel on the 19th of August 1918. At this port she was refurnished and refitted in accordance with Navy practice, and sailed on the 23rd of August for New York arriving there on the 25th. Upon her arrival at New York she was sent to pier 5, Bush Docks where she loaded 6119 tons of Locomotives etc. This operation was completed on the 31st of August and she was delayed two days awaiting convoy for St. Nazaire. This convoy sailed on the 2nd of September arriving at Verdon on the 19th, La Pallice on the 20th, Quiberon on the 21st and St. Nazaire on the 21st. At this port she discharged her complete cargo. While moving from one dock to another at this port she hit a concrete pier damaging 10 frames and 4 plates. This delayed her sailing until the 4th of October, at which time repairs were completed and she sailed to Quiberon where she was delayed three days awaiting convoy for New York. On the 8th of October this convoy sailed arriving at New York on the 21st. Upon her arrival at New York she was sent to Pier 5, Bush Docks where she discharged her ballast and then was sent to Shewan's dry dock where repairs were made to her bridge, bow plates and winches and minor repairs were made to her main engines. After coming out of dry dock on the 11th of November, she was sent to pier 5, Bush Docks where she loaded 6983 tons of general cargo and sailed on the 22nd of November for Bordeaux. When one day out of port she had a collision with the USS EDWARD LUCKENBACH and was forced to return to New York and remained there until the 12th of December undergoing repairs. She sailed on this date for Verdon arriving there on the 26th. Owing to the congestion of cargo facilities at this port, she was sent the following day to La Pallice. After discharging her cargo at this port, she was ordered to load ballast and 4110 tons of Army cargo for a return trip. This operation was completed on the 18th of February and her sailing was delayed six days owing to the damaged lock gates preventing her leaving the harbor. On the 25th of February, she finally departed for New York arriving there on the 13th of March. Upon her arrival, she was sent to Pier 3, Bush Docks where she discharged her cargo. At this time it was decided to place her in line for demobilization and on the 26th of March, 1919 repairs were completed, inventories taken and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length over all 395' 1", beam 55' 2½"

Decks 1, holds 5.

Cubic cargo capacity: (grain) 355,302 cubic feet.
(bale) 338,752 cubic feet.

Refrigerating space: 1080 cubic feet.

Deck load of 10 auto trucks.

Total deadweight tonnage 7878, net 3349.

HISTORY OF THE USS WINDING GULF.

continued.

Characteristics.

Coal burner.

Draft loaded 27' 6 $\frac{1}{2}$ " , speed 9.5 knots.

Complement: Officers 10, crew 65.

Cargo transported overseas: 13,102 tons.

This is the average type of ship used to transport the Army program of supplies abroad.

HISTORY OF THE USS WINIFRED.

Prior to her commissioning the USS WINIFRED operated under a charter form from the Shipping Board to the British Admiralty.

She was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 21st of June 1918 in European waters.

She was immediately refitted and refurnished in accordance with Navy practice and was immediately assigned to the European Coal Trade, and was engaged in carrying supplies between French and English ports, with her home port at Cardiff, until the 17th of December at which time she sailed for New York. She put into the Azores on the 21st for fuel and sailed from there on the 25th to New York at which port she arrived on the 8th of January. From here she proceeded on the 11th to Philadelphia, and at this time it was decided to place her in line for demobilization.

On the 13th of March, 1919 the USS WINIFRED was placed out of commission and returned to the Shipping Board.

General Characteristics.

Tanker.

Length: 305', beam 42.

Decks 1, holds 2.

Complement: Officers 10, crew 42.

Cubic cargo capacity: (general) 20352.

Armament: 1-4-40 fwd, 1-4-4- aft.

Total deadweight tonnage: 2072, net 1500

Oil burner: bunkers 540 tons.

Draft loaded 20' speed 7 knots.

This is the average type of ship used to transport the Army program of fuel and supplies in European waters.

October 28, 1919.

HISTORY OF THE U. S. S. WINNEBAGO.

The WINNEBAGO was taken over on the 9th day of February, 1918 at Hoboken, N. J. and was commissioned as an N. O. T. S. (NAVAL OVERSEAS TRANSPORTATION SERVICE) vessel on the 6th of March, 1918. Upon being taken over she was refitted and refurnished according to Navy practice, also underwent extensive repairs. This being completed she sailed the 23rd for Norfolk arriving on the 25th. Here she loaded a cargo of explosives for the Army and sailed March 31st for Pauillac via Brest arriving Pauillac April 25th. Discharged her cargo and sailed on the 13th of May for New York arriving there on the 30th. She was placed out of commission and returned to her owners on June 11, 1918.

General Characteristics.

Cargo ship.
Length 360' 8", beam 42' 8".
Gross tonnage 4,362.
Net tonnage 2,718.
Deadweight tonnage 7,300.
Speed 8.75.

HISTORY OF THE U. S. S. WINTERSWIJK.

The WINTERSWIJK was among the Dutch vessels which were seized by the Custom Officials March 20, 1918 by order of the President. At this time she was lying at Key West and was immediately turned over to the Navy. On April 2nd. she was placed in commission and assigned to N. O. T. S. (NAVAL OVERSEAS TRANSPORTATION SERVICE). She departed Key West April 4th. for Antilla, Cuba arriving on the 7th. Upon completion discharging her cargo of coal she loaded a cargo of sugar and sailed on the 15th. for Boston arriving on the 23rd. She was placed out of commission and turned over to the Shipping Board April 27th, 1918.

General Characteristics.

Cargo ship. .
Length 320' 0", beam 47' 6".
Gross tonnage 3,205.
Net tonnage 1,937.
Deadweight 5,440.
Speed 9 knots.

HISTORY OF THE USS YELLOWSTONE.

The YELLOWSTONE was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 21st of September 1918 at Philadelphia.

She proceeded on the following day to New York at which port she underwent general repairs, bunkered, loaded 6672 tons of general Army cargo and proceeded in convoy on the 27th of October to Quiberon. This convoy arrived at its destination on the 15th of November at which port she discharged her cargo, loaded 1500 tons of steel rails as ballast and sailed on the 27th for New York, at which port she arrived on the 17th of December. Here she again underwent a few minor repairs and loaded 5150 tons of general Cargo and proceeded on the 25th of January for Brest. She arrived at Quiberon on the 14th of February, proceeded on the same day to Brest arriving there on the 19th. Here she discharged her cargo and underwent repairs due to a slight collision. Upon completion of repairs, she loaded 4120 tons of Army return cargo and sailed on the 21st of April for New York at which port she arrived on the 6th of May. At this time it was decided to place her in line for demobilization.

On the 24th of May 1919, repairs were completed, inventories taken and the USS YELLOWSTONE was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 416' 6" beam 53.

Decks 1 holds 4.

Complement: Officers 11, crew 86.

Cubic cargo capacity: (grain) 494,843, cubic feet.
(bale) 460,732 cubic feet.

Refrigerating space: 675 cubic feet.

Total deadweight tonnage: 9410, net 4662.

Oil burner: 495,600 gallons.

Draft loaded 26' 5" speed 9 knots.

Deck load 20 auto trucks.

Cargo transported overseas: 11,822 tons.

This is the average type of ship used to transport the Army program of supplies abroad.

October 28, 1919.

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HISTORY OF THE USS ZAAMLAND.

The USS ZAAMLAND was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 29th of March 1918 at Newport News.

She was immediately refitted and refurnished in accordance with Navy practice and sailed on the 4th of April for New Orleans at which port she arrived on the 11th, loaded a full cargo consigned to the Army Quartermasters Corps, and sailed on the 20th for Norfolk arriving there on the 25th. Here she underwent minor repairs, bunkered and sailed on the 30th of April for New York there to join a convoy sailing on the 3rd of May for La Pallice. On the 13th of May, 1918 the ZAAMLAND was sunk in a collision with the USS HSKO. All hands were rescued and returned to the United States, but the ZAAMLAND and her cargo were a total loss.

General Characteristics.

Cargo ship.

Length: 398' 5" beam 51' 1".

Mean draft 23' 6" speed 9 knots.

Total deadweight tonnage: 8700, net 3526.

October 28, 1919.

HISTORY OF THE USS ZACA.

The USS ZACA was one of the new Shipping Board ships which were built on the West Coast and taken over by the Navy Department.

She was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 30th of December 1918, at San Francisco.

Upon completion of a successful trial trip, she loaded a full cargo of flour and sailed on the 2nd of January for Hampton Roads via the Canal. She arrived on the 8th of February, underwent minor repairs, bunkered and proceeded in convoy on the 15th for Rotterdam. She arrived at Rotterdam on the 16th of March and from here proceeded on the 10th of April to Falmouth. Upon completion of discharge, she loaded 1500 tons of sand ballast and sailed on the 14th of April for New York, at which port she arrived on the 29th.

On the 12th of May 1919, repairs were completed, inventories taken, and the USS ZACA was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length: 416' 6", beam 53.
Decks 3, holds 5.
Complement: Officers 10, crew 62.
Cubic cargo capacity: (grain) 437,000 cubic feet.
Total deadweight tonnage: 9330, net 4615.
Oil burner 1622 tons.
Draft loaded: 26' 5", speed 9.5 knots.

*DANFS - cargo went
to Danzig, then 19 Mar
to 4 Apr.*

October 28, 1919.

HISTORY OF THE USS ZIRKEL.

The USS ZIRKEL was one of the new Shipping Board Ship which were built on the West Coast and taken over by the Navy Department.

She was commissioned as an N.O.T.S. (Naval Overseas Transportation) Vessel on the 27th of September 1918.

Upon completion of a successful trial trip, she loaded a full cargo of Nitrate and proceeded to New Orleans via the Canal. She arrived at New Orleans on the 30th of January, discharged her cargo, underwent general repairs to her turbines, simultaneously bunkered and loaded a full cargo of cotton, coffee and steel consigned to the Shipping Board. She sailed on the 6th of February for Liverpool at which port she arrived on the 27th of February, discharged her cargo, loaded 800 tons of iron ore and sailed on the 13th of March to Philadelphia. She arrived at Philadelphia on the 29th and at this time it was decided to place her in line for demobilization.

On the 3rd of ^{April?}~~May~~ 1919, repairs were completed, inventories taken and the USS ZIRKEL was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.

Length: 416' 6", beam 53.

Complement: Officers 10, crew 60.

Cubic cargo capacity: (grain) 490,793 cubic feet.
(bale) 456,677 cubic feet.

Total deadweight tonnage: 8790, net 4642.

Oil burner 1793 tons.

Draft loaded 26' 5", speed 9 knots.

October 29, 1919.

HISTORY OF THE USS ZUIDERDIJK.

The USS ZUIDERDIJK was one of the Dutch ships which were seized by the United States Custom officials under the President's Proclamation.

She was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 21st of March 1918 at San Juan, Porto Rico.

She was immediately refitted and refurnished in accordance with Navy practice, and, upon completion of these operations, proceeded on the 29th to Cristobal where she loaded a cargo of supplies for the Panama Railroad Company, bunkered and sailed on the 25th of April for New York, arriving there on the 4th of May. Here she underwent general repairs, discharged her cargo, loaded 6034 tons of general Army supplies and sailed in convoy on the 17th of May for Havre. This convoy arrived at its destination on the 1st of June. Here she discharged her cargo and sailed on the 12th of June for New York arriving there on the 2nd of July. Here she again underwent general repairs, bunkered, loaded 6024 tons of general cargo and sailed on the 13th of July in convoy for St. Nazaire. She arrived at Gironde on the 28th and proceeded on the following day to St. Nazaire at which port she discharged her cargo, loaded 1940 tons of Army return cargo and sailed on the 18th of August for New York. She arrived at this port on the 31st and was placed in dry dock for general repairs. Upon completion of this operation, she bunkered, loaded 6087 tons of general Army supplies and proceeded on the 14th of September to Brest, at which port she arrived on the 29th. From here she proceeded on the following day to Verdon, where she discharged her cargo, and sailed on the 15th of October for New York, arriving there on the 28th. Here she again loaded a cargo consisting of 6517 tons of general Army supplies and proceeded on the 12th of November to St. Nazaire. She arrived at Quiberon on the 25th, discharged her cargo, loaded 700 tons of rails as ballast, 500 tons of return cargo and sailed on the 6th of December for New York. She arrived at New York on the 24th. Here she underwent a few minor repairs and proceeded on the 12th of January to Norfolk, where she loaded a cargo of supplies for the Shipping Board Account, and proceeded on the 17th to Guayaquil via the Canal. Here she discharged her cargo, loaded 500 tons of cocoa and proceeded on the 26th to St. Thomas via the Canal for orders. She arrived at St. Thomas on the 10th of March and was ordered to proceed on the same day to Havre arriving there on the 27th. Here she discharged her cargo, and sailed on the 24th for New York. She arrived at New York on the 7th of May, loaded a commercial cargo for the Shipping Board and proceeded on the 17th of June to London, at which port she arrived on the 30th, discharged her cargo and proceeded to Rot-

HISTORY OF THE USS ZUIDERDIJK.
continued.

Rotterdam, arriving there on the 17th of July.

On the 21st of July 1919, repairs, were completed, inventories taken, and the USS ZUIDERDIJK was placed out of commission and returned to her Dutch owners.

General Characteristics.

Cargo ship. (550 horses).
Length: 412', beam 53' 6".
Decks 2, holds 4.
Complement: Officers 14, crew 110.
Cubic cargo capacity: (grain) 447,732 cubic feet.
(bale) 407,732 cubic feet.
Refrigerating space: 890 cubic feet.
Total deadweight tonnage: 8292, net 3307.
Coal burner: 1665 tons.
Draft loaded 24' 6", speed 7.9 knots.
Deck load 35 auto trucks.
Cargo transported overseas: 29,692.

This is the average type of ship used to transport the Army program of munitions and supplies abroad.

October 29, 1919.