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.

Sent down from Crenshaw

HISTORY OF THE USS ABSAROKA

The ABSAROKA was commissioned in the Navy as a N.O.T.S. (Naval Overseas Transportation Service) vessel on September 17, 1918, at New York.

Upon her being commissioned she immediately started loading, during which time the necessary repairs were made to convert her to an Army Cargo Transport.

On September 28th, she had loaded 7608 tons of general Army cargo, and after a successful trial trip she sailed from New York on October 1st to join a convoy at Sydney, Nova Scotia. On October 8th she sailed from that port in convoy to Bordeaux, France, arriving at Brest, October 21; Quiberon, October 22; La Pallice, October 23; Verdon, October 24; Pauillac, October 30, and Bordeaux October 31st. At this port she discharged her cargo and loaded ballast and on November 9th she sailed to join a convoy for her return voyage to New York. After considerable rough weather she arrived at Pier 2, Bush Docks, on December 5th.

The ABSAROKA made another trip to Rotterdam with a cargo of 6381 tons of flour and lard. She returned to New York on February 12th, 1919, at which time she was placed in dry dock, thoroughly overhauled, inventory was taken, and she was returned to the Shipping Board on March 4th, 1919.

General Characteristics.

Cargo ship.
Length 423' 9" Beam 54'
Decks 2 Holds 5
Coal burner-net registered tonnage 4126
Total deadweight tonnage 9000
Loaded draft 25' Speed loaded 9 knots.
Besides general cargo of cubic capacity (grain) 416,542 cu.ft. (bale) 385,552 cu.ft. She has a refrigerator space of 554 cu.ft. Carries a deck load of 18 auto trucks.
Armament of 3"50 forward, 6"50 aft.
Complement 14 Officers, 82 men.
Total amount cargo transported to Eurpoe 14,506 tons.
This vessel was the average class of cargo carrier used for transporting the Army program of munitions and supplies abroad.

HISTORY OF THE USS AGWIDALE

The AGWIDALE was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 16th of November 1918, at Newport News.

Upon her being commissioned she under-went the necessary repairs necessary to convert her to a cargo ship, and loaded a cargo of Army supplies for a trans-Atlantic trip. On the 4th day of December she sailed for Bordeaux, arriving there at La Pallice on the 20th of December, at which port she was delayed on account of lack of cargo facilities until the 6th of January, at which time she discharged her cargo and loaded 1012 tons of ballast. This operation was completed on the 26th and she was delayed three days waiting for tide and on the 28th sailed for New York, arriving there on the 15th of February, at which place she discharged her cargo and loaded 726 tons of pyrites and 5604 tons of general cargo and sailed on the 25th for Rotterdam, arriving there on the 12th of March. She sailed from Rotterdam after discharging her cargo on the 21st of March and arrived at New York on the 4th of April. She went to Pier 4, Army Base, Brooklyn, where she under went a thorough over hauling, inventories were taken and she was returned to the Shipping Board on the 11th day of April 1919.

General Characteristics.

Cargo ship.
Length 385' Beam 53'
Decks 2 Holds 4
Cubic cargo capacity 405,339 cu.ft. (grain) 368,419 cu.ft. (bale); included in this is 755 cu.ft. of refrigerator space. Can carry a deck load of 20 auto trucks.
Net registered tonnage 3674
Total deadweight tonnage 7400
Oil burner - capacity permanent bunkers 353,976 gallons.
Loaded draft 24'2" - Speed loaded 10 knots.
Complement 12 Officers; 64 Men.
This vessel was the average type of cargo ship used to transport the Army program of munitions and supplies abroad.

HISTORY OF THE U.S.S. ALAMEDA.

The U.S.S ALAMEDA is a new oil tanker built by Cramps Shipbuilding Company. She was delivered and commissioned October 17, 1919 at Philadelphia Navy Yard as an N.O.T.S. vessel.

Immediately after being completed she proceeded to Port Arthur, Texas where she loaded a full cargo of fuel oil and proceeded on November 21st. to Norfolk for repairs arriving there on the 27th. Upon completion of repairs she departed December 5th. for Boston arriving there on the 11th. She discharged her cargo and proceeded on the 18th. for New York arriving there on the 20th. Underwent minor repairs and sailed on the 29th. for Port Arthur. Put into Charleston for repairs to main engine January 2nd. Repairs completed she sailed on the 11th. arriving on the 16th. Fuel oil not being available she sailed on the 23rd. for Hampton Roads arriving there on the 29th. Underwent repairs to main engines. She proceeded again on February 11th. for Port Arthur arriving there on the 18th. Loaded a full cargo of fuel oil and proceeded on the 21st. for Clyde, Scotland arriving there March 13th. Discharged her cargo and proceeded on the 24th. for Port Arthur arriving there April 16th. Completed loading and sailed for Norfolk arriving there May 2nd. for repairs. Sailed on the 12th. for New York arriving there on the 15th. Completed refueling vessels of the Atlantic Fleet and sailed on the 17th. for Norfolk to finish repairing. Departed Norfolk June 1st. for Port Arthur arriving on the 8th. Completed loading cargo of fuel oil and proceeded to Glasgow, Scotland. This vessel is still operating as an N. O. T. S. tanker.

General Characteristics.

Oil tanker
Lenght 446' 0", beam 58' 0".
Complement Officers 12, crew 74.
Armament: 2 5", 51 cal.
Maximum speed 10.7 knots.
Bunkering capacity 1,000 tons of fuel oil.
Deadweight tonnage 10,000.
Gross tonnage 7253.
Net tonnage 5348.
Draft loaded 25' 8".

June 11, 1920.

6/26/19.

HISTORY OF THE U S S ALASKAN

The ALASKAN was taken over at New York on March 12, 1918, and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 23rd of March at New York.

Upon her being taken over she immediately repaired and was placed in such condition to make her suitable for an Animal Cargo Transport. On the 26th of March she arrived at Norfolk to load a cargo of supplies and horses for a trans-Atlantic voyage. On April 17th she had loaded 10,500 tons, completed necessary repairs, and sailed in a convoy to St. Nazaire, arriving there on the 2nd of May. At St. Nazaire she was delayed by a congestion of the docks and had to be sent to Bordeaux to complete her discharge. On June 10th she sailed in convoy to New York, arriving on the 24th of June, at which time she was placed in dry dock to repair damages done in a collision. On the 15th of July she left dry dock and proceeded to Pier 6, Bush Docks, where she loaded 9709 tons of general cargo, including a few horses. On the 28th, this operation was completed, and she sailed in convoy to St. Nazaire, arriving there on the 14th of August. At St. Nazaire she was again delayed in discharging her cargo. After discharging her cargo at St. Nazaire she proceeded to Verdon where she loaded cargo ballast and a small amount of return cargo, and sailed in convoy for Newport News, arriving there on the 13th of September. After loading a cargo of Army supplies at Norfolk she sailed from there on the 30th of September in convoy for Marseilles, arriving on the 16th of October. She sailed from Marseilles on the 11th of November and arrived at Norfolk on the 30th. After under going a few minor repairs at this port she sailed to New York, arriving there on the 11th of December, and on the 12th she was transferred from N.O.T.S. to the Cruiser & Transport Force, under which she has been operating from that date to date.

General Characteristics.

Cargo ship - converted to a Troop Transport.
length 486' Beam 57'
Decks 3 Holds 5
Cubic cargo capacity 602,488 cu.ft., included in this is 840 cu.ft. of refrigerator space.
Net registered tonnage 5522 - total deadweight tonnage 14,165
Oil burner - capacity permanent bunkers 786,660 gallons.
Loaded draft 31' - speed loaded 10 knots.
Armament 1-4"40 forward; 1-6"50 aft.
Complement, Officers 14, Crew 79
Troop capacity 23 Officers, 2104 enlisted men.
Total amount of cargo transported to Europee 29,218 tons.
Total number of troops returned 6,502.

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HISTORY OF THE U. S. S. ALLEGHENY.

The U. S. S. ALLEGHENY was built by the American Shipbuilding Company at Buffalo, N. Y. It was decided to have this vessel go to the Boston Navy Yard to complete fitting out as the Navy was very anxious to get her out of the Lakes before navigation closed. She departed Buffalo December 6, 1917 but failed to get further than Coteau Landing where she was ice bound for the winter. On May 9, 1918 she arrived at Montreal. Departed Montreal on the 20th. for Halifax arriving there on the 25th. Here she underwent repairs and sailed on the 28th. for New York arriving there June 4th. Departed on the 7th. for Boston arriving there 8th. for repairs. This vessel was assigned to N. O. T. S. June 10, 1918 and was used as a coastwise tug operating along the Atlantic Coast. She remained in this service until February 4, 1919 when she was assigned to the Atlantic Train.

General Characteristics.

Tug.
Length 156' 8", beam 30' 0".
Speed 14 knots.
Complement: Officers 5, crew 46.
Decks 2, Holds 2.

June 12, 1920.

HISTORY OF THE USS ALLOWAY

The ALLOWAY was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on July 11, 1918, at San Francisco. At San Francisco she loaded a part cargo of flour and was ordered to proceed to Arica, Chile, and load a cargo of nitrate. On the 16th of July she proceeded on duty assigned and arrived at Arica, Chile, on the 17th of August. After loading a full cargo of nitrate she proceeded to Norfolk, arriving there on the 20th day of September, 1918. After her discharge of cargo at Norfolk she proceeded to New York, arriving there October 5th. At this port she underwent a few minor repairs to her engines and loaded 7339 tons of general cargo. On the 10th of November she sailed from New York to St. Nazaire with a general cargo consisting of Army supplies and locomotives. While proceeding to her destination she hove to in a gale during which time she repaired her steering gear and proceeded on her way on the 28th, arriving at Quiberon on the 11th of December. At this port she discharged 5256 tons of her general cargo and proceeded to Brest, where she loaded 507 tons of general return cargo and sailed from there on the 25th of January for New York, arriving on February 13th. She discharged her cargo at Pier 6, Bush Docks, and entered Schewan's dry dock where she under went a thorough over hauling, inventories were taken, and she was returned to the Shipping Board on the 3rd day of March, 1919.

General Characteristics.

Cargo ship.
Length 416'6" Beam 53'
Decks 3 Holds 5
Cubic cargo capacity (grain) 465,345 cu.ft.
(bale) 431,229 cu.ft., included in this is a refrigerator space of 710 cu.ft.
Net registered tonnage 4615 tons.
Total deadweight tonnage 9330 tons.
Oil burner - capacity of permanent bunkers 505,050 gallons.
Loaded draft 26'5" - speed loaded 8.5 knots.
Can carry a deck load of 20 auto trucks.
Armament 1-4"50 aft; 1-3"50 forward.
Complement 12 Officers, 66 men.
Total amount of cargo transported to Europe 12,597 tons.
This ship is the average type of vessel used to transport the Army program of munitions and supplies abroad.

HISTORY OF THE USS ALPACO.

The USS ALPACO was taken over and commissioned as N.O.T.S. vessel on the 18th of November 1918 at New Orleans, immediately upon completion of building.

The ALPACO was one of the wooden vessels built at Mosspointe Miss/ and after being commissioned it was decided that she was not seaworthy. After a successful trial trip, it was decided to load her with a cargo assigned to the Railroad Administration, but the Railroad Administration was unable to furnish her with cargo and it was decided at this time on account of the ALPACO being unseaworthy, and in need of repairs, to place her out of commission.

On the 19th of December 1918, she was placed out of commission and returned to the Shipping Board.

General characteristics.

Cargo ship.
Length: 268' beam 45' 2".
Mean draft: 23' 6" speed 10 knots.
Total deadweight tonnage: 3500 tons, net 1528 tons.
Complement: Officers 11, crew 42.

October 6, 1919.

HISTORY OF THE USS AMABALA.

The AMABALA was taken over amd commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on August 21, 1918 at Brooklyn.

Upon her being taken over she immediately started to load a cargo of oil for a trans-Atlantic voyage. On August 28 she was ordered to report to Admiral Jackson, Custom House, New York for orders to join the New York convoy sailing from Sydney, Nova Scotia. She arrived at Sydney on September 5th, and sailed in convoy for Borchaben, arriving there on the 17th of September. Upon her arrival at this port she was assigned to service in European Waters to expediate the sailing of Battle ships from Brest. On the 16th of December she sailed from Brest for New York but was diverted to Philadelphia, arriving there on the 11th of January, 1919. Upon her arrival in New York she was placed in line for demobilization, repairs were made, inventories were taken and on the 27th of February she was placed out of commission and returned to her owners at Pier 3, North Wharves, Philadelphia.

General Characteristics.

Tanker.
length 306' Beam 42'
Decks 1 Holds 1
Cargo deadweight 2717
Net registered tonnage 1297
Total deadweight 8549
Draft loaded 22' - speed loaded 10.2 knots.
Complement, 10 Officers, crew 35.

HISTORY OF THE USS AMERICAN

The AMERICAN was taken over on the 22nd day of May, 1918, at the port of New York. She was commissioned in the Navy as a N.O.T.S. (Naval Overseas Transportation Service) vessel on May 25th, 1918 at New York.

Upon being taken over she immediately started loading a general cargo of supplies for France, and the necessary repairs requisite to converting her into a general cargo transport were made at this time. On Mat 31st, having completed loading and repairing she sailed from New York and joined a convoy on the 2nd of June, in which she sailed to Brest, France, arriving there on the 17th day of June; Quiberon on the 18th; La Pallice on the 19th. At this port she was delayed six days on account of lack of facilities for unloading cargo. She proceeded from here to Bordeaux at which place she discharged her cargo and loaded ballast and a small amount of return cargo and on the 6th of July sailed in convoy for New York. On the 11th of July she left convoy and proceeded on her own speed, arriving at New York July 22nd. Upon her arrival at New York she went to Pier 7, Bush Docks, where she loaded 5541 tons of general cargo, made a few minor repairs, including the installment of gun platform, forward and aft. On the 5th day of August she sailed in convoy to Bordeaux, arriving at Brest on the 20th, Quiberon on the 21st, Verdon on the 22nd, Bordeaux on the 24th. At Bordeaux she discharged her cargo and made a three days repairs to her engines. On September 2nd she stood out to join convoy, which sailed on September 6th. After passing through the Submarine area in convoy she left the convoy and proceeded at her own speed to New York, arriving there on the 22nd of September. She then proceeded to Pier 7, Bush Docks, where she loaded 6239 tons of general cargo for a return trip to France. On the 4th of October she sailed in convoy for Marseilles. While in convoy she had a collision with the USS WESTGATE which necessitated her return to Halifax, at which place she under went repairs from the 8th of October until the 27th of November, at which time she sailed to Gibralter, arriving there on the 9th of December. She sailed on the 13th for Marseilles, arriving there December 15th, at which place she discharged her cargo and returned to New York, arriving there on the 8th day of March, 1919.

Upon her arrival at New York the AMERICAN was inspected, inventory was taken and the ship was placed in the same condition as when received from her owners, and she was returned to the Shipping Board on the 14th day of March 1919.

HISTORY OF THE USS AMERICAN, Continued.

General Characteristics.

Cargo Ship.
Length 408' Beam 51'
Decks 2 Holds 4
Net registered tonnage 3555
Total deadweight tonnage 7850
Complement 15 Officers, 69 Men.
Cubic cargo capacity of 386,698 cu.ft., in addition to 728 cu.ft. of refrigerator space.
Armament - 1-4"40 forward; 1-5"50 aft.
Total amount of cargo transported to France 17,977 tons.
Coal burner - Speed loaded 9.5 knots.
Draft loaded 26'.
This is the general type of ship used to transport the Army program of ammunition and supplies abroad.

HISTORY OF THE USS ANIWA

The ANIWA was taken over and commissioned in the Navy as a N.O.T.S. (Naval Overseas Transportation Service) vessel on July 26th, 1918, at San Francisco.

Upon her being commissioned she immediately started to load a cargo of flour for her trip through the Canal to New York. She sailed from San Francisco on October 7th and arrived at New York September 4th, 1918. Upon her arrival at New York she was repaired and fitted out for a trip to Archangel, Russia. At New York she loaded 9330 tons of general cargo and sailed September 15th to Sydney, Nova Scotia, to join a convoy for Gibralter. On September 19th she proceeded in convoy.

The ANIWA arrived at Archangel October 12th after being hampered by lack of discharging facilities she finally discharged her cargo and loaded ballast and started upon her return voyage to New York November 16th, arriving at New York December 6th. Upon her arrival at that port she went to the Bush Docks where she loaded 6905 tons of general cargo and under went a few minor repairs prior to sailing to Genoa, Italy. On the 29th of December she sailed from New York to Genoa. On account of engine trouble she put into the Azores on the 10th of January and remained there repairing until the 28th of January, at which time she sailed direct to Gibralter, arriving there February 4th. She sailed the following day for Genoa, arriving on the 11th of February. At this port she discharged her cargo of 6905 tons and loaded 1200 tons of sand and stone ballast. On March 17th she sailed on her return voyage to New York, stopping at Gibralter from March 23rd to March 25th, to take on supplies and loaded 10 tons of ammunitions. She arrived off Tompkinsville April 15th. From here she went to the 20th Street Dock, East River, where she discharged her ammunition and ballast.

The ANIWA was then repaired, inventory was taken, and she was returned to the Shipping Board on the 21st of April.

General Characteristics.
Cargo ship.
Length 416'6" Beam 53'
Decks 2 Holds 4
Coal burner - net registered tonnage 4615
Total deadweight tonnage 9300
Loaded draft 26'5" Speed loaded 8.5 knots.
Besides a general cargo capacity (grain) 489,493 cu.ft. (bale) 455,677 cu.ft, she has a refrigerating space of 729 cu.ft.
Carries a deck load of 20 auto trucks.
Complement 11 Officers, 67 Men.
Total amount of cargo transported to Europe 16,235.tons.
This vessel was the average type of army carrier used in transporting the Army program of munitions and supplies abroad.

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HISTORY OF THE USS ANTILLA

The ANTILLA was taken over on the 14th day of May, 1918, at New York, and was commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 20th of May.

Upon her being taken over she immediately started to load 5006 tons of general cargo for shipment to France. On the 21st of May she departed New York for La Pallice in convoy. On account of boiler trouble she was forced to drop out of convoy and proceeded at her own speed to Halifax, arriving there on the 7th of June. From Halifax she was sent to Boston at which place she was placed in drydock and her boilers were re-tubed. This operation having been completed on the 23rd, she proceeded from New York to her rendevouz, and awaited convoy until the 27th. She was forced to leave this convoy and returned to Halifax, at which place further repairs were made to her boilers. She proceeded from Halifax to Sydney, Nova Scotia, at which place she awaited convoy until the 19th of July, at which time she sailed to Havre, arriving there on the 4th of August. She was delayed at this place three days on account of congestion of the cargo facilities. On the 17th she had discharged her cargo, loaded return ballast, and sailed from Plymouth to join convoy for her return voyage to New York. She arrived at New York on the 5th of September, after which she proceeded to Pier 3, Bush Docks, where she discharged her ballast. Then she entered drydock where extensive repairs were made. After coming out of drydock she loaded a cargo of ammunition and proceeded in convoy on the 18th of September to Nantes, France, arriving there on the 8th of October. She discharged her cargo at this port and returned to New York on the 13th of November. She proceeded to Pier 7, Hoboken, where she discharged her cargo and was then sent to Pier 4, Erie Basin, where she underwent extensive repairs, especially to her boilers, until the 20th of February, at which time she was returned to the Shipping Board for simultaneous return to her owners.

General Characteristics.

Cargo vessel.
Length 358' Beam 45'
Decks 2 Holds 4
Net registered tonnage 2178
Total deadweight tonnage 4649
Coal burner - Speed loaded 9 knots - draft loaded 21'6"
Cubic cargo capacity (grain) 283,244 cu.ft.(Bale) 260,979 cu.ft.
included in this is 750 cu.ft. of refrigerator space.
Deck load 20 auto trucks - Complement, officers 11, men 48
Total amount of cargo transported to France 10,711 tons.
This vessel was the average type of ship used to transport the Army program of munitions and supplies abroad.

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HISTORY OF THE USS ARETHUSA

The ARETHUSA was commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on Jan. 9, 1918. Upon her being taken over she immediately repaired and was placed in such condition as to make her suitable for a fuel ship. After taking on a cargo of oil she proceeded to the Azores where she acted as a fuel ship for the Destroyers and Submarines operating from that point. She returned to New York on March 5th and was sent to the New York Navy Yard where she under went a thorough over hauling. On April 6th, she loaded a cargo of oil and sailed on the 10th for Ponta Del Gada, arriving there on the 27th. From Ponta del Gada she proceeded to Bermuda arriving there on the 13th of May, at which place she fueled a few ships and returned to Ponta Del Gada. She returned to New York on the 10th of June, at which time her tank was scraped and her boilers were cleaned. Having loaded a cargo of oil she sailed on the 28th for Bermuda. From here she sailed to the Azores and back to Bermuda again, arriving at Bermuda on August 3rd. On August 5th she sailed from Bermuda to Port Arthur, Texas, where she took on a cargo of oil and proceeded to Azores via New Orleans. She operated from the Azores to Bermuda until the 22nd day of December at which time she returned to New York and took on another cargo of fuel oil and sailed on the 3rd of January for Marseilles. After fueling Destroyers and Submarine Chasers operating ~~out~~ from Marseilles she sailed on the 13th for Lisbon, arriving there on the 19th day of March. From Lisbon she sailed to Gibralter and then to the Azores, arriving there on the 19th of April. From this date until the 2nd of May she operated between Azores and Bermuda as a fuel ship, returning to Charleston, South Carolina on the 14th of May, 1919, and was sent to the Navy Yard, at which place she is at the present time under going a thorough over hauling. (May 18. 1919)

General Characteristics.

Tanker.
Length 343' 5.5" Beam 42' 2"
Decks 2 Tanks 20
Net registered tonnage 2132
Total deadweight tonnage 3319
Permanent bunkers(Oil) 103,925 - Draft loaded 23'6"
Speed loaded 9.5 knots
Oil cargo capacity 1,097,355 gallons.
Armament 2-3"50 forward; 2-3"50 aft.
Complement 13 Officers, 81 men.
This ship carries general cargo in number 1 and number 10 tanks which have a capacity of 14,924 cu.ft.

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HISTORY OF THE USS ARGONNE

The ARGONNE was taken over and commissioned on October 19, 1918, at Newport News, as a N.O.T.S. (Naval Overseas Transportation Service) vessel.

Prior to her being commissioned she had made one complete turnaround to France carrying general supplies for the Army. Upon her being commissioned at Newport News she under went a few minor repairs and loaded a general cargo and sailed on the 16th of November for Bordeaux, but returned on the 17th at 8 a.m. to adjust her compass. She sailed on the same day for Bordeaux arriving there on the 6th of December. At Bordeaux she discharged her cargo, loaded a return cargo, and sailed on the 11th of December for Newport News, arriving there on the 26th of December. Upon her arrival at Newport News she discharged her cargo and was placed in line for demobilization. She went into dry dock on the 25th of January to under go a few minor repairs necessary before returning her to the Shipping Board. On the 30th of January she was placed out of commission, the Navy crew removed, and sent to the receiving ship at Hampton Roads, and she was turned over to the Shipping Board.

General Characteristics.

Cargo ship.
length 385' beam 57'
decks 3 Holds 4
Cubic cargo capacity 11,297 cu.ft. (grain)
(bale) 10,381; included in this is a refrigerator space of 1000 cu.ft.
Registered tonnage 4305.
Total deadweight tonnage 8800
Coal burner - loaded draft 27'1" - speed loaded 10 knots.
Armament 1-6"50 caliber aft; 1 small 6Pdr. forward.
Total amount of cargo transported to Europe 6,996.
This vessel is the average type of ship used to transport the Army program of munitions and supplies abroad.

HISTORY OF THE USS ARIZONAN

The ARIZONAN was taken over as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 10th of August, 1918, and commissioned on the 14th of August, at Norfolk.

Upon her being taken over she was fitted out for trans-Atlantic service. At Norfolk she loaded a cargo of Army supplies and sailed on the 30th of August in convoy for Marseilles. She arrived at Gibralter on the 13th of September and awaited there six days for a convoy protection to Marseilles. She arrived at Marseilles on the 22nd day of September, at which place she discharged 10,103 tons of general cargo, loaded ballast and joined a convoy on the 18th of October and sailed to Gibralter, where she took on further supplies and sailed for New York on the 23rd of October, arriving there November 8th, at which port she discharged her ballast and proceeded to Newport News where she under went extensive repairs to her tail shaft. She was placed in dry dock on the 2nd of December for the purpose of fitting her out for a Troop Transport. She was officially transferred to the Cruiser and Transport Force on the 17th of December, 1918, under which service she has been operating from that date to date. (July 15, 1919)

General Characteristics.

Cargo ship
Length 490 ' Beam 57'2"
Decks 3 Holds 5
Net registered tonnage 6687
Total deadweight tonnage 14,240
Cubic cargo capacity (grain) 615,136 cu.ft. (bale) 612,870 cu.ft.
included in this a refrigerator 1040 cu.ft.
Armament 2-5"40; forward; 1-3"50 aft.
Deck load 50 auto trucks.
Oil burner - permanent bunkers (oil) 798,000 gallons.
Draft loaded 31' 10" - speed loaded 10.5 knots.
Troop capacity 22 Officers, 2621 enlisted men.
This vessel made an excellent cargo ship and likewise a troop transport, and is capable of making a complete Transatlantic turn around on an average of 50 days.

To date the ARIZONAN has transported 19,850 tons of cargo to Europe, and has returned 5,229 troops.

HISTORY OF THE USS ARTIGAS

This vessel had a very short life in the N.O.T.S. (Naval Overseas Transportation Service). She was taken over from the Uruguayan Government and commisioned on June 18th, 1918, at Montevideo. After her commissioning she was sent to Buenos Aires where she entered dry dock and under went repairs to her main engines. During this time she loaded 7200 tons of hide and wool for shipment to New York. On the 8th of October this vessel sailed from Buenos Aires to Montevideo, where she took aboard several British Officers, who were to be landed at Barbadoes. From Montevideo she sailed to Rio de Janeiro, arriving there on the 25th of November. On the 26th of November she sailed to Bahia, arriving there on the 30th. At this port she delivered secret documents to the Port authorities and sailed the same day for Barbadoes, where she landed the British Officers and sailed the same day for St. Thomas, arriving there on December 11th. From here she sailed the following day to New York, arriving there on the 18th of December. She was sent to Pier 31, Brooklyn, at which place she discharged her cargo of hides and wool and under went a few minor repairs to her main engines.

These operations were completed on the 3rd day of January 1919, and on the 4th day of January she was placed out of commission and turned over to the Shipping Board.

General Characteristics.

Cargo ship
Length 399'2" Beam 57'7"
Decks 3 Holds 5
Cubic cargo capacity (grain) 381,679 cu.ft. (bale) 377,900cu.ft.
included in this is 107 cu.ft. of refrigerating space.
Coal burner - net registered tonnage 3023
Total deadweight tonnage 8826
Loaded draft 26'2" Speed loaded 10.5 knots.
Complement 7 Officers, 85 Men.

HISTORY OF THE USS ASTORIA

The ASTORIA is the ex-German vessel FRIEDA LEONHARDT. This vessel was seized by the Custom Officials on April 6th, 1917, at Jacksonville, Florida. On May 5th, 1917 she was turned over to the Shipping Board and was turned over by them through an Executive order of May 22nd, 1917, to the Navy Department. At this time she was at Charleston, So. Carolina and as soon as she was taken over by the Commandent of that district whe was sent to the Navy Yard at Charleston for a complete over hauling.

Repairs were completed on the 20th of November 1917 and on the 23rd she sailed for Gulfport, Miss., at which port she loaded a car load of lumber and houses and sailed on the 29th for Charleston, arriving there on the 19th of December. On the 31st of December she sailed from that port to Hampton Roads, at which place she loaded a cargo of Army supplies for a trans-Atlantic trip. On the 26th of January 1918 she sailed in convoy from Norfolk to Pauillac, arriving there on the 18th day of February. 1918 After discharging her cargo at Pauillac she was assigned to the Army Coal Trade, with her home port at Cardiff, Wales. She remained in this service operating from Barry Roads, Brest, Cardiff, St. Nazaire, and La Pallice until the 2nd day of February, 1919, at which time she arrived at Queenstown. At this port she loaded a cargo of stores for a return voyage to the Azores. She sailed from Queenstown on the 22nd and arrived at Hampton Roads via the Azores on the 21st of March. At Newport News after discharging her cargo and under going a few minor repairs she sailed on the 11th of April for Ponta del Gada, Azores with a cargo of coal. Upon her arrival at the Azores on the 25th it was found that the bunkers there were filled to their capacity, and she was ordered to proceed to Brest, arriving at Verdon on the 3rd of May. On the 26th of May she had loaded a return cargo of Army supplies and sailed from Bordeaux arriving at Hampton Roads on the 12th of June. After discharging her cargo she was sent to the Navy Yard at Norfolk, at which place she is at the present time under going repairs. (June 20, 1919)

General Characteristics.

Cargo ship.
length 319' Beam 46'
Decks 1 Holds 4
Cubic cargo capacity 261, 570 (grain)
233,648 (bale) - Net registered tonnage 1731
Total deadweight tonnage 7350
Coal burner - draft loaded 20' Speed loaded 7.5 knots.
Officers, 10; crew 80

(P+)

HISTORY OF THE USS AUBURN

The AUBURN was taken over and commissioned as a N.O.T.S. ("aval Overseas Transportation Service) vessel on January 24th, 1919 at Philadelphia.

Upon her being taken over at Philadelphia she sailed for New York, arriving off Tompkinsville on the 27th. She was sent from there to Pier 61, North River, at which place she loaded 5236 tons of general cargo. During this operation repairs were made to her engine. Upon completion of loading she was moved to Pier 16, Brooklyn at which place repairs were continued preparatory to placing her in line for demobolization. On the 22nd of February inspections were completed, inventories taken and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo Ship.
Length 417' 5" Beam 54'2"
Decks 2 Holds 5
Cubic cargo capacity (grain) 427,046 cu.ft.
(Bale) 391,470 cu.ft.
Net registered tonnage 3376 tons.
Total deadweight tonnage 8500.
Coal burner - loaded draft 25'7"
Speed loaded 10 knots. - Deck load of 20 auto trucks.

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HISTORY OF THE USS AUSABLE

The AUSABLE was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel October 1st, 1918, at Cardiff, Wales.

Upon her being commissioned she was assigned to the Army Coal Trade, with her home port at Cardiff, Wales. Vessels that were assigned to the Army Coal Trade were engaged in transporting coal from Cardiff and Belfast to French ports for the use of the Army. During her service as a Cross Channel transport she operated between Cardiff, Barry Roads, Belfast, La Pallice, Bordeaux, Havre and Verdon. On the 23rd of January she arrived at St. Nazaire, at which port she coaled several Naval vessels and discharged the remaining cargo and loaded 1355 tons of general cargo, including 10 tons of ammunition and 403 tons of sand ballast. On the 15th of February she sailed from St. Nazaire to New York, arriving there on the 12th of March, 1919. She was ordered to proceed to Pier 2, Bush Docks, at which place she awaited permission from the Washington officials to discharge explosives. On March 17th she commenced discharging and on the 21st she completed discharging and was sent to Red Hook Flats, where she was placed in line for demobilization. On the 4th of April she entered Robin's dry dock to under go a thorough over hauling before she was returned to the Shipping Board. On April 15th she was taken out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship
Length 348'7" beam 48'7"
Decks 1 Holds 4
Cubic cargo capacity 224,955 cu.ft. (grain)
(Bale) 215,003 cu.ft, included in this is a refrigerator space of 690 cu.ft.
Net registered tonnage 1957
Total deadweight tonnage 5550
Coal burner - loaded draft 21' - speed loaded 8 knots.
Armament 1-3"50 forward; 1-3"50 aft.
Complement 10 Officers, men 58.
This vessel was the average type of Cross Channel transport used in transporting coal for the Army.

HISTORY OF THE U. S. S. W. F. BABCOCK.

The U. S. S. W. F. BABCOCK is a seagoing barge purchased by the Navy from the Luckenbach Steam Ship Company October 18, 1917 for $45,000. She was commissioned November 8, 1917 and operated in the Fifth Naval District until August 8, 1918 when she was assigned to N. O. T. S. and was operated coastwise carrying coal from Norfolk to New England Ports until August 15, 1919 when she was assigned to the First Naval District. She was sold November 20, 1919 to Reinherd and Hall for $18,010.

General Characteristics.

Barge.
Length 240'10", Beam 43' 9".
Gross tonnage 2,128.
Net tonnage 2,032.

HISTORY OF THE U.S.S. BALI

The BALI was among the Dutch ships which were taken over by an executive order of March 20th, 1918. This vessel was in the port of New York and was immediately seized on the above date, and was placed in such condition as to merit her being commissioned in the Navy. On March 27th, 1918, she was taken over and commissioned at New York.

Prior to her commissioning repairs had already been started to such parts of her hold as would make her usefull in carrying Army supplies to France. On the 1st of April she had loaded a complete cargo of Army supplies and on April 5th repairs had been completed and after delaying two days awaiting convoy she sailed on the 9th for St. Nazaire. She was unable to maintain the speed of the original convoy and was forced to drop out and sail for Halifax, arriving there on the 16th of April. From Halifax she sailed in another convoy on the 28th of April, arriving at St. Nazaire on the 14th of May. She was delayed at this port two days awaiting berth. She was sent to Pier 2, Upper Basin, at which place she discharged her original cargo and under went a few minor repairs. On the 14th of June these repairs were completed, she had loaded a cargo of ballast and awaited four days for convoy. She sailed on the 18th for New York, arriving there on the 2nd of July. At New York she loaded 6759 tons of general cargo, under went repairs, and on the 18th of July sailed to Norfolk to join convoy to Bordeaux. On the 21st she sailed, arriving at Bordeaux on the 13th of August, at which place she discharged her original cargo and returned to New York September 5th. She was sent to Pier 7, Hoboken, at which place she loaded 6887 tons of general cargo, underwent minor repairs to her engine and after making a trial trip on the 16th she sailed on the following day for Bordeaux, arriving there on the 5th of October. At this place she discharged her original cargo and loaded a cargo of ballast and after waiting seven days for a convoy she sailed on the 24th for New York, arriving there on the 7th of November. After discharging her ballast she was sent to Pier 2, Bush Docks, at which place 600 stalls for horses were installed. On the 30th of November she had loaded 2551 tons of general cargo and 600 horses and sailed to Bordeaux, arriving there on the 14th of December. At this place she discharged her cargo and loaded 500 tons of steel rails and sailed on the 27th for New York, arriving there on the 11th of January. She was sent form New York to Baltimore, at which place she loaded 7458 tons of flour, peas and beans, for the Food Administration and sailed from there on the 14th for Copenhagen, arriving on the 8th of March. After discharging her cargo and loading 1163 tons of sand ballast she returned to New York, arriving there on the 10th of April. She was placed in dry dock upon her arrival in New York, at which place she was placed in line for demobilization. Upon her arrival at Amsterdam. On the 29th she had loaded 5904 tons of lard and flour and sailed for Falmouth, arriving there on the 11th of May. She proceeded from there to Amsterdam, at which place she was returned to her Dutch owners on the 30th of May.

General Characteristics.

Cargo ship - stalls for 600 horses.
Length 430' Beam 54'6"
Decks 3 Holds 5
Cubic cargo capacity (grain) 310,983 cu.ft.
(bale) 282,712 cu.ft.; included in this is a regrigerator space of 912 cu.ft.
Can carry a deck load of 25 auto trucks.
Net registered tonnage 4225.
Total deadweight tonnage 9800.
Draft loaded 27'7" - speed loaded 9?5 knots.
Armament 1-6 pdr. forward; 1-5"51 aft.
Total amount of cargo transported to Europe 21,533 tons.
This vessel is the avorage type of ship used to transport the Army program of munitions and supplies abroad.

HISTORY OF THE USS BANAGO

This is one of the steam driven, wooden ships which were built by the Shipping Board at the Alabama Dry-dock and Ship Building Company, at Mobile, Alabama. After coming out of dry dock she was sent to the Navy Yard at New Orleans, at which place she was fitted out for coast wise service. She was commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 29th of September, 1918, at New Orleans.

After the necessary repairs were completed she sailed on the 2nd of October for Norfolk, at which place she was ordered to load a cargo of coal for shipment to St. Johns, Newfoundland, and also 200 bags of Anthricite for discharge at Melbourne, Nova Scotia. Upon her arrival at Norfolk on September 13th it was found that extensive repairs were necessary before she could proceed on duty assigned. On the 5th of November she loaded a cargo of coal. She sailed from Norfolk and returned the following day on account of rudder trouble. Upon her return she was inspected and was found necessary to place her in dry dock for repairs. After inspection was made she discharged part of her cargo of coal. On the 13th she was towed by the U.S.S. CRENSHAW to New York, arriving off Liberty on the 15th. She was sent to Gowan's Bay where she discharged 2600 tons of coal prior to her entering dry dock. She entered dry dock on the 20th of November and remained there until the 19th of December, during which time she was painted and put in a sea worthy condition. On the 21st of December she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 281'6" Beam 46'
Decks 4 Holds 4
Net registered tonnage 1700
Total deadweight tonnage 3500 tons.
Cargo deadweight 3634 tons.
Loaded draft 23'6" - speed loaded 7 knots.
Complement 10 officers; 51 crew.

HISTORY OF THE U.S.S. BATH

The BATH is the Ex-German ANDROMEDA which was seized at New Orleans by the Custon Officials April 6th, 1917. Upon her being taken over a Navy Port Guard was placed on board and on June 30th, 1917 an executive order was issued by the President transferring the above mentioned vessel to the Shipping Board. While under the Shipping Board jurisdiction repairs were started to her engines which were disabled by the German crew. On the 3rd of August, 1917, executive orders were issued by the President transferring this vessel to the Navy. She was immediately sent to the New Orleans Navy Yard where she was re-furnished and refitted in accordance with Navy practice.

After repairs were completed she loaded a cargo of lumber for a private Corporation for discharge at New York. After arriving at New York and discharging her cargo she sailed on the 21st of August for Boston, at which place she loaded a cargo of Army supplies and sailed on the 25th for St. Johns to join convoy, sailing there on the 28th. This convoy put into the Azores on the 8th of September and sailed from there on the 11th, arriving at Brest on the 21st of December. Upon her arrival in European Waters it was decided to keep this vessel in European Waters in the trade between England and France, in which status she remained until the 26th of February, 1918, at which time she sailed from Rochefort to Hampton Roads, arriving there on the 24th of March. From Hampton Roads she sailed to Philadelphia and thence to New York, at which place she loaded a cargo of supplies for a trans-Atlantic voyage. On the 4th of April she sailed in convoy to Dublin, arriving there on the 22nd of April. From Dublin she sailed to Queenstown for repairs and after loading a cargo of return supplies she sailed on the 10th of May for Philadelphia, arriving there on the 29th. At Philadelphia she was sent to the Navy Yard for repairs. She came out of the Navy Yard on the 30th of June and sailed for New York, arriving there on the 1st of July. On the 4th she had loaded her cargo and sailed in convoy for Brest, arriving there on the 19th of July. After discharging her cargo she sailed to Verdon, arriving there on the 7th to await convoy for return to Norfolk. On the 15th she joined her convoy, arriving at Norfolk on the 28th of August. At Norfolk she was sent to the Navy Yard for repairs and sailed from there to New York, at which place she loaded a cargo of supplies and sailed on the 14th of September for Devonport, England, arriving there on the 28th of ~~December.~~ Sep She returned to Philadelphia again on the 28th of ~~February,~~ Nov at which time she was assigned to the service of the Train which was operating out of Guantanamo, Cuba. From Charleston, So. Car., she sailed on the 24th of January, 1919 and returned to Norfolk on the 13th of February. At Norfolk she had orders to load a cargo of coal and proceed to the Navy Yard at Puget Sound, Washington via the Panama Canal. On the 26th of February she sailed for Puget Sound, arriving there on the 25th of March, 1919. Upon her completion of loading and repairing the BATH was ordered to proceed to San Francisco and report to the Commandant of the 12th Naval District for loading orders. After loading at San

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Francisco she was ordered to proceed to Norfolk for partial discharge and then to Philadelphia. On the 22nd of May she sailed for Norfolk via the Canal, arriving there on the 12th day of June, 1919. On the 20th she sailed Norfolk for Philadelphia, arriving on the 21st. At Philadelphia, after discharging her cargo and under going the necessary repairs she was directed to proceed to the West Coast. At the present time the BATH is at Philadelphia discharging her cargo

General Characteristics.

Cargo ship Collier
length 342' 9.5" Beam 46'
Decks 2 Holds 4
Cubic cargo capacity 221,922 cu.ft.
Net registered tonnage 1546
Total deadweight tonnage 4520
Coal burner - loaded draft 20' 5"
Speed loaded 10 knots.
Armament 3-3" S. A.
Complement 10 officers, 89 crew.
This vessel is the average type of ship used to transport the Army program of supplies (Coal) abroad.

HISTORY OF THE USS BATJAN

The BATJAN was one of the ex-Dutch ships which were seized by the Custom Officials March 20th, 1918, at Norfolk. She was tekan over and commissioned in the Navy as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 28th of March 1918 at Norfolk.

She loaded a cargo of supplies and proceeded to Colon, Canal Zone, arriving there on the 12th of April, 1918. At Colon she was ordered to proceed to Mejillones, Chile to load a full cargo of nitrate. On the 16th of April she sailed for Balboa, arriving there on May 3rd. After loading a cargo of nitrate she sailed on the 14th for the Suez Canal, and sailed from there on the 20th for Philadelphia, arriving there on the 30th. At Philadelphia she was sent to the Navy Yard where extensive repairs were made, refurnishing and refitting her out for a Trans-Atlantic voyage. On the 26th of June she had loaded 7665 tons of Army supplies, completed repairs, and sailed to New York to join a convoy for La Pallice, at which place she arrived on the 12th of July. At this port she was delayed a few days on account of lack of cargo facilities and after discharging her cargo and loading ballast she sailed on the 3rd of August for Philadelphia, arriving there on the 19th of August. Upon her arrival at Philadelphia and after the necessary repairs, she loaded a full cargo of Army supplies, totaling 7973 tons, and on the 10th she joined convoy and sailed for St. Nazaire, arriving there on the 30th of September. She was sent to Pier 14, at which place she discharged her cargo and after completion of repairs to her hull, she loaded ballast and sailed on the 20th of October for Philadelphia, arriving there on the 4th of November. At Philadelphia she under went extensive repairs to her hull and engines and was ordered to load a cargo for La Plata, South America. On the 17th she had completed repairs and loaded 6776 tons of general cargo and sailed for La Plata, arriving there on the 10th of February. At this port she delayed 3 days awaiting a berth and on the 15th started discharging her cargo. On the 25th of March her cargo had been discharged and it was necessary for her to wait 13 days for tide before sailing to Montevedio, where she took on ballast and supplies and sailed on the 10th of April for Norfolk. She arrived there on the 3rd of May and was sent to Pier 38, Atlantic Base, where she unloaded 5709 tons of cargo and loaded 7036 tons of general cargo and completed repairs. She sailed on the 20th of May for Rotterdam at which port she arrived on the 5th of June. From Rotterdam she is to proceed to Amsterdam, at which port she is to be returned to her Dutch owners and her Navy crew removed. (Returned to Owners July 7-1919)

General Characteristics.

Cargo Ship
length 418' Beam 53'6"
Decks 3 Holds 4
Cubic cargo capacity (grain) 488,468 cu.ft. (bale) 450,492cu.ft.
Net registered tonnage 3643 - total deadweight tonnage 9441

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Loaded draft 28'8"
speed loaded 11 knots.
Complement 16 Officers, men 86.
Armament 3"60 calibar forward; 4"40 calibar aft.
This vessel is the average type of vessel used to transport the Army program of supplies and munitions abroad.
Total amount of cargo transported overseas 14,749.

HISTORY OF THE USS BAVARIA.

The USS BAVARIA was seized by the Cuban Government at Havana Cuba. The Cuban Authorities made such repairs as were necessary and transferred her to the United States for operation, after which she was ordered to proceed to New Orleans, La. for repairs.

At New Orleans she was refitted and refurnished in accordance with Navy practice, and on January 4th 1918, placed in commission as an N.O.T.S. (Naval Overseas Transportation Service) vessel. On January 13th she sailed for Norfolk arriving there on January 21st, where she remained until February 25th, at which time she sailed for New York to load a Trans-Atlantic cargo. Cargo loading was completed. On February 28th she sailed for Europe but returned to New York on March 1st for repairs. On March 8th she again set sail for France and arrived in Brest on March 24th, Gironde March 26th and Bordeaux March 26. Here she unloaded her cargo and on ~~August~~ 6th April 1918 sailed for Verdon. On April 15th she sailed for Newport News arriving there April 1st. She sailed on May 1st for Brunswick arriving May 3rd where she remained until the 15th of may, after which she returned to Norfolk arriving May 18th,

On June 11th 1918, the USS BAVARIA was placed out of commission and turned over to the Shipping Board.

General Characteristics.

Gross tonnage: 3898, net 2466.
Length: 355' 3" beam 44'.

October 29, 1919.

HISTORY OF THE USS BAXLEY.

The USS BAXLEY was built at Jacksonville, Florida and immediately upon completion was taken over and commissioned as N.O.T.S. vessel on the 25th of September 1918 at Jacksonville.

From here she proceeded on the 4th of October to Norfolk, there to load a full cargo of coal for discharge at Halifax. She arrived at Halifax on the 16th, discharged her coal, bunkered and was delayed repairing her steering gear until the 29th, at which time she sailed for Portsmouth. At Portsmouth she was placed in dry dock and under went urgent repairs until the 30th of November, at which time it was decided that she should return to Boston to be placed in line for demobilization. On the 2nd of December 1918, repairs being completed, inventories having been taken, she was placed out of commission and returned to the Shipping Board.

General characteristics.

Cargo ship.
Length : 268' beam 45' 2".
Mean draft 23' 6", speed 10 knots.
Total deadweight tonnage 3500, net tonnage 1526.
Complement : Officers 10, crew 46.

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

October 6, 1919.

HISTORY OF THE USS BEAUFORT

The BEAUFORT is one of the ex-German vessels, ("Rudolf Blumberg"), which was taken over at Pensacola by the Custom Officials on April 6th, 1917,. On May 3rd, 1917, the Commandant of the 7th Naval District took over this vessel for the Navy.

Upon the taking over of this vessel she was immediately refurnished and refitted in accordance with the Navy program. She was sent to New Orleans on the 20th of July to complete repairing. This operation was completed on the 21st of September, 1917, and on the 22nd she sailed to Hampton Roads, arriving there on the 29th. Upon her arrival at Norfolk 6 days repairs were necessary to place her in line for a trans-Atlantic voyage. From New York she sailed with a cargo of coal for Brest, on the 25th of October, arriving at Brest on the 16th of December. Upon her arrival at this port she was assigned to the Army Coal Trade, operating between Cardiff, Rochefort, Bordeaux and Barry Roads, Bordeaux and Brest. She remained in this status until the 3rd day of February, 1919, at which time she was released by the Army and was sent to Rosyth where she loaded a complete cargo, including 10 5" guns. On the 7th day of March she sailed from Kirkialdy for Norfolk, arriving there on the 3rd of April. After discharging her cargo at Norfolk and loading a cargo of coal she proceeded to Key West, Florida. On the 22nd of April she sailed back to Norfolk, arriving there on the 7th of May, at which place she discharged her cargo of Navy stores and loaded. a cargo of coal for Guantanamo, Cuba. She sailed from Norfolk on the 14th to Guantanamo, returning on the 4th of June. Upon completion of loading she proceeded to Key West where she loaded a cargo of Navy Stores and returned to Newport News, arriving there on June 23rd. After discharging her cargo she was ordered to load a cargo of coal and proceed to Key West for discharge.

At the present time the BEAUFORT is at Norfolk loading a cargo for discharge at Key West, Florida.

General Characteristics.
Cargo ship
Length 275' Beam 40'
Decks 2 Holds 2
Cargo capacity 146,550 cu.ft.
Net registered tonnage 1077 - Coal burner
Loaded draft 18'- speed loaded 8 knots.
Complement 7 Officers, 48 crew.
Armament 4-3" guns forward; 2 machine guns aft.
This vessel is the average type of ship used by the Army to transport their program of coal abroad.

June 30, 1919.

HISTORY OF THE USS BELLINGHAM

The BELLINGHAM was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 30th of October, 1918 at Puget Sound Navy Yard, Seattle, Washington.

Upon her being commissioned she bunkered for a trip to Arica, South America, at which port she was to load a cargo of nitrate and proceed to a U.S.A. Port for discharge. On the 4th of November she sailed from Seattle, arriving at Arica on the 26th of November. On the 15th of December she returned to Balboa. From Balboa she was ordered to proceed to Jacksonville, Florida, at which port she was to discharge her cargo. After discharging her cargo at Jacksonville she was ordered to proceed to Charleston, So. Car. at which port she arrived on the 11th of January. At this port she loaded 5577 tons of rails and cotton and proceeded to Havre on the 15th of February, arriving at Havre on the 7th of March. It was necessary for her to wait 14 days for a berth owing to the lack of cargo facilities at that port. On the 20th she started discharging her cargo. On the 5th this operation was completed and she was ordered to proceed to Cardiff, Wales, at which place she was to bunker and ballast for her return trip. She sailed from there on the 15th and arrived off Tompkinsville on the 29th. She was sent to Pier 46, North River, at which place she discharged her ballast and was placed in Shewan's Dry dock for a complete over hauling before her return to the Shipping Board. On the 10th of May, 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 396' Beam 53'
Decks 2 Holds 5
Deadweight tonnage 7472
Cargo capacity 405,771 cu.ft. (grain) 371,636 Cu.ft. (bale)
Loaded draft 23'8" - speed loaded 10.5 knots.
Total amount of cargo transported to Europe 5577 tons.
This vessel is the average type of ship used to transport the Army program of munitions and supplies abroad.

July 1, 1919.

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History of U.S.S. BERWYN.

The BERWYN was one of the new vessels built by the Shipping Board at Sparrow Point, Maryland. She was delivered by the Shipping Board to the Navy September 28th, 1918 at Baltimore at which time she was taken over and commissioned as N.O.T.S. (Naval Overseas Transportation Service vessel). Upon her being commissioned she started loading a cargo of ordnance for a Trans-Atlantic trip. She was ordered to proceed from Baltimore upon completion of loading for Norfolk at which port she loaded a few tons of general merchandise. From Norfolk she proceeded to New York arriving at New York on the 31st of October to join convoy for Bordeaux. On the 16th of November, 1918 she arrived at Bordeaux and started discharging her cargo and under-going a few minor repairs to her main engine. From there she was ordered to proceed to Nantes to bunker and ballast for her return trans-Atlantic trip. She sailed from Nantes on the first of December arriving at Baltimore on the 20th of December. At this port she loaded a general cargo consisting of hay, food and gasoline for discharge at a European port. She was ordered to proceed to Norfolk there to join convoy for Quiberon, which convoy she joined on the 9th of January, arriving at Quiberon on the 25th of January. She did not discharge her cargo at Quiberon owing to the lack of cargo facilities and proceeded to Nantes arriving there on the first of February, at which port she discharged her cargo and loaded 1224 tons of ammunition, 230 tons steel billets and sailed on the 15th for Baltimore arriving there on the first of March. At Baltimore she discharged her cargo and proceeded to Savannah, Georgia on the 9th at which port she loaded 3129 tons of cotton. This operation was completed on the 16th and she sailed for Liverpool arriving there on the 3rd of April. After discharging her cargo at this port and loading 800 tons of ballast she returned to New York arriving there on the first of May. She was sent to Pier 45 Brooklyn where she discharged her ballast and was then placed in line for demobilization. Repairs were made, inventory taken and on the 12th of May, 1919 she was returned to the Shipping Board.

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General Characteristics

Cargo ship. Length 391 feet 9 inches, beam 52 feet.
Number of decks 2, number of holds 5.
Cubic cargo capacity 369649 cubic feet, included in which is 800 cubic feet of refrigerator space.
Net register tonnage 3085.
Total dead weight tonnage 7430.
Coal burner.
Loaded draft 23feet 10½ inches. Speed loaded 10 knots. ~~Complement~~
Complement 9 officers, 77 crew. Armament one 3" 50 caliber aft, one 5" 51 caliber foward.

This vessel is the average type of cargo carrier used in transporting the army program of supplies to France.

HISTORY OF THE USS BESOEKI

The BESOEKI was among the Dutch vessels seized under the President's proclomation of March 7, 1918. This vessel was at the port of New York at that time, and was immediately seized by the Custom Officials and was turned over to the Navy Department on April 2, 1918, at which time she was commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel.

Upon her being taken over she was sent to the Navy Yard where she was refurnished and refitted in accordance with the Navy practice. After loading a general cargo at New York she was ordered to proceed to Norfolk to join a convoy sailing from there May 2, 1918 for Queenstown. She arrived at Queenstown May 21st, at which port she discharged her cargo and was sent to Clyde, Scotland, to bunker and ballast for a return trip. She arrived at Clyde on the 13th of June and sailed from there for New York on the 13th of July. Upon her arrival at New York and after discharging her ballast and under going repairs she was sent to Philadelphia to load a part cargo. Upon completion of loading she was ordered to proceed to Norfolk to complete loading and from there to join convoy sailing October 22nd for Brest, at which port she arrived September 11. From Brest she was sent to Pauillac and thence to La Pallice, at which port she discharged her cargo and on September 13th she sailed to Verdon where she bunkered and took ballast for her return trip. She sailed from Verdon on the 8th of October and arrived at New York on October 24th. At New York she loaded a cargo of Army stores and airoplane parts and sailed for Norfolk November 5th to join a convoy sailing from there on the 10th of November for Plymouth, England, arriving there November 26th. After discharging her cargo at Plymouth she was sent to Southampton where she loaded a cargo of aviation demobolized material and sailed from there December 30th for Norfolk, arriving on the 23rd of January. Upon her arrival at Norfolk she was delayed 3 days awaiting stevadores to unload her cargo. After discharging her cargo she proceeded to New York, arriving there on the 31st. Upon her arrival at New York she was sent to 33 St. Wharves, Brooklyn, where she discharged her remaining cargo and on the 14th she entered Shewan's dry dook where she under went repairs and was simultaneously loading 3824 tons of food stuffs for transportation to Copenhagen, at which port she arrived on the 19th day of March, 1919. On the 29th she had discharged her cargo and proceeded to Plymouth, England, where she took on ballast and bunkered for a return trip to New York, at which place she arrived on the 26th of April. At New York she was sent to Pier 32, Brooklyn, where she loaded 3689 tons of cargo and under went a few minor repairs. She sailed from New York on June 15th for Rotterdam at which place she arrived on June 2nd. Upon her discharge of cargo she is to be returned to her Dutch owners. (Ret. to Owner June 14-1919)

General Characteristics.

Cargo ship.
Length 258' Beam 44'6"
Decks 4 Holds 4
Net registered tonnage 2435 - deadweight tonnage 5800
Cubic cargo capacity 245,548 cu.ft. (bale)

Loaded draft 24'4"
Speed loaded 10 knots.
Complement, Officers 10; crew 46.
Armament 1-5"51 aft; 1-3"50 forward.
This vessel is the average type of ship used to transport the Army program of munitions and supplies abroad.

July 1, 1919.

HISTORY OF THE USS BEUKELSDIJK

The BEUKELSDIJK was one of the Dutch vessels which were seized under the President's proclamation of March 20th, 1918. At that time she was lying at San Juan, Porto Rico, and was seized by the Custom Officials at 6 p.m. on the above date. She was turned over to the Navy Department on the 21st and was commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on that date.

Upon her being commissioned she was assigned to the South American trade, carrying coal from Bahia to Rio de Janerio, and transporting coffee from Rio de Janerio to Bahia, Santos and U.S. Ports. On the 4th of June she sailed from Rio de Janerio for Charleston, South Carolina, stopping at St. Thomas on the 24th to bunker. It was found she had enough bunkers to proceed to New York without stopping at Charleston, at which port she arrived on the 6th of July. At New York she was sent to Pier 31, Brooklyn, at which port she discharged her cargo of coffee and under went a thorough over hauling and extensive repairs. At this time guns were installed. The 4-6" guns which were installed at Rio de Janerio prior to her sailing to New York were sent to the Navy Yard. On the 31st of July this operation was completed, she had loaded 818 tons of general cargo, 1680 tons of oil and few aeroplane parts. She proceeded on this date to Hampton Roads to join a French Bay Port convoy, sailing from there July 6th. On this voyage over it was necessary for the BEUKELSDIJK to stop four different times for repairs to her engines. She finally arrived at Brest on the 26th at which place she under went repairs to her engines and boilers until the 19th of September, at which time she sailed for St. Nazaire, arriving there on the 23rd. At St. Nazaire she discharged her cargo, loaded ballast, and was delayed at this port on account of an out break of Spanish Influenza. On the 13th she sailed and arrived at Quiberon, at which place 17 men were sent to the Naval Hospital. On the 16th while lying at this port a fire was discovered in her bunkers and it was necessary to unload a considerable amount of her bunkers. On the 18th the fire was extinguished, she reloaded her ballast and sailed on the 25th for New York. It was necessary for her to put into the Azores on this trip, arriving there on the 2nd of November. After taking on bunkers at this port she sailed from there on the 9th, arriving off Liberty on the 23rd. After discharging her ballast and awaiting berth she was sent to Morgan St. Docks where her boilers were repaired. On the 6th of January she sailed for Galveston where she was to load a cargo of cotton and oils for a trans-Atlantic trip. She arrived at Galveston on the 13th and sailed from there on the 30th to Havre via Norfolk, arriving at Havre on the 28th of February. After discharging her cargo at Havre she was ordered to proceed to Plymouth, England to bunker for a return trip. While discharging at Havre one of her boilers exploded, killing two men, which delayed her departure from there until the 24th of April. At this time she sailed to Rotterdam to be redelivered to her Dutch owners. On the 19th of May the Navy crew was removed, she was placed out of commission and was returned to her owners.

General Characteristics.

Cargo ship
Length 440' Beam 52'1"
Decks 1 Holds 6
Cubic cargo capacity 507,129 cu.ft. (grain)
481,136 cu.ft. (bale)
Coal burner - not registered tonnage 5031
Total deadweight tonnage 10,580
Loaded draft 23'1.5" - speed loaded 9 knots.
Armament none.
Complement 15 officers; 79 crew.
Total amount of cargo transported to Europe 10,730 tons.
This vessel was an exceptional type of vessel used in transporting the Army program of supplies and munitions abroad.

HISTORY OF THE USS BRIDGE.

Prior to the BRIDGE being transferred to N.O.T.S. (Naval Overseas Transportation Service) she had been operating for the Navy as a refrigerator and cargo ship, being assigned to duty in connection with the Fleet. On January 9th, 1918 she was detached from this service and assigned to N.O.T.S. service.

At this time she was at Brest, France. From Brest she proceeded to Queenstown where she bunkered, took ballast and sailed on the 27th for New York, arriving on the 8th of February. At New York she loaded a cargo of supplies, consisting of 625 tons of fresh meat for the 6th Battle Squadron, depth charges and a motor launch. On the 24th of February these operations were completed and she sailed for Queenstown, arriving on the 24th of March. From Queenstown she was sent to Scapa Flow, there discharging her cargo for the 6th Battle Squadron. From Scapa Flow she returned to New York, arriving there on the 6th of May. At New York she under went repairs on May 3rd, and immediately started loading a cargo of supplies for the fleet in European Waters. On the 14th these operations were completed and she sailed for Hampton Roads to join a convoy which sailed from there on the 18th for St. Nazaire, at which place she arrived on the 30th of May. After discharging her cargo at this port she was sent to Pauillac at which place she loaded ballast and returned to New York, arriving on the 24th of June. Upon her arrival at New York it was decided to detach her from N.O.T.S. and assign her to the service of the T Train, operating out of Guantanamo, Cuba. On July 1st, she was officially detached and was assigned to the service of the Train.

General Characteristics.
Refrigerator and Cargo ship.
Length 423'11" Beam 55'2.5"
Decks 3
Cubic cargo capacity none. Refrigerating space 95,320 cu.ft.
Armament 2-5"50 forward; 2-5"50 aft.
Complement, Officers 19, Crew 311.
Total deadweight tonnage 10,500
Cargo deadweight tonnage 3500
Oil burning - permanent bunkers 279,300 gallons.
Draft loaded 22'6" - speed loaded 12.25 knots.
This is the average type of refrigerator ship used by the Army to transport their program of supplies abroad.

July 2, 1919.

History of U.S.S. BROAD ARROW.

The Broad Arrow was taken over by the Commandant of the Fourth Naval District March 12th, 1918. She was commissioned on the 17th as a N.O.T.S. (Naval Overseas Transportation Service vessel). Upon her being commissioned and under-going necessary repairs she was sent to Port Arthur, Texas, arriving there on the fifth of April. At this port she loaded a full cargo of oil and proceeded to New York to join convoy, sailing from there on the 17th of April. She sailed in this convoy on April 17th arriving at Rosyth on the 6th of May. After discharging her cargo at this port and loading a cargo of ballast she sailed on the 15th for New York arriving there May 31st. At New York she was sent to the Navy Yard where she under-went complete repairs until June 8th. She then loaded a cargo of fuel oil and sailed in convoy on the 10th of June for Davenport. She was rammed on the 11th and was forced to return to New York arriving there on the 12th. She was sent to Fletcher's Dry Dock remaining there until the 18th of July. On the 20th of July she sailed in convoy for Havre arriving there on the 6th of August. At this port she discharged 236,932 gallons of gasoline, 71,003 gallons of fuel oil and 197 tons of hydroplanes. On the 13th she arrived at Plymouth at which port she bunkered and ballasted for her return trip to New York arriving there on the 28th of August. She was again placed in Dry Dock until the 4th of September. She then started loading 105,083 tons of fuel oil and 48 tons of airoplane parts for shipment to Brest, France at which port she arrived on the 22nd of September. After discharging her cargo at this port she sailed in convoy on the 26th for New York arriving there on the 12th of October. She was again placed in dry dock during which time she loaded 112,084 tons of fuel oil and 2000 depth charges for shipment to Brest. On the 27th these operations were completed and she sailed in convoy for Brest arriving there on the 14th of November. After discharging her cargo at this port she returned to New York on the 8th of December. Upon her arrival at New York she was immediately placed in line for re-delivery to the Shipping Board for simultaneous delivery to her owners. On the 24th of February repairs were completed, inventory was taken and the BROAD ARROW was placed out of commission and returned to her owners.

General Characteristics

Tanker.
Length 485'23/4". Beam 62' 6". Number of decks 2.
Number of tanks 20.
Cubic cargo capacity 161445 cubic feet (bale), included in this is 900 feet of refrigerating space.
Net registered tonnage 4760. Total dead weight tonnage 12,650.
Oil burner. Loaded draft 27' 6". Speed loaded 10 knots.
Armament 6 pdr. forward. One 5" 40 aft.
Complement 12 Officers, crew 79.

This vessel was the average type of tanker used in transporting oil to France.

HISTORY OF THE USS BUENA VENTURA

The BUENA VENTURA was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on July 25th, 1918 at Philadelphia.

Upon her being taken over she was refitted and refurnished according to Navy practice and after loading a full cargo she sailed from Philadelphia on the 9th of August for New York to join a convoy sailing from there on the 13th of August. From this port, after discharging her cargo, she was sent to La Pallice, thence to Royan and Bordeaux, where she completed discharging her cargo and proceeded to Verdon where she bunkered and ballasted for a return trip to Philadelphia. On the 14th of September she sailed from Verdon in convoy and when two days out of port she was attacked by a submarine and the BUENA VENTURA was sunk on September 16, 1918.

General Characteristics.

Cargo ship
Length 405' Beam 52'6"
Decks 2 Holds 4
Cubic cargo capacity 450, 100 cu.ft. (grain) 403,000 (bale)
Net registered tonnage 3084 Gross Tons 4631.
Total deadweight tonnage 7934
Coal burner - loaded draft 24' 5.5"
Speed loaded 10 knots.
Armament 2-5" 40 cal.
Complement 10 officers; 81 crew.

History of U.S.S. BUITENZORG.

The BUITENZORG was among the Dutch vessels seized under the President's Proclamation of March 20th, 1918. At that time she was lying in New York and was seized by the Custom Officials on this date. She was immediately turned over to the Navy Officials and on March 29th, 1918 she was commissioned as N.O.T.S. (Naval Overseas Transportation Service) vessel she immediately started loading a cargo of supplies for her trans-Atlantic trip. She sailed from New York on the 9th of April in convoy for Brest arriving there on the 24th. From Brest she was sent to Quiberon and St. Nazaire. At the latter port she discharged her cargo and on the 26th proceeded to Verdon there to bunker and ballast and await convoy for return to New York. On June the 2nd she sailed arriving at New York June 14th. Upon her arrival at New York she discharged her ballast and loaded a cargo of Army supplies and sailed on the 27th for La Pallice, France arriving there on the 12th of July. At this port she was delayed nine days through the lack of cargo facilities. On the 21st she started discharging 8,250 tons of general cargo. On the 7th of August she arrived at Verdon there to bunker and ballast and await convoy sailing on the 17th for New York at which port she arrived the 25th. Upon her arrival at New York she was sent to Robins Dock where she repaired and loaded 7907 tons of general cargo and sailed on the 15th for St. Nazaire arriving there on the first of October. After discharging her cargo at that port she sailed on the 16th arriving at New York on the 30th. Upon her arrival at New York she was sent to Pier 7, Hoboken, where she discharged 2330 tons of general cargo during which time 666 stalls were constructed for transporting horses. On the 15th these operations were completed and she sailed for Quiberon arriving there on the 27th. From Quiberon she was sent to St. Nazaire arriving there on the 30th. At this port she discharged her cargo and sailed on the 8th of December for New York arriving there on the 20th of December. Upon her arrival at New York she was sent to Pier 15, Brooklyn at which place the horses stalls were removed. On the 22nd she proceeded in ballast to New Orleans there to load a cargo of cotton and steel rails for her trans-Atlantic voyage. She arrived at New Orleans on the 4th of February and sailed from there on the 22nd for Liverpool via Norfolk taking bunkers at the latter port. She arrived at Liverpool on the 15th of March at which port she discharged her cargo and underwent a few minor repairs and sailed on the 13th of April for New Orleans via Norfolk arriving at New Orleans on the 5th of May. At this port she loaded a cargo of cotton splitter and hosiery and sailed for Liverpool via Norfolk on the 20th of May arriving at Liverpool on the 9th of June. After discharging her cargo at Liverpool she is ordered to proceed to Rotterdam at which port she is to be re-delivered to her Dutch owners. (To Owners July 17-1919)

General Characteristics.

Cargo ship.
Length over all 464'feet. beam 54 feet.
Number of decks 3. Number of holds 4. Cubic cargo capacity grain 536,369 cubic feet. Bale 487,609 cubic feet. Included in this is refrigerating space of 1,008 cubic feet. Net registered tonnage, 4520. Dead weight tonnage 9,963. Coal burner. Fuel consumption in 24 hours 47 tons. Loaded draft 27' 7". Speed loaded 10.5 knots. Complement 18 Officers, 121 men. Total amount of cargo transported to Europe 18,387 tons, excluding two complete cargos of cotton and 650 horses.

This is an exceptional type of cargo vessel used in transporting army program of supplies abroad.

HISTORY OF THE U. S. S. BUSSUM.

The U. S. S. BUSSUM was among the Dutch vessels which were seized by the Custom Officials March 20, 1918 by an order of the President. At this time she was lying at New York and was immediately turned over to the Shipping Board. She was commissioned March 27, 1918 as an N. O. T. S. Shipping Board Account vessel. Underwent minor repairs and sailed New York March 30th. for Brunswick, Georgia and San Juan arriving San Juan April 20th. Departed there on May 7th. for Philadelphia arriving May 13th. She was placed out of commission at Philadelphia May 16, 1918 and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 360' 0", beam 48' 0".
Gross tonnage 3,683.
Net tonnage 2,289.
Speed 10 knots.
Deadweight tonnage 6,100.

History of U.S.S. CACIQUE.

The U.S.S. CACIQUE was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel at Norfolk on August 19th, 1918. Upon her being taken over she immediately started to load 6512 tons of general cargo for her trans-Atlantic trip. On the 30th of August she sailed in convoy for Marseilles arriving at Gibraltar on the 17th and departing there on the 18th for Marseilles arriving there on 21st. After discharging her cargo at Marseilles she loaded ballast and bunkered sailing on the 17th for Norfolk arriving there on the 7th of November. After discharging her cargo and under-going a few minor repairs and loading 6583 tons of oil she sailed on the 11th of December for Marseilles arriving there on the 2nd of January. She was delayed at this port 23 days awaiting berth. On the 24th she started discharging her cargo during which time repairs were made to her main engine and boiler. On the 3rd of February she sailed from Marseilles for Baltimore with 3000 tons of steel rails arriving there on the 2nd of March. Upon her arrival at this port she discharged her cargo during which time repairs were made before returning her to the Shipping Board. On the 24th of March repairs had been completed, inventories had been 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 329 feet 2 inches. Beam 52' 3". Number of decks 3. Number of holds 5. Cubic cargo capacity grain 460,157. Bale 424,500 cubic feet, included in this is refrigerating space of 1660 cubic feet. Net registered tonnage 4,543. Total dead weight tonnage 9400. Oil burners. Loaded draft 26' 6". Speed loaded 10.2 knots. Armament 1 - 5" aft. 1 - 6 pdr. forward. Total amount of cargo transported to Europe 14,643 tons.

This vessel is the average type of cargo vessel used in transporting the army program of supplies abroad.

HISTORY OF THE USS CAESAR

Prior to the CAESAR being transferred to the N.O.T.S. (Naval Overseas Transportation Service) she was operated as a Navy collier and supply ship with the Adriatic fleet. She was transferred to N.O.T.S. on October 28th, 1918, at Melville, R.I.

Upon completion loading she was ordered to join convoy proceeding from Norfolk on November 24th. She arrived at Verdon on December 13th. Upon her discharge of cargo at Verdon she was sent to Bordeaux, thence to Rosythe and Plymouth, England, arriving there January 12th. From Plymouth she was ordered to proceed to Kircaldy, there to load a cargo of ammunition, consisting of 1141 mine cases, 4700 plummets, 17,334 detonators, 68 tons of Miscellaneous mine material. She sailed on the 3rd of February for Hampton Roads, arriving here on the 26th of February. From Hampton Roads she was sent to Yorktown, at which place she discharged her cargo of mines. At Norfolk she loaded a cargo of boats and coal and proceeded to Boston and Yorktown for discharge, returning to Norfolk on the 18th of May. At Norfolk she loaded a cargo of coal and proceeded to Boston on the 19th for discharge. Upon discharging her coal at this port she was ordered to proceed to Baltimore to unload her cargo of coal. She arrived there on the 29th of May and sailed from there on the 5th of June, for Melville, R. I., arriving there on June 7th. After discharging her coal at this port she proceeded to Norfolk, arriving there on June 15th. After completion of repairs and loading a cargo of coal she again proceeded to Melville for discharge and returned to Hampton Roads on the 1st of July, at which port she is at the present time loading a cargo of coal for discharge at Newport, R.I.

General Characteristics.

Collier
Length 322'6" Beam 43'9"
Decks 1 Holds 4
Complement Officers 12, crew 72.
Cubic cargo capacity 131,010 (total) ; refrigerating space 265 cu.ft.
Armament 4-6 pdrs.
Total deadweight tonnage 3633
Cargo deadweight tonnage 2241
Coal burner - draft loaded 20!5" - speed loaded 7.5 knots.
This is the average type of collier used in transporting supplies and coal to forces abroad.

History of U.S.S. CALAMARES.

The Calamares was taken over and commissioned as N.O.T.S. (Naval Overseas Transportation Service) vessel on the 18th of October, 1918. Upon her being taken over she was refitted, re-furnished for refrigerator and cargo ship. On November 8th these operations were completed, she loaded 1745 tons of beef and 1507 tons of cargo and sailed in convoy for Quiberon arriving there on the 18th of November. Owing to the lack of cargo facilities at this port she was sent to Bordeaux arriving there on the 21st at which port she discharged her cargo during which time bunks were installed for transporting 1500 troops. On the 30th of November she sailed from Pauillac to New York arriving there on the 11th of December. She was sent to Pier 1 Hoboken at which place she disembarked her soldiers and started loading a return cargo of beef and butter. During this operation the bunks which were installed at Pauillac were taken out, holds cleaned and prepared for cargo. On the 24th of December she sailed from New York to Verdon arriving there on the 3rd of January. At this port she discharged 19,033 tons of supplies and loaded 100 tons of baggage and mail and ballast and proceeded on the 12th for New York arriving there on the 23rd of January, 1919. She was sent to Pier 8 Hoboken at which place she discharged her cargo and underwent a few minor repairs. After this she was sent to Pier 9, Hoboken to complete discharge and to load 2246 tons of beef. On the 13th of February she sailed to Verdon Roads arriving there on the 23rd, she discharged her cargo at this place and loaded 100 tons of mail and baggage and proceeded for New York arriving on the 12th of March. Upon her arrival at New York she was inspected and found suitable for transporting troops and on the 13th she was detached from the service of N.O.T.S. and assigned to the Cruiser and Transport Force in which service she is now operating.

General Characteristics.

Refrigerator and cargo ship.
Length 487 feet, beam 55' 3". Number of decks 3. Number of holds 2. Cubic cargo capacity 3950 cubic feet bale, and 3500 cubic feet of refrigerating space. Net registered tonnage 4555. Total dead weight tonnage 6920. Coal burner. Loaded draft 27' 4¼". Speed loaded 14.5 knots. Armament 4" 50 ford. 5" 40 aft. Complement 30 officers, 199 men. This ship has 173,810 cubic feet of refrigerating cargo space.

HISTORY OF THE USS CALIFORNIAN.

The CALIFORNIAN was taken over and commissioned at Baltimore as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 13th of May, 1918.

Prior to her commissioning she was manned by the Shipping Board in the service of the Army, and was engaged in carrying Army cargo to European ports. At Baltimore the Californian loaded cargo of subsistence forage, 2200 tons of medium calibar ammunition, French steel nine locomotive trains and was ordered to proceed to Norfolk for convoy to St. Nazaire. Upon her arrival at Norfolk it was found that her speed was such that it was necessary to send her to New York to join a slower convoy, sailing on the 6th of June. While on this trip she hit a mine in Latitude 46'16" North - Longitude 2'5" West and sank on June 23rd, 1918, without loss of life.

General Characteristics.

Length 415' Beam 51'
Decks 2 Holds 5
Complement 11 Officers; 6 crew.
Cubica cargo capacity (grain) 346,108
Refrigerating space 591 cu.ft.
Total deadweight tonnage 7000 - Cargo deadweight 5658
Net registered tonnage 3717
Permanent bunkers Coal 1097
Draft loaded 26'2" summer
Speed loaded 9.5

HISTORY OF THE U. S. S. CAMDEN.

The U. S. S. CAMDEN is the Ex-German steamer Kiel that was siezed by the United States Government and turned over to the Navy Department May 22, 1917. She was immediately fitted out as a cargo carrier in accordance with Navy practice and was placed in commission August 15, 1917 as an N. O. T. S. Navy Account vessel. Upon completion of repairs she departed Philadelphia January 31, 1918 for New York arriving there February 1st. Loaded a general cargo and sailed on the 16th. for Queenstown, Ireland arriving there March 20th. where she discharged her cargo and proceeded to Cardiff for coal. Arrived there April 5th. finished loaded and departed on the 14th. for Philadelphia arriving there April 25th. She was placed out of commission on May 3, 1918. She was then fitted out as a submarine tender. (Became N.O.T.S, Jan 9-1918)

General Characteristics.

Cargo ship.
Lenght 403' 8", beam 48'.
Gross tonnage 4494.
Net tonnage 2872.
Deadweignt tonnage 9761.
Speed 12 knots.
Complement: Officers 23, Crew 395.

HISTORY OF THE USS CANIBAS

The CANIBAS was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel at Bath, Maine, on the 10th day of September, 1918.

She was immediately sent to New York there to be fitted out and to load a cargo for a trans-Atlantic voyage. On September 26th she had loaded 8276 tons of general cargo, including a deck load of aeroplanes, completed repairs, and sailed in convoy for St. Nazaire, arriving there on the 16th of October. She discharged her cargo at this port and under-went a few minor repairs, loaded 1231 tons of sand ballast and sailed October 28th for New York, arriving there on the 13th of November. Upon arrival at New York she was sent to Pier 2, Bush Docks, at which place she discharged her ballast and started loading 6154 tons of general cargo. During this operation repairs were made to her shaft alley and the crews quarters were cemented. These operations were completed on the 30th of November and she sailed for Marseilles via Gibraltar, arriving there on the 21st of December. On this voyage she lost two blades off her propeller and it was necessary for her to remain there to under go repairs until the 18th day of February, at which time she had loaded ballast and sailed for New York, arriving there on the 7th of March. She was sent to Bush Docks where she discharged 679 tons of cargo and was then sent to Pier 14, Hoboken, where she loaded 6742 tons of hay, oats and canned goods for transportation to Rotterdam. On the 22nd of March this operation was completed and also a few minor repairs were made and she sailed for Rotterdam arriving there on the 10th of March. At this port she discharged her cargo and loaded 1500 tons of sand ballast, under went a few minor repairs and sailed on the 14th of May for New York. She was sent to Pier 4, Army Basin, Brooklyn, where she discharged her cargo and was placed in line for demobolization. On the 4th of June, 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 435' Beam 54'
Decks 3 Holds 5
Complement, Officers 10; crew 80
Cubic cargo capacity(Grain) 572,117 cu.ft. (bale) 545,255 cu.ft.
Refrigerating space 1105 cu.ft.; deck load 20 auto trucks.
Total deadweight tonnage 9832 - net registered tonnage 5098
Oil burner - permanent bunkers 502,642 gallons.
Draft loaded 26'9" - speed loaded 9 knots.

July 3, 1919.

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History of the U.S.S. CANTON.

The Canton was among the Dutch vessels seized under the President's Proclamation dated March 20th, 1918. At this time she was lying at New York and was immediately turned over to the custom officials and in turn transferred to the Shipping Board who operated her until June 13th, 1918 at which time she was taken over by the Commandant of the Third Naval District and sent to the New York Navy Yard to be fitted out in accordance with Navy practice. Upon completion of repairs she loaded a part cargo at New York and was ordered to proceed to Baltimore at which port she was to complete loading for the Italian Ministry of Shipping for discharge at Genoa. On the 10th of July she loaded 4200 tons of Italian Aviation material and sailed for Norfolk to join a convoy sailing from there on the 13th for Genoa. She arrived at Genoa via Gibraltar on the 11th of August at which port she discharged her cargo loaded a return cargo of ballast and sailed on the 29th for New York arriving there on the 18th of September. On October 1st she loaded a complete cargo for discharge at South Hampton England and sailed for Sidney to join a convoy sailing from there on the 8th, arriving at Southampton, England on the 3rd of November and was sent to Plymouth to discharge part cargo and thence to Queenstown at which port she discharged the remaining cargo. At this port she loaded a return cargo of demobilization material and sailed on the 14th of December for New York arriving there on the 2nd of January, 1919. At New York she discharged 800 tons of depth charges and field ammunition and 1000 tons of general cargo. Upon completion of discharge of cargo she was sent to Norfolk where she entered the Newport News Shipbuilding Company's dock to under-go complete over-hauling. She came out of dry dock on the 12th of March and was sent to Baltimore at which place she was fitted out to carry grain and general food supplies. Here she loaded 2759 tons of rye for the Food Administration for discharge at Copenhagen at which port she arrived on the 12th of April, 1919. Upon completion of discharge at this port she was ordered to proceed to Amsterdam to be delivered to her Dutch owners. On the 28th this operation was completed and she sailed for Amsterday and arrived there on the first of May. On the 10th of May she was inspected inventories taken and she was placed out of commission and delivered to the Royal Netherlands Steamship Company.

General Characteristics.

Cargo ship.
Length 339 feet, beam 45 feet, number of decks 3. Number of holds 3. Cubic cargo capacity (grain) 248,996 cubic feet,(bale)234,900 cubic feet, included in this is refrigerating space of 460 cubic feet. Deck load 16 automobiles. Net registered tonnage 1372. Dead weight 4200. Loaded draft 19' 7½". Speed loaded 8.5 knots. Complement 8 officers, crew of 36. Armament 1 4/40 fordl- 5" 51 Aft.

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

HISTORY OF THE USS CAPE HENRY

The CAPE HENRY was commissioned in the Navy as a N.O.T.S. (Naval Overseas Transportation Service) vessel on October 25, 1918, at New York.

The vessel was put in drydock upon commissioning, and while in drydock it was discovered that her propellor was broken and the vessel was moved to the North side of Pier 15, Brooklyn, while waiting for new propellor to be manufactured at Baltimore and sent up. During this time there were general repairs made to the vessel and she was put in dock and propeller repaired November 21st, 1918, after which the vessel loaded with 4710 tons of general cargo for Army in France and sailed from New York December 7th.

She arrived at Quiberon Bay December 23rd and had to wait until a berth was available, on January 7th, when she moved to St. Nazaire and on January 10th went alongside of Dock I at St. Nazaire and discharged cargo and loaded ballast for return trip. She sailed from France January 27th, and arrived New York February 20th. At New York she unloaded a small amount of cargo and ballast, and was inspected, inventories taken, and vessel returned to the Shipping Board March 3rd, when Navy crew was removed.

General Characteristics.

Cargo Ship.
Length 391' Beam 52'
Decks 2 Holds 5
Was a coal burner - Net registered tonnage 3085 tons.
Total deadweight tonnage 7303 tons.
Loaded draft 23'10" Speed loaded, 9 knots.
Besides general cargo of cubic capacity 367,082 cu.ft. she had a refrigerator space of 1064 cu/ft.
Carried a deckload of 20 auto trucks.
Armament was one small gun, 6-pounder, forward and a 6-in. 50 aft. Complement, 10 Officers, 76 men, which included men for gun crews and a few extras for training purposes for fire room and deck.
This vessel was the average type of cargo carrier used for transporting the Army program of munitions and supplies abroad.

HISTORY OF THE USS CAPE LOOKOUT

The CAPE LOOKOUT was commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on July 26th, 1918, at Baltimore.

At this port she loaded 5200 tons of general cargo and proceeded on the 10th day of August to join a convoy for St. Nazaire, at which port she arrived on the 29th of August. Owing to a lack of cargo facalities she was sent to La Havre, arriving there on the 30th and at this port she discharged her cargo and proceeded on the 7th of September to Plymouth, England, there to bunker and ballast for a return trip to Baltimore. She departed on the 10th of September, arriving on the 25th. At Baltimore she loaded 5949 tons of general cargo and under went a few minor repairs. She sailed from Baltimore on the 13th of October for New York to join convoy for Bordeaux, arriving there on the 10th of November. At this port she discharged her cargo and loaded 650 tons of sand ballast, bunkered and returned to Baltimore on the 12th of December. Upon her arrival at Baltimore she was given a thorough over hauling and was assigned to the Food Administration. She loaded 5864 tons of flour and sailed for Gibralter via Norfolk on the 24th of January, 1919, arriving on the 10th of February. At Gibralter she was ordered to Trieste, Austria, to discharge her cargo. She arrived at this port on the 19th and sailed on the 4th of March for Baltimore via Norfolk. On March 20th at 4 a.m. while on her voyage to Baltimore she answered a S.O.S. call from the U.S.A.C.T. MELROSE which had disabled her rudder, and wished to be towed to the nearest U.S. port. At 3 p.m. the same day the tow hawser aboard the MELROSE parted three times and each time was successfully picked up by the CAPE LOOKOUT, and finally after standing by the MELROSE rigged a jury rudder and proceeded on her way to Bermuda unassisted. The CAPE LOOKOUT arrived at Baltimore on the 29th of March, at which port she discharged her cargo and was placed in line for demobolization. On the 7th 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.
Length 391'9" Beam 52'
Decks 2 Holds 5
Complement, Officers 11, crew 80
Cubica cargo capacity 336,790 cu.ft.,(grain)
Refrigerating space 800 cu.ft.
Armament 1-6"40; 1-3"50
Total deadweight tonnage 7400 - total net reg. 3085
Cargo deadweight 5300 - coal burner
Loaded draft 24'6" - speed loaded 10.5
This is the average tyep of vessel used to transport the Army program of munitions and supplies abroad.

July 3rd, 1919.

HISTORY OF THE USS CAPE MAY

The CAPE MAY was taken over and commissioned on October 24th, 1918 as a N.O.T.S. (Naval Overseas Transportation Service) ship at Baltimore, Maryland.

Upon her being commissioned she was fitted out in accordance with the Navy practice as a cargo ship and simultaneously loaded 7490 tons of general cargo for a trans-Atlantic trip on the 8th of November. This operation was completed and she sailed for St. Nazaire, arriving there on the 24th. At St. Nazaire she discharged her cargo and under went a few minor repairs and loaded 3500 tons of Army cargo for return to the ~~Azores~~.US On the 31st of December she sailed for Newport News arriving there on the 15th of January, 1919. At this place she disembarked her Army personnel and proceeded to Baltimore, arriving there on the 16th to discharge her cargo. At Baltimore she was ordered to load a cargo of Army supplies for discharge, but owing to the lack of Troop Transports she was inspected and a Board of Survey found her suitable for conversion to a Troop Transport. On the 24th of January, 1919, she was transferred from N.O.T.S. service to the Cruiser and Transport Force, under which she is working at the present time.

General Characteristics.

Cargo ship.
Length 429'8" beam 53'6"
Decks 3 Holds 5
Complement Officers, 11; crew 90
Cubic cargo capacity 426,061 cu.ft. (grain); refrigerating space 728 Sq. ft.- Armament 3-50 cal. 4-50 cal.
Total deadweight tonnage 10345 - net registered 4802
Cargo deadweight tonnage 7300
Coal burner - draft loaded 29'7"
Speed loaded 13.3 (on trial trip)
This is the average type of vessel used to transport the Army program of munitions and supplies abroad.

July 3, 1919.

History of the U.S.S. CAPE ROMAINE.

The Cape Romaine was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 26th of June 1918 at Baltimore. After completion of repairs at Baltimore she sailed to Norfolk where she was ordered to bunker and proceed to New York to load for a trip to South America. She arrived at New York on the 3rd of July and was sent to Pier 36 Atlantic docks where she loaded 4277 tons of general cargo. On the 13th these operations were completed and she sailed for La Plata, South America. On this voyage she was detained two days on account of engine trouble finally arriving at La Plata on the 7th of August. At this port she discharged 2200 tons of her original cargo and sailed to Buenos Aires arriving there on the 12th. At this place she was sent to dock two where she discharged 2800 tons of cargo. On the 19th she was sent to the East side of the dock which she loaded 2500 tons of general cargo for return to Boston. On the 30th these operations had been completed and she sailed for Boston via St. Thomas at which port she was to bunker. She arrived at St. Thomas on the 15th of September and sailed on the 16th for Norfolk arriving there on the 22nd. At this port she discharged a small amount of cargo and sailed to Boston arriving there on the 25th. At Boston she was sent to the Commonwealth Pier where she discharged 3000 tons of general cargo and underwent repairs and sailed from there on the 2nd for Philadelphia arriving on the 4th at this port she loaded 5006 tons of general cargo of the army supplies for trans-Atlantic trip and was ordered to proceed to New York to join convoy sailing from there October 16th. She sailed from New York on the 16th and arrived at Brest the 2nd of November. After discharging a part cargo at Brest she was sent to Verdon where she discharged a small amount of cargo and then proceeded to Bordeaux where she discharged the remaining part of her cargo. From here she was sent to Verdon where she loaded ballast and bunkered and sailed on the 12th of November for Philadelphia arriving there on the 2nd of December. Upon arrival at Philadelphia she was sent to the Navy Yard where she under-went repairs, she also loaded 3287 tons of army cargo for her trans-Atlantic voyage. She sailed from Philadelphia on the 9th of December arriving at La Pallice on the 23rd. After discharging her cargo at this port and loading 644 tons of army cargo and 894 tons of billets she sailed on the 30th of January for New York arriving there on the 22nd of February. Upon her arrival at New York she was placed in line for demobilization, inventories were taken, repairs completed and on the 3rd of March she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length over all 391' 9¼". Beam52 feet. Holds 5. Number of decks 2. Cubic cargo capacity 336,796 cubic feet (bale). Included in this is refrigerating space 655 cubic feet. Net registered tonnage 3085. Dead weight tonnage 7430. Coal burner. Deaft loaded 24' 8". Speed loaded 10 knots. Complement 12 Officers 64 crew.

History of the U.S.S. CARIB.

The Carib was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel December 27th, 1917 at Norfolk. She immediately started to load a full cargo of coal for discharge at Halifax and she sailed on the 30th of January for Halifax arriving there on the 3rd of February. After discharging her cargo at this port she sailed on the 9th for Hampton Roads arriving there on the 14th of February. At this port she was sent to Pier 4, Southern Railroad and she loaded a full cargo of coal for discharge at Halifax. On the 20th of February she sailed arriving at Halifax on the 25th, after discharging her coal at Halifax she returned to Hampton Roads where she loaded another cargo and sailed for Halifax returning to Norfolk on the 16th of April. At Norfolk she was sent to the Navy Yard where she underwent repairs preparatory to her sailing for her trans-Atlantic voyage. From Norfolk she proceeded to New York arriving there on the 23rd at which port she loaded a complete cargo of coal and sailed to the Azores, arriving there on the 21st of May. After discharging part cargo she sailed to Gibraltar arriving there on the 28th. At this port she discharged her cargo and on the 8th of June she was ready to sail but was detained awaiting orders from the Department. On the 20th she sailed to Algeria at which port she discharged 5200 gallons of gasoline from this port she proceeded to Dizeria where she discharged 200 gallons of gasoline, the gasoline discharged at these two ports was for the Naval Operating Forces operating out of Base 25. She was then sent to Malta and thence to Corfu, at this port she discharged Navy stores and sailed on the 9th of July for Norfolk. Arriving at Gibraltar on the 22nd, Azores on the 3rd of August and Norfolk on the 20th of August. At Norfolk she discharged her cargo of mines and army and Navy supplies and loaded a cargo of coal and explosives and sailed on the 9th of September for Sidney, N.S. to join a convoy sailing from there on the 13th for Corpach at which port she arrived on the 28th of September. At this port she discharged her cargo of mines and was sent to Glasgow and thence to Lamlash where she finished discharging. On the 12th of October she sailed from this port to Norfolk arriving on the 31st. Upon her discharge of cargo and completion of repairs she was ordered to load a return cargo for Bordeaux arriving there on the 2nd of December. After discharging her cargo at this port she was sent to Nantes where she loaded 800 tons of return cargo and 400 tons of water. While on this trip in Latitude 41-30 North 58-25 West she sent out an S.O.S. call and was answered by the U.S.S. IROQUOIS which proceeded from Halifax to her assistance. She was towed to Halifax arriving there on the 2nd of January. After completion of repairs at Halifax she proceeded to Norfolk arriving there on the 5th. At this port she was placed in line for demobilization but owing to the conjestion of the dock at this port she was ordered to proceed to New York arriving there on the 24th. On the 27th of January repairs were completed, investories were taken and she was placed out of commission and returned to her owners.

U.S.S. CARIB Cont'd.

General Characteristics.

Cargo ship.
Length over all 261 feet. Beam 23' 6". Number of decks 1. Number of holds 2. Cargo capacity grain 130,455, bale 120,397 cubic feet. Net registered tonnage 1259. Dead weight tonnage 3800. Speed loaded 8 knots. Draft loaded 18 feet. Armament 2 - 3/50 forward. 1 - 5/51 aft. Complement 11 officers, 52 men.

This is the average cargo vessel used in transporting army cargo including navy mines abroad.

History of the U.S.S. CAROLINIAN.

The Carolinian was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel October 5th, 1918 at Cardiff, Wales. Upon her being taken over she was assigned to the service in European Waters operating in the Army coal trade basing at Cardiff, Wales. She remained in this status carrying coal from Cardiff and English ports to France for use of the A.E.F. forces and of the troop transports and cargo ships coaling at French ports, until the 8th of February 1919 at which time she sailed from Newport News with a cargo consisting of 10,078 tons of army cargo. While on the voyage over she put in to Horta the Azores on the 17th on account of a damaged feed pipe, she sailed from there on the 23rd for Baltimore arriving there on the 12th of March. After discharging her cargo at Baltimore she was placed in line for demobilization, inventories were taken, repairs were completed and on the 22nd of March 1919 she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 359 feet. Beam 50 feet 2 inches. Loaded draft 23' 11". Speed loaded 9 knots. Dead weight tonnage 7000. Net tonnage 2707. Complement 6 officers, 26 crew. Armament 1 - 4/40 forward. 1 - 4/40 aft. Amount of cargo transported to Europe 13,624 tons.

This was the average type of cargo ship used in transporting the army program of supplies abroad.

HISTORY OF THE U. S. S. CARRIE CLARK.

The U. S. S. CARRIE CLARK is one of the barges bought by the Navy from the Luckenbach Steam Ship Company. The purchase price being $20,455. She was placed in commission November 8, 1917 and operated in the Fifth Naval Distict until August 8, 1918 when she was assigned to N. O. T. S. and was operated coastwise carrying coal from Norfolk to New England Ports until March 15, 1919 when she was reassigned to the Fifth Naval District. She was sold to the Neptune Line for $3,000 September 11, 1919.

General Characteristics.

Barge.
Length 188' 0", beam 39' 7".
Gross tonnage 1,298.
Net tonnage 1,260.

History of the U.S.S. CARRILLO.

The Carrillo was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 16th of September, 1918 at Pier 9, North River, New York. Upon her being taken over she was re-fitted and re-furnished according to the Navy practice using her as a refrigerator ship. These operations were completed on the 22nd and she sailed in convoy for Brest arriving there on the 7th of October. On account of the lack of cargo facilities at this port she was sent to Verdon where she arrived on the 10th. After discharging a part cargo at this port she was sent to Bordeaux arriving there on the 11th. At Bordeaux she discharged her cargo of meat, loaded ballast and sailed from Verdon on the 24th of October for New York arriving there on the 6th of November. At this port she loaded a full cargo of meat and sailed on the 16th for St. Nazaire arriving there on the 30th. At this port she discharged her cargo, loaded ballast and sailed on the 12th of December for New York arriving there on the 25th. Upon her arrival at New York she discharged 285 tons of ammunition and 705 tons of general return cargo during this operation repairs were made to her deck and engine room and she simultaneously loaded 1700 tons of beef and sailed on the 16th of January for Verdon arriving there on the 28th. At this port she discharged her cargo of beef, port and oleomargarine and loaded 973 tons of ordnance and aviation supplies and mail and sailed on the 13th for New York arriving there on March 1st. At New York she was sent to Graves Bay where she discharged 400 tons of shrapnel she then went to Weehakin where she was placed in dry dock, she remained in dry dock until the 12th of March during which time she loaded 2069 tons of beef and port and sailed on the 12th for Verdon arriving there on the 26th of March. At this port she discharged her cargo and loaded 1015 tons of ammunition, 57 tons of mail, sailed on the 2nd of April for New York arriving there on the 15th of April. At New York she was sent to Pier 81 Hoboken where she discharged her general cargo and was then sent to Martin's Pier, Long Island where she was placed in line for demobilization. On the 8th of May inventories had been taken, repairs completed and was placed out of commission and turned over to the Shipping Board.

General Characteristics.

Refrigerator Ship.
Length394 feet. Beam 50' 3". Number of decks 3. Number of holds 2. Cubic cargo capacity 157,500 cubic feet of refrigerating space. 3,300 Cubic feet (bale). Net registered tonnage 3,109. Total dead weight tonnage 10,015. Coal burner. Loaded draft 25' 3½". Speed loaded 11.5 knots. Complement 10 officers, crew 95.

This is the average type of refrigerating ship used in transporting food supplies abroad.

History of the U.S.S. CASCO.

The Casco was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 8th of January, 1918 at New York. Upon her being taken over she was re-furnished, re-fitted in accordance with Navy practice and simultaneously loaded 1000 tons of forage, 200 tons of steel rails and 10 tons of steel. These operations were completed on the 20th of January and she sailed in convoy to Bordeaux. While in this convoy it was necessary for her to drop out and proceed to Halifax on account of water in the 4th and 5th holds. She arrived at Halifax on the 23rd of January, she sailed from there in another convoy on the 9th of February arriving at Brest on the 24th of February. At this port she discharged her cargo, bunkered and sailed on the 21st of March for New York arriving there on the 3rd of April. At New York she loaded 5626 tons of general cargo and sailed on the 17th for Brest arriving there on the 2nd. Owing to the lack of cargo facilities at this port she was sent to St. Nazaire arriving there on the 4th. At St. Nazaire she discharged her cargo and proceeded to Verdon, where she loaded ballast, bunkered and returned to New York arriving on the first of June. At this port she loaded a complete cargo of steel forage, lumber, Red Cross supplies and 750 tons of army supplies and sailed on the 18th for Brest arriving there on the 4th of July. From this port she was sent to Quiberon, St. Nazaire, Verdon and Bordeaux arriving at the latter on the 9th. At this port she discharged 5796 tons of general cargo and under-went minor repairs and on the 21st sailed for Verdon there to load ballast and bunker and join a convoy sailing on the 24th for New York arriving on the 6th of August. At New York she was sent to Pier 8, Hobokmen where she loaded 2079 tons of general cargo and a few tons of ammunition and sailed on the 17th for Bordeaux arriving there on the 3rd of September. At this port she discharged 6000 tons of general cargo and ammunition and loaded ballast and bunkered and sailed for Verdon arriving there on the 15th to join convoy sailing for New York on the 22nd of September. She arrived at New York on the 5th of October and was sent to Pier 8, Hoboken where she discharged her ballast and loaded 5788 tons of general cargo, underwent a few minor repairs and sailed on the 16th for St. Nazaire arriving there on the 5th of November. She was sent to dock 6 where she discharged her cargo, loaded 825 tons of ballast and sailed in convoy for New York arriving on the 4th of December. At this port she was delayed three days awaiting disposition of the vessel. She was finally allocated for a trip to Portugal. She under-went a few minor repairs until the 19th at which time she started loading 5099 tons of general cargo and she sailed from New York on the 4th of January arriving at Lisbon, Spain on the 16th. At this port she discharged her cargo and loaded 1000 tons of corn, hide and general cargo. This operation was completed on the 5th of February and she sailed for New York via the Azores and Bermuda arriving at New York on the 3rd of March. She was sent to Pier 46 Brooklyn where she was delayed three days on account of the crowded condition of the docks. She was placed in line for demobilization at this port and on the 22nd of March

repairs had been completed, inventories were taken and she was returned to the Shipping Board.

General Characteristics.

Cargo Ship.

Length over all 415'. Beam 54'. Number of decks 3. Number of holds 5. Cubic cargo capacity (grain) 424650 cubic feet. (bale) 397610 cubic feet. Refrigerating space 1297 cubic feet. Armament: Guns 3"/50 fwd. 4"/50 aft. Total Dead weight tonnage 7900. Net registered tonnage 2871. Cargo dead weight 5000. Loaded draft 24' 8-1/2". Speed loaded 10.5 knots. The total amount of cargo transported to Europe 26,635 tons.

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

History of the U.S.S. CAUTO.

The Cauto was taken over and commissioned at Philadelphia July 13th, 1918 as an N.O.T.S. (Naval Overseas Transportation Service) vessel. She was immediately re-fitted and re-furnished in accordance with Navy practice and simultaneously loaded 3009 tons of general cargo for her trans-Atlantic voyage. On July 20th these operations were completed and she was ordered to proceed to New York there to join convoy sailing for Gironde on the 24th. This convoy arrived at its destination on the 11th of August and after discharging a part cargo at Gironde she sailed to Rochefort arriving there on the 14th. At this port she discharged a part cargo and was sent to Royan where she completed her discharge. She was sent to Verdon arriving there on the 30th to bunker and ballast and return to Philadelphia at which port she arrived the 12th of September. At Philadelphia she loaded 2346 tons of general cargo and under-went a few minor repairs and on the 25th of September she sailed to New York to join a convoy sailing from there on the 26th for La Pallice at which port she arrived on the 13th of October. From La Pallice she was sent to Bordeaux where she discharged her cargo and was ordered to proceed to Verdon there to ballast and bunker for her return trip to Philadelphia. This convoy arrived at Philadelphia on the 8th of November. At this port she again loaded 2668 tons of general cargo and sailed on the 4th of December for St. Nazaire arriving there on the 18th. After discharging her cargo at this port and under-going repairs to her main engines she sailed for Philadelphia on the 25th of January arriving there on the 9th of February. Upon her arrival at this port she was immediately placed in line for demobilization. On the 22nd of February, 1919 repairs were completed, inventories had been taken and she was returned to the Shipping Board for simultaneous return to her owners.

General Characteristics.

Cargo Ship.
Length over all 368'. Beam 47' 9". Number of decks 2. Number of holds 5. Complement 11 Officers, crew 76. Cubic cargo capacity (grain) 238000, (bale) 220324. Refrigerating space 3350 cubic feet. Armament: Guns 1-3" 50 Fwd. 1-3" 50 aft. Total dead weight 4609. Net registered tonnage 2315.tons. Cargo dead weight 3309 tons. Draft loaded 22'6". Speed loaded 11 knots. Total amount of cargo transported to Europe10,931 tons. This is the average type of cargo ship used in transporting the army program of supplies abroad.

History of the U.S.S. CELEBES.

The Celebes was among the Dutch vessels which were seized by the Custom Officials March 20th, 1918 by an order of the President. At this time she was lying at Norfolk and was immediately turned over to the Shipping Board by the Custom Officials who in turn turned her over to the Navy. On April 6th, 1918 she was commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel. After under-going a few minor repairs she sailed on the 12th of April for New York arriving there on the 14th. At this port she discharged her original Dutch cargo and was then placed in dry dock where she was re-fitted and re-furnished in accordance with Navy Practice. She simultaneously loaded 6924 tons of general cargo for her trans-Atlantic trip. On the 2nd of May these operations were completed and she sailed to Sandy Hook there to await convoy for Brest sailing on the 3rd. This convoy arrived at Brest on the 18th. She was delayed at this port one day awaiting convoy for St. Nazaire at which port she arrived on the 20th. On the 22nd of June she had discharged her original cargo and underwent a few minor repairs, loaded ballast and awaited convoy which sailed on the 27th for New Work. Upon her arrival at New York on July 11th she was sent to Pier 6 Bush Docks at which place she discharged her cargo and loaded 5863 tons of general cargo and under-went repairs to her main engines. This operation was completed on the 21st and she was delayed three days awaiting convoy to Bordeaux, the convoy left on the 24th arriving at Bordeaux on the 11th of August. At this port she discharged her original cargo and loaded 1754 sacks of mail and sailed on the 21st for New York arriving there on the 3rd of September. After discharging her cargo at this port she loaded 6545 tons of general cargo and sailed again on the 14th for St. Nazaire, arriving on the 4th of October. Owing to the lack of cargo facilities at this port her discharge was prolonged until the 23rd of October at which time the operation was completed. After awaiting one day she sailed on the 24th in convoy for New York arriving on the 13th of November. Upon her arrival at New York she discharged her cargo and was sent to Shewan's Dry Dock where she was surveyed It was desired to convert her into an animal transport but after installing the necessary stalls they were removed and she was sent to Pier 6 Bush Docks where she loaded 6197 tons of general cargo and underwent general repairs. On the 21st of December these operations were completed and she sailed for Havre arriving there on the 11th of January, 1919. Her discharge was delayed at this port on account of the conjestion at the docks. On the 14th she started discharging her cargo and loaded 1912 tons of steel billets From here she was sent to Plymouth arriving on the 24th. At this port she loaded ballast and bunkered and returned to New York on the 15th of February. At this time it was desired to return all Dutch tonnage to their owners and consequently she was placed in line for demobilization at Amsterdam. She loaded 5188 tons of packing products, completed a general over-hauling and after delaying two days on account of a strike at New York she sailed on

the 15th for Copenhagen at which port she arrived on the 2nd of April, 1919. After discharging her cargo at this port she was ordered to proceed to Amsterdam there to be re-delivered to her Dutch owners. On the 2nd of May 1919 she was taken out of commission and turned over to her owners at Amsterdam.

General Characteristics.

Cargo vessel.
Length over all 394'. Beam 51'5". Number of decks 3. Number of holds 4. Cubic cargo capacity (grain) 467,924 feet. Bale 416065. Included in this is refrigerating space of 753 cubic feet. Net registered tonnage 3806. Total dead weight tonnage 8353. Coal burner. Loaded draft 27 feet. Speed loaded 10 knots. Complement 14 officers, 109 crew. This was an exceptional type of cargo vessel used in transporting the army program of supplies abroad. Total cargo transported abroad 19035 tons.

History of the U.S.S. CELTIC.

Prior to the Celtic's being assigned to the N.O.T.S.(Naval Overseas Transportation Service) she was operating with the Atlantic train basing at Hampton Roads. On July 1st, 1918 it was decided to release the U.S.S. BRIDGE from N.O.T.S. service and assign the Celtic. At this time she was at Norfolk loading cargo of frozen beef. On the 7th of July she was ordered to proceed to New York there to discharge her cargo consisting of 230 tons of beef and load a cargo of supplies consisting of flour, sugar and general supplies, 1500 depth charges for her trans-Atlantic voyage. On the 27th of July these operations were completed and repairs had been finished and she sailed in convoy for Plymouth, England but was forced to drop out of this convoy on the 31st and return to New York arriving there on the first of August. Upon her arrival at New York her engine under-went a complete over-hauling and she was ready to join convoy sailing on the 13th. This convoy arrived at Plymouth, England on the 29th of August at whic port she was sent to the Davenport dock yards where she discharged her cargo of 1500 depth charges and 2250 tons of supplies. This operation was completed on the 7th of September and she sailed to South Hampton arriving there on the 13th. At this port she discharged 350 tons of supplies and sailed from there on the 22nd in convoy for New York arriving on the 7th of October. At New York she was sent to Pier 35 North River where she discharged her ballast and loaded 2015 tons of general supplies, underwent repairs and proceeded in convoy on the 24th for South Hampton arriving there on the 9th of November. She was delayed two days at this port awaiting a berth and on the 11th she started discharging her complete cargo which consisted principally of food stuffs. She was ordered to proceed to Cardiff on the 22nd there to bunker and ballast and sail on the 27th for New York arriving there on the 16th of December. Upon arrival at New York she was sent to Pier 35 Brooklyn where she underwent repairs to her refrigerating apparatus. She was sent on the 2nd of January 1919 to Pier 33 Brooklyn where she was fumigated. This operation was completed on the 6th and she started loading 2167 tons of general cargo during which time repairs were made to a motor boat which was carried on the deck. On the 17th of January this operation was completed and she sailed for Gibraltar there to receive orders for discharging food stuffs for the American Naval forces in the Adriatic. Upon her arrival at Gibraltar on the 2nd she was sent to Gravosa at which port she arrived on the 15th, Venice on the 21st and Spalato on March 1st. At these ports she discharged food stuffs and returned to Gibraltar on the 19th. At Gibraltar she was ordered to proceed to Barry Roads leaving there on the 21st and arriving at Barry Roads on the 27th. At this port she discharged her remaining cargo and was sent to South Hampton where she took ballast and loaded a return cargo consisting of army supplies and sailed on the 26th of April for New York arriving there on the 13th of May. Upon her arrival at New York she was given a complete over-hauling which repairs were completed on the 20th of June. At which time it was decided by the Department to detach the Celtic from N.O.T.S. service and assign her to the Train operating with the Pacific fleet. On the 30th of June, 1919 she was

detached N.O.T.S. and assigned to the Pacific fleet.

General Characteristics.

Refrigerator and Cargo ship.
Length over all 383' 3". Beam 44'. Number decks 3. Number holds 4. Complement Officers 12, crew 138. Cubic cargo capacity (ammunition) 13,804 cu.ft. Beef 2,400,000 lbs. Refrigerating space 1728 cu.ft. Armament 1 3/51 fwd/ 1 4/50 aft. Total Dead weight 6750 gross. Net registered tonnage 2250. Cargo dead weight 3000. Draft loaded 23'.tSpeed loaded 9.5 knots. Deck load 18 auto trucks. This is the average type of cargo vessel used in transporting supplies for the army and navy forces operating abroad.

History of the U.S.S. CHALLENGER.

The Challenger was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel October 4th, 1918 at San Francisco. After under-going a few minor repairs at this port she was ordered to proceed to Arica Chile there to load a cargo of nitrate for discharge at Pensacola. She sailed from San Fransico on the 9th of October stopping at San Diego on the 12th where she bunkered and arrived at Mijiolles on the 11th of November. At this port she was delayed in loading on account of the inability of the agents to supply a sufficient amount of nitrate. On the 25th of November she had loaded approximately 11000 tons of nitrate and sailed for Pensacola via the canal. She arrived at Pensacola on the 11th of December 1918. After discharging her cargo at this port she proceeded to New Orleans where she loaded a cargo of cotton and steel for trans-Atlantic trip. This operation was completed on the 21st of January at which time she sailed for Havre arriving there on the 14th of February. After discharging her cargo at this port she was ordered to proceed to Plymouth, England there to bunker and load 1160 tons of Rubble ballast. From Plymouth she sailed on the 23rd of March for Norfolk. When a few days out it was necessary for her to return to Brest, France on account of engine trouble at which port she arrived on the 30th of March. She remained there under-going repairs until the 13th of April at which time she sailed for Baltimore arriving there on the 30th of April. Upon her arrival at Baltimore it was decided to place this vessel in line for demobilization and on the 2nd of May 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 440'. Beam 56'. Depth amidship 38'. Dead Weight tonnage 11,800. Gross tonnage 7708. Oil burner. Details not available.

Total amount of cargo transported to Europe 10,000 tons.

History of the U.S.S. CHARLTON HALL.

The Charlton Hall was taken over June 9th, 1918 at New York. She was commissioned on the 14th of June, 1918 as an N.O.T.S. (Naval Overseas Transportation Service) vessel. Upon her being taken over she started to load a general cargo for her trans-Atlantic voyage and to under-go a few minor repairs necessary to re-fit her for a cargo transport. On the 17th these operations were completed and she sailed to Norfolk there to join a convoy sailing on the 19th for Brest at which port she arrived on the 9th of July. From Brest she was sent to Girande River where she discharged 6300 tons of general cargo. This operation was completed on the 24th and she sailed to Le Verdon to bunker and ballast for her return trip. She was delayed at this port six days awaiting convoy which sailed on the 3rd of August for New York. She arrived at New York on the 19th of August and was sent to the Pietjan and Lang's dry dock where she under-went a complete over-hauling. She came out of dry dock on the 26th and was sent to Pier 7, Bush dock where she loaded 5918 tons of general cargo. On the 2nd of September she sailed from New York to St. Nazaire arriving there on the 21st. At this port she discharged her original cargo and proceeded to Verdon, there she took on 700 tons of sand ballast bunkered and awaited four days for a convoy which sailed on the 8th for New York arriving there on the 21st of October. Upon her arrival at New York she was sent to Pier 6 Bush docks where she discharged her ballast and was then sent to Pier 4 Bush docks where she loaded 3201 tons of general cargo during which time construction of 500 horses stalls was in operation. While constructing these horse stalls salt water leaked into the fresh water tanks and it was necessary for her to pump her tanks dry and re-fill them with fresh water. On the 9th of November these operations were completed and she sailed for Verdon arriving there on the 24th of November. At this port she discharged her cargo and sailed to Verdon where she loaded her return cargo of army supplies and took aboard 52 army civilian employees as passengers. The Charlton Hall arrived at Newport News on the 23rd of December where she discharged her cargo. At this port she was placed in line for demobilization with the understanding that upon her being placed out of commission the Navy crew would remain aboard and take her to New York where she was to be transferred to the custody of the Shipping Board. On the 29th of January, 1919 she was placed out of commission at Norfolk and on the 3rd of February she was transferred to the custody of the Shipping Board at New York.

General Characteristics.

Cargo ship.
Length over all 412'6". Beam 50'. Number decks 3. Number holds 4. Complement 10 officers, crew 36. Cubic cargo capacity (grain) 466,086 cu. ft. bale 429,285 cu.ft. Refrigerating space 970 cu.ft. armament: guns 1 6-pdr. fwd. 1 5/51 aft. Total dead weight 7800. Net registered tonnage 2999. Cargo Dead weight 5950. Draft loaded 25'6". Speed loaded 9 knots. Total tons of cargo transported abroad 28,112.

This is the average type of cargo vessel used in transporting the army program of supplies abroad.

History of the U.S.S. CHATHAM.

The Chatham was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel March 12th, 1918 at New York. She was commissioned as the U.S.S. MARGARET at this time and her name was later changed to Chatham. Upon her being taken over she was immediately re-furnished and re-fitted in accordance with Navy practice and on April 1st sailed in slow convoy for Gironde River with a cargo of army supplies. She arrived at her destination on the 18th of April at which port she discharged her cargo and was ordered to proceed to Verdon there to bunker, load ballast and return to the United States. She sailed from Verdon on the 5th of May in convoy arriving at New York on the 19th. At this port she discharged her ballast and loaded 4339 tons of French steel billets and supplies for the Motor Transportation Corps. On the 25th this operation was completed and she sailed in convoy for Havre arriving there on the 13th of June. At this port she discharged her cargo, loaded ballast and sailed on the 24th of June in convoy for New York arriving there on the 10th of July. After discharging her ballast at this port she loaded 4282.5 tons of general cargo, underwent a few minor repairs and sailed to Hampton Roads on the 18th arriving there on the 19th to join convoy sailing on the 21st for Brest. This convoy arrived at Brest on the 9th of August, she was delayed at this port one day awaiting convoy to Rochefort she arrived at Rochefort on the 11th and was delayed two days on account of lack of cargo facilities for discharging. On the 12th she started discharging 4284 tons of general cargo. This operation was hindered a great deal owing to the poor stevedoring of the French. On the 25th of August she discharged her cargo and loaded 800 tons of ballast and sailed to Verdon there to join convoy sailing for New York. She arrived at New York on the 12th of September and was sent to Pier 15, Hoboken at which place she discharged her cargo and was sent from there to Robins Dry dock where she remained three days undergoing repairs to her tail shaft and main engine. After coming out of dry dock she returned to Pier 15, Hoboken where she loaded 4296 tons of general cargo. This operation was completed on the 22nd and she sailed to Sandy Hook there she awaited five days for convoy to La Pallice. On the 26th this convoy sailed arriving at La Pallice on the 13th of October. At La Pallice she was delayed one day awaiting high-water. On the 14th she sailed to Rochefort arriving there on the 16th. At this port she discharged her cargo and loaded 1100 tons ballast and returned to New York on the 12th of November. She was sent to Pier one Bush docks where she discharged ballast, loaded 3925 tons of general cargo, under-went general repairs and sailed on the 22nd for Brest arriving there on the 7th of December. After discharging her cargo at this port and loading a return cargo she sailed on the 10th arriving at New York on the 23rd. Upon her arrival at New York she was sent to Pier 2 Bush docks where she discharged her ballast and awaited further orders from the Department. On the 20th she was ordered to be placed in line for demobilization. Prior to this date she had entered Tietjan & Lang's Dry dock for a complete over-hauling. On the 10th of February

this operation was completed, inventories had been taken and she was returned to her owners.

General Characteristics.

Cargo ship.
Length 328'6". Beam 46'. Number of decks 1. Number of holds 3. Complement 11 officers. crew 62. Cubic cargo capacity (grain) 267,650 cubic feet. Bale 243,320. Included in this is refrigerating space of 1904 cubic feet. Can carry a deck load of 16 auto trucks. Net registered tonnage, 2762 tons. Total dead weight tonnage 5483. Oil burner, consumption 24 hours 6000 gallons. Draft loaded 22', Speed loaded 9.5 knots. Armament 3 50" ford. 5/50" aft. This is the average type of vessel used in transporting the army program of supplies abroad. Cargo transported to Europe 13,208 tons.

History of the U.S.S. CHEBAULIP.

The Chebaulip was among the new Shipping Board vessels that were built on the West coast. She was named the Tacoma and was later changed to the Chebaulip. She was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel July 11th, 1918, at Seattle, Washington. After loading ballast and bunkering at this port she sailed on the 17th for Iqueque, South America there to load a cargo of nitrate for discharge at an Eastern Atlantic port. The Chebaulip arrived at Iquique on the 12th of August at which port she loaded approximately 5000 tons of nitrate and proceeded on the 20th via the Canal for New Orleans, at which port she arrived on the 10th of Septmmber. At this port she discharged her cargo, loaded a cargo of cotton and steel rails for a trans-Atlantic voyage. She sailed on the 18th for Norfolk arriving on the 25th where she was to bunker and prepare for her trans-Atlantic trip. On the 16th of October she sailed from Norfolk to New York to join convoy sailing from there on the 19th for Verdon, at which port she arrived on the 6th of November. After discharging a part cargo at this port she sailed to Bordeaux where she finished discharging on the 17th and sailed to Verdon where she bunkered and took ballast and sailed on the 18th for Norfolk arriving there on the 10th of December. After discharging her cargo at this port she proceeded on the 2nd of February to New Orleans at which port she was to load a cargo of cotton and steel for a return trans-Atlantic trip. On the 17th of February she sailed from New Orleans arriving at Qhiberon Bay on the 11th of March and Bordeaux on the 14th of March. At this port she discharged her cargo, underwent a few minor repairs and loaded 5521 tons of ordnance and sailed on the 6th of April for Norfolk arriving there on the 27th. Upon her arrival at Norfolk it was decided to place her in line for demobilization. She was sent to dry dock where she under-went a thorough over-hauling and on the 7th of April repairs had been completed, inventories taken and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 396'. Beam 53'. Number of decks 4. Number of holds 5. Complement 12 officers, crew of 82. Cubic cargo capacity (grain) 405771. Bale 371,636. Net registered tonnage 3833. Dead weight tonnage 7400. Coal burner. Loaded draft. Speed loaded 8.5 knots. Total amount of cargo transported to Europe 13,294 tons. This is the average type of cargo used in transporting the army program of supplies abroad.

History of the U.S.S. CHESTNUT HILL.

The Chestnut Hill was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel March 14th, 1918 at Philadelphia. This vessel is one of the large tank steamers that was taken over by N.O.T.S. service and she was assigned to carry fuel oil from eastern Atlantic ports to Bermuda and to the Azores for the Naval vessels operating at these bases. She remained in this service from March 22nd, 1918 at which time she made her first trip under this status until the 14th of February, 1919. During this time the Chestnut Hill acted as an escort and fuel ship for submarine chasers operating out of the Azores. At Bermuda she also acted as a Mother ship in convoying sub-chasers and submarines from the states to Bermuda and the Azores. On the 14th of February 1919 she sailed from Port Arthur, Texas with a complete cargo of fuel oil for shipment to Gibraltar via the Azores. She arrived at the Azores on the 15th of March at which port she discharged a part cargo into Naval vessels stationed there at that time and sailed on the 20th for Gibraltar arriving there on the 28th of March. While on this voyage her reduction gear to the turbines were stripped and it was necessary for her to be towed into Gibraltar. She remained at this port under-going repairs until the first of June at which time she sailed to Thameshaven where she was to take on board 350 tons of gasoline and to act as an escort for the submarine chasers which are to be returned to the United States. From Thameshaven she proceeded with submarine chasers in tow to Brest France arriving there on the 16th of June. From Brest she proceeded to Lisbon, Spain and from Lisbon back to Brest again arriving there on the 27th of June. From this port she proceeded as originally ordered to Hampton Roads via Lisbon, Spain. Our latest report on the Chestnut Hill is that she arrived at Lisbon, Spain on the 4th of July there to await submarine chasers which are to be escorted to the United States. (To Shipping Board Sept 3d 1919)

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 46850 cu.ft. Refrigerating space 2 ton. Armament 5/51 aft. 6 pdr. fwd. Total dead weight 7500. Cargo dead weight 7028. Net register tonnage 2970. Draft loaded 24'6". Speed loaded 9 knots. Oil cargo capacity 57,438 bbls.

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

July 10, 1919.

History of the U.S.S. CHINAMPA.

The Chinampa was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel October 2nd, 1918, at Baltimore. Her former name was Cushing, however just prior to being commissioned her name was changed to the Chinampa. After under-going repairs at Baltimore requisite to fitting her out for trans-Atlantic service she proceeded to New York there to load a cargo of fuel oil for overseas. On the 16th of October she had loaded 1000 tons of aviation motor oil, 700 tons of motor gasoline 1000 depth charges and proceeded in convoy for Devonport. She arrived at this port the 28th of October and after discharging her cargo of mines she proceeded on the 4th of November to Thameshaven arriving there on the 6th of November. At this port she discharged her complete cargo of oil and sailed on the 13th for New York arriving there on the 27th of November. At this port after undergoing repairs and cleaning of her boilers she sailed on the 19th of December for Westego, Louisianna arriving there on the 26th. At this port she loaded a full cargo of naptha and sailed on the 28th for La Pallice arriving there on the 17th of January, 1919. At this port her discharging was greatly hampered owing to the lack of stevedores. On the 23rd of February, 1919 she sailed from La Pallice to New York arriving there on the 11th of March. She was then sent to Pier 33 Brooklyn where she was ordered to be placed in line for demobilization. These orders were cancelled and she was ordered to be transferred to army account and to load 6633.18 tons of fuel oil. These operations were completed on the 23rd and she sailed for Falmouth arriving there on the 6th. At this port she discharged 1,500,000 gallons of oil and sailed on the 7th for Antwerp arriving there on the 10th. At this port she discharged her remaining cargo of gasoline and sailed on the 14th and took aboard 2 officers and 22 enlisted men of detachment A of the Bordeaux Casual Company No. 35 for transportation to New York. She sailed from Antwerp on the 14th arriving at New York on the 28th. Upon her arrival at New York it was decided to place her in line for demobilization. On the 16th of May, 1919 repairs had been completed, inventories were taken and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Oil tanker.
Length 426'8". Beam 54'4". Number of decks 2. Number of holds 1. Oil cargo capacity 64236 barrels. Net registered tonnage 4533. Total dead weight 9000 tons. Oil burner. Loaded draft 26'3". Speed loaded 11 knots. Armament 1-3" ford. 1-5/40 aft. complement 11 officers and 75 crew. This is the average type of tanker used in transporting oil for the supply of the army and navy abroad.

History of the U.S.S. CHOCTAW.

The Choctaw was taken over and commissioned as an N.O.T.S. Naval Overseas Transportation Service) vessel March 4th, 1918 at New York. Upon her being taken over she started loading 200 tons of flour and miscellaneous cargo consisting of provisions clothing, ships stores, supplies, oil and gasoline for shipment to the Azores. During this time repairs were simultaneously going on and on the 22nd of March these operations were completed and she sailed for Ponta Delgada arriving there on the 4th of April. After discharging her cargo at this port she took the U.S.S. K-5 in tow and departed on the 18th for Norfolk arriving there on the 5th of May. At Norfolk she loaded a cargo of mines and Navy stores for shipment to Clyde at which place the American mine patrol was operating. On the 26th of May these operations were completed and she sailed in convoy for Abon arriving there on the 14th of June. At this port she discharged a part cargo of mines and sailed on the 17th for Clyde arriving there on the 18th. At this port she discharged her complete cargo and sailed on the 23rd for Norfolk arriving there on the 17th of July. At Norfolk after discharging her cargo she entered dry dock where she under-went a few minor repairs. Upon coming out of dry dock she loaded a cargo of supplies and sailed on the 3rd of August for Halifax to join a convoy sailing from there on the 12th for Corpach, Scotland. This convoy arrived at her port of destination on the 25th of August at which port the Choctaw discharged a part cargo and sailed on the 29th for Glasgow arriving there on the 30th. At this port she finished discharging and sailed to Lamlash where she bunkered and ballast for return trip to Norfolk, arriving at her destination on the 26th of September. Upon her arrival at Norfolk she started loading a cargo of general supplies for another trans-Atlantic trip. On the 9th of October she sailed in convoy to Brest arriving there on the 28th, La Pallice on the 30th and Pauillac on the 6th of November. At these ports she discharged her cargo and was ordered to proceed from Pauillac to Verdon there to bunker and load a return cargo of army supplies. She sailed from Verdon on the 29th of November for Norfolk. While on this voyage it was necessary for her to stop at the Azores, she proceeded to Bermuda while on this voyage she took the Danish steamer Asgerd in tow and proceeded with this vessel in tow to Norfolk arriving there on the 21st of December. Upon her arrival at Norfolk it was decided to place her in line for demobilization and on the 16th of January, 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 261'. Beam 43' 6". Number decks 1. Number holds 2. Complement Officers 10, crew 54. Cubic cargo capacity (grain) 143,942 cubic feet. Bale 133,430 cu.ft. Refrigerating space 360 cu.ft. x 120 480 cu.ft. Armament 1-5"40 caliber 1-3"50 caliber. Total dead weight 4018. Net registered tonnage 1259. Cargo dead weight 2118. Draft loaded 17' 8 1/2". Speed loaded 9 knots.
This is the average type of cargo ship used in transporting the army program of supplies abroad.

History of the U.S.S. CLARE.

Prior to the Clare's being commissioned in the Navy she was operated and manned by the Shipping Board engaged in carrying army supplies to Europe. On her arrival on the 15th of September she was inspected and found suitable for an army transport. At the time of her commissioning she had just come out of dry dock where she under-went complete over-hauling. She was taken over and commissioned in the Navy as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 19th of September, 1918. She loaded 4285 tons of cargo at this port and sailed on the 26th in convoy for Nantes arriving there on the 15th of October. At this port she discharged her cargo which consisted of army supplies and ammunition and loaded 1172 tons of ballast and sailed on the 2nd of November in convoy for New York arriving there on the 22nd. She was sent to Pier 7 Hoboken at which port she discharged her ballast, loaded 3429 tons of general cargo and underwent repairs to her engine room and decks and sailed on the 4th of December for La Pallice arriving there on the 20th. At this port her discharge was hampered on account of conjestion at the docks and on the 18th of January her discharge was completed. She loaded 1407 tons of ballast and auto trucks and sailed for Philadelphia arriving there on the 12th of February, she was sent to Pier 17 where she discharged 1607 tons of truck trailers and ballast, underwent a few minor repairs and was sent to New York arriving there on the 23rd at which port she was to enter dry dock preparatory to her being returned to her owners. On the 24th of February she came out of dry dock, repairs had been completed, inventories were taken and she was turned over to the Shipping Board.

General Characteristics.

Cargo ship.
Length over all 338'. Beam 46'. Number of decks 2. Number of holds 3. Complement 11 officers, crew 69. Cubic cargo capacity grain, 254333 cu.ft. Bale 231212 cu.ft. Refrigerating space 1576 cu.ft. Armament 6 lb. fwd. 4/50 aft. Total dead weight 5655. Net registered tonnage 2196. Cargo D.W. 231313.cu.ft. Draft loaded 22'6". Speed loaded 9.5knots. Deck load 24 auto trucks. The total cargo transported abroad 20,769 tons.

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

HISTORY OF THE U. S. S. CLIO.

The CLIO was among the Dutch vessels seized by the Custom Officials March 20, 1918 by order of the President. At this time she was lying at Key West, Florida. She was placed in commission April 3, 1918 as an N. O. T. S. Shipping Board Account vessel and departed Key West April 5th. for Havana, Cuba arriving there on the 6th. Departed Cuba on the 15th. for New Orleans arriving there on the 19th. This vessel was placed out of commission and transferred to the Shipping Board April 23, 1918 at New Orleans.

General Characteristics.

Length 326' 11", beam 44' 4'.
Cargo ship.
Gross tonnage2,927.
Net tonnage 1,827.
Speed 9.5 knots.
Bunker capacity 814 tons.
Deadweight tonnage 4,010.

HISTORY OF THE USS COHASSET.

The USS COHASSET was taken over and commissioned as N.O.T.S. vessel on the 5th of December 1918 at Boston, Mass. She immediately loaded a cargo of Army supplies at this port and proceeded on the 16th of December to Brest, but was forced to return to Boston on the 19th on account of broken couples, a bent shaft and other minor damages. At Boston she underwent repairs and again sailed on the 22nd of December arriving at Quiberon on the 5th of January. From Quiberon she proceeded on the 15th to St. Nazaire arriving there on the 16th. At this port she was delayed until the 10th of February at which time she sailed for Boston arriving there on the 3rd of March, At Boston she discharged her 600 tons of Army cargo, underwent a few minor repairs, loaded a general cargo and sailed on the 10th for LaPallice, arriving there on the 24th. From here she proceeded on the same day to Bordeaux, arriving there on the 25th.

At Bordeaux she discharged her cargo, bunkered and proceeded on the 1st of April to Paulliac, arriving there on the 2nd . From Paulliac she proceeded on the 11th to Newport News arriving there on the 29th. It was decided at this time to place her in line for demobilization. On the 9th of May, 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 : 406' 4", beam 54' 6".
Decks 2, holds 8.
Complement Officers 14, crew 67.
Cubic cargo capacity : (grain 423,215 cubic feet).
(bale 403,980 cubic feet).
Total deadweight tonnage 85,000 net tonnage 3608.
Draft loaded 25' 6", speed loaded 10.5 knots.

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

October 4, 1919.

HISTORY OF THE U. S. S. CONSTANTIA

The U. S. S. CONSTANTIA is the ex-German steamer ADELHEID. She was seized by the Cuban Government on the declaration of war and subsequently turned over to the United States Shipping Board on August 22, 1917. This vessel was fitted out as a cargo carrier at New Orleans and commissioned in N. O. T. S. for the service of the Army March 13th, 1918. On May 6th. she departed New Orleans for Norfolk arriving there on the 11th. Loaded a cargo of army supplies and sailed on the 17th. for Quiberon arriving there on June 1st. unloaded her cargo and sailed on the 21st. for Verdon to await convoy. Departed Verdon on the 27th. for Norfolk arriving there July 10th. The Cuban Government requested that this vessel fly a Cuban flag. This being against the policy of the United States Navy she was immediately placed out of commission and returned to the Shipping Board on July 13th.at Norfolk. There is a letter from the Secretary of War to the Secretary of State regarding this matter. This letter is filed in the War Department.

General Characteristics.

Cargo Ship.
Deadweight tonnage: 4,500 estimated.
Net tonnage: 2867.
Gross tonnage 3026.
Lenght 339'6", beam 41' 9".
Armament 1 6" 50 cal. 1 3" 50 cal.

History of the U.S.S. COROZAL.

The Corozal was taken over and commissioned at New York March 18th, 1918 as an N.O.T.S. (Naval Overseas Transportation Service) vessel. At this port she was re-fitted and re-furnished in accordance with Navy practice, and was ordered to proceed to Jacksonville, Florida there to load a cargo of army supplies for trans-Atlantic trip. She sailed from New York on the 6th of April arriving at Jacksonville on the 10th. After loading a cargo at this port she returned to Norfolk on the 20th where she bunkered for her trans-Atlantic voyage. On the 21st she was ordered to proceed to New York to join convoy sailing from there on the 23rd for La Pallice. This convoy arrived at its destination on the 9th of May. From this port she was sent to St. Nazaire arriving there on the 11th. Here she discharged a part cargo and proceeded on the 23rd for Gironde arriving the same day. At this port she completed discharge and sailed on the 27th for New York arriving on the 10th of June. Upon her arrival at New York she was sent to the Navy Yard where she under-went repairs until June 24th at which time she sailed to Newport News to bunker and proceed to Jacksonville, Florida where she was ordered to load a cargo of army supplies for trans-Atlantic trip. These operations were completed and she returned to Newport News from Jacksonville on the 6th of July. At Newport News she bunkered for trans-Atlantic trip and sailed to New York on the 9th to join convoy sailing from there on the 13th for Nantes. At which port she arrived on the 30th of July. At this port she discharged 3268 tons of general cargo and proceeded in convoy to Verdon where she was ordered to join convoy sailing from there on the 13th of August. This convoy arrived at New York on the 27th. After discharging her ballast at this port she was ordered to proceed to Baltimore arriving there on the 30th. At this port she was fitted out for carrying gas shells. These repairs were started on the 5th of September and completed on the 18th of October at which time she simultaneously loaded 2519 tons of cargo, bunkered and sailed to New York to join convoy sailing from there for Brest on the 24th. This convoy arrived at Brest on the 8th of November from here she was sent to Nantes arriving on the 10th. At this port she discharged her complete cargo, took ballast and bunkered and sailed on the 22nd for Baltimore, arriving on the 15th of December. At this port she under-went repairs and loaded a general cargo consisting of 2505 tons and sailed on the 6th for Rochefort at which port she was ordered to discharge a part cargo and from there was ordered to proceed to La Pallice, St. Nazaire, Brest and Rotterdam at which port she arrived on the 2nd of March. At this port she discharged 1900 tons of cargo and 2 steel launches and sailed on the 7th for New York arriving on the 27th of March. She was sent to Pier 3, Hoboken where she discharged 800 tons of cargo and was ordered to be placed in line for demobilization. On the 28th 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.

General Characteristics.

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

General Characteristics.

Cargo ship.
Length 347'7". Beam 46'9". Number of decks 2. Number of holds 3. Complement 11 officers, crew 77. Cubic cargo capacity 236,120 cu.ft. Included in this is refrigerating space of 517 cu.ft. Net registered tonnage 1942. Dead weight tonnage 4650. Coal burner. Loaded draft 19'11". Speed loaded 9.5 knots. Armament 1-3"/50 Caliber fwd. 1-5"/51 aft. This is the average type of cargo ship used in transporting the army program of supplies abroad. Cargo transported to Europe approximately 11,281 tons.

History of the U.S.S. CRASTER HALL.

The Craster Hall was taken over and commissioned as an N,O.T.S. (Naval Overseas Transportation Service) vessel May 9th, 1918, at New York. Prior to her commissioning she was operated and manned by the Shipping Board in the service of the Army engaged in carrying Army supplies abroad. At New York she loaded a general cargo consisting of French steel, 100 railroad cars and aeroplanes for shipment to La Pallice. These operations were completed on the 25th and she sailed to Halifax to join a convoy sailing from there on the 18th for Brest. This convoy arrived at Brest on the 30th of June. From Brest she was sent to Bordeaux arriving there on the 3rd of July. At this port she discharged her cargo and was ordered to proceed to Verdon where she arrived on the 18th. At Verdon she bunkered and loaded ballast and returned to New York on the 9th of August. From New York she was ordered to proceed to Baltimore there to load a cargo of army supplies for trans-Atlantic trip. She arrived at Baltimore on the 12th and sailed from there on the 31st for New York to join convoy sailing for Quiberon at which place she arrived on the 18th of September with a cargo consisting of 10 auto trucks and general army supplies. From Quiberon she was sent to St. Nazaire where she discharged her complete cargo and was sent from there to Verdon where she loaded bunker and ballast and sailed on the 15th of October for Philadelphia arriving there on the 2nd of November. At Philadelphia she loaded 2942 tons of army cargo and proceeded on the 18th of November to Newport News there to load horses and join convoy sailing on the 22nd for Pauillac. This convoy arrived at its destination on the 8th of December at whichplace she discharged her army cargo and 355 horses. This operation was completed on the 20th of December and she sailed for Newport News arriving there on the 6th of January. At this port she discharged her cargo of aeroplanes and ballast and was placed in line for demobilization. She was sent to dry dock upon completion of this operation where she under-went complete repairs and on the 5th of February 1919 repairs were completed, inventories had been 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 392'6". Beam 50'. Number decks 2. Number holds 4. Complement officers 14, crew 77. Cubic cargo capacity (grain) 353,943. Bale 325,448. Refrigerating space 630 cu.ft. Armament 1-6pdr. fwd., 1-5" 51 cal. aft. Total Dead weight 6917. Net registered tonnage 2758. Cargo d.w. 4730. Draft loaded 23'11-1/2" Speed loaded 9.5 knots. Total cargo carried abroad 28,012 tons. This is the average type of cargo ship used in transporting the army program of supplies abroad.

HISTORY OF THE USS CULGOA.

At the beginning of N.O.T.S. (Naval Overseas Transportation Service) the Navy Schooner CULGOA was assigned to operation with that service.

At this time she was lying in the port of New York, and upon completion of the necessary repairs was ordered to proceed to Hampton Roads to load a cargo consisting of 90 tons of ammunition and 1142 tons of beef and general cargo and proceeded on the 6th of February for New York, to join a convoy sailing from there on the 19th for Brest. At Brest she discharged her cargo, underwent repairs to her boilers and loaded ballast for a return trip. She sailed from Brest on the 16th of March for Verdon, and from Verdon on the 31st for New York, arriving there on the 13th of April. Here she loaded a cargo consisting of food stuffs, clothing and dry provisions, underwent a few minor repairs and sailed on the 9th of May for Queenstown, at which port she arrived on the 24th. Here she discharged her cargo, bunkered and returned to New York on the 4th of June, arriving there on the 15th. At New York she underwent repairs, loaded a cargo consisting of general Navy supplies and sailed on the 4th of July for Queenstown, stopping at Halifax on the 19th to join her convoy sailing from there on the 22nd. She missed this convoy however and was ordered to return to New York there to join a convoy sailing on the 28th for Devonport. These operations were scheduled and she arrived at her destination on the 14th of August. Here she discharged her cargo of food stuffs, bunkered, and sailed on the 21st for New York, at which port she arrived on the 4th of September. At New York she loaded a cargo consisting of one-half fresh meat and 1/2 general supplies and proceeded on the 14th to Southampton, arriving there on the 30th. Here she discharged part of her cargo and sailed on the 6th of October for Queenstown, at which port she completed discharge, bunkered, ballasted and sailed on the 19th for New York. She was obliged to return to Queenstown the same day on account of boiler trouble and was delayed until the 22nd at which time she again sailed for New York, arriving there on the 2nd of November. At New York she underwent minor repairs, loaded a cargo consisting of one-half refrigerator supplies and one-half general and sailed on the 11th for Barry Roads, arriving there on the 2nd of December. Here she discharged her cargo, loaded 600 rounds of ammunition, and 10 guns, and sailed on the 24th for New York arriving on the 10th of January. Here she underwent repairs, made one more trip to Brest, arriving there on the 22nd of February, sailed on the 5th of March for New York, arriving on the 2nd of April, 1919. On the 10th of April, 1919, the U.S.S. CULGOA was detached form the N.O.T.S. and assigned for operation with the Train.

General Characteristics.

Schooner
Length 364'4" Beam 43'
Complement; Officers, 12; Crew 166.
Armament 4-3"50
No tonnage given.
Bunkers 1200 gallong oil.
Draft loaded 19'9" Speed loaded 9 knots.
This is the average type of ship used to transport the Navy program of supplies and food abroad.

History of the U.S.S. CUYAMA.

Prior to the Cuyama's being transferred to the N.O.T.S. (Naval Overseas Transportation Service) she was operating with the Atlantic fleet engaged in carrying oil for vessels operating in and out of Hampton Roads and Cuba. On January 9th, 1918 she was transferred from the Atlantic train to the N.O.T.S. service. During her services under N.O.T.S. she made six complete round trips to France transporting approximately 40,000 tons of oil besides numerous deck loads of aeroplanes, trucks. She has a refrigerating space of 15,000 square feet in which she carried numerous Navy stores for Navy forces operating in European Waters. Besides these six trips made to France she operated between the Azores and Port Arthur, Texas and between New York and Norfolk. On the 23rd of January 1919 the Cuyama was detached from the service of the N.O.T.S. and was assigned to the train which was operating at that time at Guantanamo Bay.

General Characteristics.

Tanker.
Length over all 475'7". Beam 56'2". Number decks 4. Number holds 2. Complement officers 16, crew 157. Cubic cargo capacity Bale Naval Stores. Refrigerating space 15,000 square feet. Armament (2) 5"/51 cal. ford. (2) 5" 51 cal. aft. Total Dead Weight 8900. Net registered tonnage 5120. Cargo Dead weight 8000. Draft loaded Aft. 27', Frd. 25'. Speed loaded 14.5 maximum. This is the average type of tanker used in carrying fuel oil for the forces abroad.

HISTORY OF THE U. S. S. CYCLOPS.

Prior to the CYCLOPS being assigned to the N. O. T. S. (NAVAL OVERSEAS TRANSPORTATION SERVICE) she was operating with the Atlantic Train basing at Hampton Roads. On January 9, 1918 she was detached from this duty and assigned to N. O. T. S. At this time she was at Hampton Roads loading a cargo of 9,960 tons of coal. Upon completdon loading she sailfor Bahia, Brazil arriving there January 22nd. Discharged her cargo and sailed on the 25th. for Rio de Janeiro arriving there on the 28th. Here she loaded a commercial cargo of 10,800 tons of manganese ore and sailed on February 16th. for Baltimore via Barbados. She arrived Barbados March 3rd. for coal and departed on the 4th. This vessel has not been heard of since this date and it is supposed that she was lost at sea with all hands aboard.

General Characteristics.

Fuel ship.
Length 542' 0", 65' 0".
Draft loaded 29'9".
Complement: Officers 13, crew 91.
Displacement 19,360.
Net tonnage 7,055.
Maximum speed 14.6 knots.

History of the U.S.S. DEFIANCE.

The Defiance was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel September 5th, 1918 at San Francisco. She was re-fitted and re-furnished in accordance with Navy practice at this port and after loading a cargo of food stuffs and 44 tons of Naval stores she sailed on September 14th for New York via the Canal. The Defiance arrived at New York on October 11th where she discharged her cargo, under-went a few minor repairs and was ordered to load a cargo of flour and a deck load of auto trucks for trans-Atlantic voyage. These operations were completed on the 21st and she sailed to Norfolk there to bunker and join convoy sailing on the 25th for Southampton. This convoy arrived at her destination on the 14th of November. She was ordered the same day to proceed to Immingham at which port she arrived on December 31st where she was ordered to load 3000 tons of miscellaneous cargo from the Northern Bombing group and 1500 tons of miscellaneous cargo from the Air station. She also loaded 1800 tons of return cargo for the army and proceeded on January 27th for Hampton Roads arriving there on the 16th of February. At this port she was ordered to discharge her cargo and await orders for her transfer to the Shipping Board. On the 21st of February she was ordered to be placed in line for demobilization and on March 1st, 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 over all 440', 1 1/2". Beam 56'. Number decks 2. Number holds 5. Complement Officers 11, Crew 100. Cubic cargo capacity Grain 589,355 cu.ft. Bale 551,969 cu.ft. Refrigerating space 725 cu.ft. Total Dead weight 13913. Net registered tonnage 4980. Cargo D.W. 11868. Draft loaded 28'5". Speed loaded 9.5 knots. Total cargo transported to Europe 4500 tons. This is the average type of cargo ship used in transporting the army program of supplies abroad.

History of the U.S.S. DEMOCRACY.

The Democracy was taken over and commissioned October 25th 1918 at Cardiff, Wales. Prior to this date she had been operating in the army coal trade manned by a Shipping Board crew. It was decided by the Department to place these vessels under the jurisdiction of the Navy consequently she was commissioned in the Navy and was assigned to the Army coal trade basing at Cardiff, Wales. She remained in this service until March 13th, 1919. While in this status she carried coal from English Channel ports to French Bay ports such as Brest, St. Nazaire, Verdon and Bordeaux. The coal carried to these ports was used in bunkering Navy vessels and also used for the A.E.F. forces. On March 13th, 1918 she was transferred from the Army coal service to the Food Administration for trans-shipment of food stuffs in Europe. In this status she carried food from Rotterdam to Danzig and from other French ports to Danzig and at the present time she departed St. Nazaire on the 6th of June for Petrograd and Redel. Our latest movement sheet shows this vessel as arriving at Redel on the 18th of June. At this port she is discharging a cargo of food stuffs for trans-shipment into Russia.Jul

General Characteristics.

Cargo ship.
Length 392'6". Beam 52'. Loaded draft 23'8½". Speed loaded 10 knots Net registered tonnage 2811. Total dead weight 7500. Coal burner. Complement 11 officers, 75 crew. This is the average type of cargo ship used in transporting the army program of coal across the English Channel.

July 11, 1919.

History of the U.S.S. DOCHRA.

The Dochra was taken over and commissioned as a Naval Auxiliary October 21st, 1917 at New York. After she was refitted and re-furnished at this port she was ordered to proceed to Philadelphia there to load a cargo of army supplies and return to New York for further orders. On the 15th of November, 1917 she unloaded a cargo and proceeded to New York arriving there on the 17th. At New York she was ordered to proceed to Halifax there to join convoy sailing for St. Nazaire on the 21st. This convoy arrived at its destination on December 16th at which port she discharged her cargo which consisted of army supplies and Christmas mail for the A.E.F. forces and Naval forces operating in European Waters. On the 7th of January these operations were completed and she loaded ballast and sailed for Norfolk. While on this voyage in Latitude 23 degrees 16 minutes, longitude 57 degrees 66 minutes she sent out a distress call stating that her fuel was insufficient to make Bermuda and would require immediate assistance. The U.S.S. Promethus station ship at Bermuda sent the U.S.S. McCall to her assistance with a cargo of 9000 gallons of fuel oil which she discharged into the Dochra, she then proceeded to Bermuda where she loaded a complete cargo of fuel oil and sailed for Norfolk arriving there on the 4th of February. After under-going repairs at this port she was ordered to proceed to Charleston, South Carolina there to load a cargo of general supplies and return to Hampton Roads for trans-Atlantic sailing orders. She returned to this port on the 12th of March and was ordered to join convoy sailing for Brest on the 15th. This convoy arrived at its destination on the 3rd of April but owing to the lack of cargo facilities at this port she was sent to Pauillac arriving there on the 7th. After discharging a part of her cargo at this port she proceeded to Bordeaux arriving there on the 11th. She was delayed at this port owing to the difficulty in discharging and finally proceeded on May 19th for New York arriving there on June 2nd. At this port she was ordered to load a cargo of beef and upon completion of loading she was ordered to join convoy sailing from Halifax on the 29th of June.. While on this trip she was shelled by a German submarine in Latitude 40 degrees 25 minutes Longitude 47 degrees 29 minutes and was ordered by her escort to return to Halifax to replenish her bunkers and sailed in convoy from there July 1st. This convoy arrived at Brest on July15th at which port the Dochra discharged a part of her cargo and ordered to proceed to Gironde to complete discharge. On the 3rd of August this operation was completed and she sailed in convoy for New York arriving on August 19th. At this port she discharged her ballast and loaded a cargo of general army supplies consisting of beef and other food stuffs and was ordered to join convoy sailing from there on the 29th. This convoy arrived at Brest on the 13th of Septamber. After discharging a part cargo at Brest, La Pallice and Bordeaux she was ordered to proceed to Verdon on the 30th there to bunker and ballast for return to New York. The Dochra arrived at New York October 15th and loaded a cargo of army supplies

and sailed to St. Nazaire returning to New York December 18th, 1918. At this port she was sent to the Navy yard where she under-went an over-hauling and simultaneously loaded a cargo of army supplies and sailed for Brest where she discharged her cargo and returned to New York March 16th. Upon her arrival at New York she discharged her army return cargo, loaded a cargo of supplies and sailed to Guantanamo, Cuba. At Guantanamo she discharged her supplies and returned to Norfolk on the 15th of April. Upon arrival at Norfolk it was decided to place her in line for demobilization. She was then sent to New York where she entered dry dock and under-went repairs to her main engines and on the 10th of May, 1919 repairs were completed, inventories taken and placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General Characteristics.

Cargo carrier.
Length over all 380'. Beam 51'. Number decks 3. Number holds 5. Complement Officers 12, crew 89. Cubic Cargo capacity Grain 344,749, Bale 327,512 cu.ft. Refrigerating space 125,600 cu.ft. Armament 4/40 forward, 4/40 aft. Total Dead Weight 7100. Net registered tonnage 3097. Draft loaded 23'6". Speed 10 knots. Deck load 20 automobiles. Total cargo transported to Europe 11,874 tons. This is the average type of cargo ship used in transporting the army program of supplies abroad.

HISTORY OF THE USS DRECHTERLAND

The DRECHTERLAND was among the Dutch tonnage which was seized by the Custom Officials, through an executive order issued by the President, dated March 20th, 1918. At this time the DRECHTERLAND was lying at Gulfport, Miss. She was turned over by the Shipping Board to the Navy at Norfolk and was commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on March 29, 1918.

Upon completion of repairs at this port she was ordered and sailed on the 4th of April for Gulfport, Miss. where she was to load a part cargo and proceed to Mobile for finishing loading and return to Norfolk to complete repairs, bunker and sail on a trans-Atlantic trip. This routine was completed on May 23rd, at which time she sailed to Halifax to join a convoy sailing from there on May 30th for Brest. This convoy arrived at Brest on June 13th, St. Nazaire June 16. At these ports she discharged 4200 tons of cargo and sailed from the latter on July 1st for Verdon, there to bunker and ballast and join a convoy sailing for Norfolk July 7th. Upon her arrival at Norfolk on July 25th she was ordered to proceed to Baltimore, at which port she arrived on the 26th. There she was ordered to load a cargo of Army supplies and under go a few minor repairs. On August 15th these repairs were completed and she sailed from Norfolk to join a convoy sailing on the 22nd August for Havre. This convoy arrived at its destination on September 13, after discharging her cargo at this port she sailed to Devonport, England, arriving there on the 26th of September. At this port she loaded ballast and bunkered and returned to Norfolk, arriving on the 13th of October. At Norfolk she loaded a cargo of 4597 tons of Army supplies and was ordered to proceed on October 29th to New York there to join a convoy sailing on November 14th for Verdon, at which port she arrived on the 21st of November. After discharging part of her cargo at this port she sailed to St. Nazaire where she completed discharging, loaded ballast and returned to Norfolk on January 9th with a cargo consisting of 1000 tons of Army steel. Upon her arrival at Norfolk she was ordered to be repaired. On the 10th of Febraury she sailed to Galveston, Texas, arriving there on the 19th. At this port she loaded a general cargo assigned to the Italian Ministry of Shipping, at Genoa. The DRECHTERLAND arrived at Gibralter on the 27th of February, and was ordered to proceed from there on the 26th of March to Naples, at which port she was ordered to discharge her cargo and under go repairs. She was then ordered to proceed to Gibralter there to bunker and return to New York. While at Gibralter an epedimic of Small-pox broke out on board and she was held there while under going a process of fumigation. From Gibralter she sailed on the 7th of May to Baltimore via Azores. At this port she was ordered to load a cargo of coal and to proceed to Dartsmouth for discharge and thence to Rotterdam for return to her Dutch owners. Our latest movement sheet shows the above mentioned vessel arriving at Rotterdam on July 6th, at which place she is to be returned to her Dutch owners, Navy crew to be removed and she is to be placed out of commission. (Ret. to Owner July 12-1919)

July 10, 1919.

HISTORY OF THE USS DRECHTERLAND, Cont'd.

General Characteristics.

Length 366' Beam 46'8"
Decks 2 Holds 4
Complement-Officers, 11; Crew 60
Armament 1-5" and 1 6 pdr.
Total deadweight tonnage 6675
Net registered tonnage 250875
Cargo deadweight tonnage 4362
Coal burner - draft loaded 24'6"
Speed loaded 8 knots.
This is the average type of vessel used to transport the Army program of supplies and munitions abroad.

Cargo & Troops 9 7 8 5 gross.

7/10/19.

HISTORY OF THE U. S. S. DUBHE.

The DUBHE was among the Dutch vessels which were seized by the Custom Officials March 20, 1918. At this time she was lying at New York and was immediately turned over to the Navy. On April 2, 1918 she was commissioned as an N. O. T. S. (NAVAL OVERSEAS TRANSPORTATION SERVICE) vessel, but was placed out of commission in the Navy April 6th. and turned over to the Shipping Board for operation.

General Characteristics.

Cargo Ship.
Length 332' 0", beam 48' 2".
Gross tonnage 3,233.
Net tonnage 1,968.
Deadweight tonnage 5,600.
Speed 7.5 knots.

This vessel was only in the N.O.T.S - 4 days and was never operated as an N.O.T.S. vessel and is therefore not included in the list.
(not in book)

History of the U.S.S. DURHAM.

The Durham was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel August 30th, 1918 at New York. She was commissioned as the U.S.S. SHERMAN, her name was later changed to the Durham. After she was re-fitted and re-furnished in accordance with Navy practice she was ordered to load a cargo of army supplies and join a convoy sailing from New York September 9th for Verdon. This convoy arrived at Verdon September 27th. Owing to the conjestion of docks at this port she was sent to Bordeaux at which port she arrived on the 28th. At Bordeaux she discharged her complete cargo and sailed for Pauillac arriving there on the 8th of October. At this port she loaded a return cargo of steel billets and sailed on the 15th for New York via Verdon at which port she was to bunker. This convoy arrived at New York October 29th. Upon arrival at New York she was sent to Pier 45, North River where she loaded a cargo of army supplies for trans-Atlantic trip. On November 9th repairs had been completed she had loaded a cargo of supplies and sailed for Marseilles via Gibraltar, the Durham arrived at Marseilles on the 29th of November at which port she discharged her complete cargo and sailed to Gibraltar at which port she was to bunker and ballast and return to New York. At Gibraltar she loaded 1500 tons of steel billets and sailed on the 15th of December for New York arriving on the 29th. Upon her arrival at New York she discharged her steel billets and loaded a return cargo consisting of 3859 tons of port and condensed milk and under-went a few minor repairs and sailed on the 24th of January for Gallipoli, Spalato and Zelinka. She arrived at Gibraltar on the 7th of February at which place she under-went a few minor repairs and sailed on the 8th for Gallipoli. She was delayed at this port one day awaiting the U.S.S. WILLIAMANTIC with which vessel she was to sail in convoy. She arrived at Spalato on the 17th at which port she discharged 22 tons of food stuffs and sailed to Zelinka arriving on the 21st. At this port she discharged 3034 tons of food supplies. She sailed from this port on the 14th of March for Gibraltar where she was to bunker and under-go a few minor repairs and sail for New York. She arrived at New York April 10th, 1919 and was sent to Pier 45 North River where she discharged her cargo and then proceeded off Weeakewaken where she was placed in line for demobilization. On the 29th of April, 1919 repairs had been completed, inventories were taken and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 400'3". Beam 45'3". Number of decks 2. Number of holds 4. Cubic cargo capacity (grain) 323,739 cubic feet. Bale 298,294 cu.ft. Included in this is refrigerating space of 1400 cu.ft. Can carry a deck load of 12 auto trucks. Net registered tonnage 2970. Total dead weighttonnage 6700. Draft loaded 25'6". Speed loaded 10 knots. Complement 10 Officers, Crew 92. This is the average type of cargo ship used in transporting food for the Southern Food relief.

History of the U.S.S. EASTERN CHIEF.

The Eastern Chief was taken over at Newport News September 25th, 1918 and commissioned on the 27th as an N.O.T.S.(Naval Overseas Transportation Service) vessel. She was immediately re-fitted and re-furnished in accordance with Navy practice and ordered to load a cargo of army supplies and join convoy sailing from Norfolk on the 9th of October. Owing to the urgent repairs of the Eastern Chief she missed this convoy and sailed to Sidney arriving there on the 16th of October. As there was no convoy sailing from that port for some time she was allowed to proceed in company with another cargo transport to La Pallice at which port she arrived on the 26th of November. After discharging her cargo at this port and under-going repairs to her feed pump she sailed on the 15th of December for Norfolk. She arrived at Norfolk on the 8th of January at this port she underwent repairs, loaded a cargo of supplies including cases of gasoline and sailed on the 10th of February for La Pallice. While on this trip she picked up the S.O.S. call of the West Haven in Latitude 29 degrees 58 minutes north, longitude 52 degrees 10 minutes west and proceeded with her in tow for Bermuda arriving there on the 28th. She arrived at La Pallice on the 26th of March and was sent to Bordeaux arriving there on the 27th. At Bordeaux she discharged her complete cargo and on the 20th of April sailed to Antwerp arriving there on the 27th. She sailed from this port on the 2nd of May arriving at Norfolk on the 23rd. Upon her arrival at Norfolk it was decided to place her in line for demobilization and on the 29th of May repairs had been completed, inventories were taken and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 458'. Beam 51'. Draft loaded 22'9". Speed loaded 12 knots. Gross tonnage 4650. Net tonnage 3578. Total dead weight tonnage 9606. Complement 10 officers, 60 crew. Total cargo transported abroad 5481 tons. This is the average type of cargo ship used in transporting the army program of supplies abroad.

History of the U.S.S. EASTERNER.

The Easterner was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel November 12th, 1918 at New Orleans. Upon her being taken over she was re-fit and re-furnished in accordance with Navy practice and was ordered to load a cargo of supplies and proceed to Norfolk there to bunker and load a deck load and sail from there on December 1st. These operations were completed and she sailed on December 1st for La Pallice arriving there on December 19th. After discharging a part cargo at this port she was ordered to proceed to Verdon arriving there on the 20th. At this port she discharged a part cargo and proceed to Bordeaux arriving there on the 29th. At this port she finished discharging and loaded 780 tons of army cargo consisting of supplies from the 6th Engineers. She sailed from Bordeaux on the 18th arriving at Norfolk on the 6th of February. At this port she entered dry dock where she under-went a few minor repairs and upon coming out loaded a cargo of army supplies and sailed on the 17th of March for La Pallice arriving there on the 2nd of April. Owing to the conjestion of the docks at this port she was sent to Verdon where she completed discharge and returned to Bordeaux arriving there on the 24th. At this port she loaded a full cargo of army supplies and sailed on the 24th for Hampton Roads arriving there on May 8th. Upon arriving at Hampton Roads it was decided to place her in line for demobilization and on the 14th of May inventories had been taken, repairs completed and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 381'. Beam 51'. Number decks 3. Number holds 5. Complement Officers 14, crew 61. Cubic cargo capacity (grain) 11276. Bale 12344. Total dead weight 13,105. Net Registered tonnage 4292. Cargo dead weight 9070. Draft loaded 27'1". Speed loaded 9 knots. Cargo transported to Europe 9000 tons. This is the average type of cargo vessel used in transporting the army program of supplies abroad.

History of the U.S.S. EASTERN LIGHT.

The Eastern Light was taken over and commissioned December 7th, 1918 at the Navy Yard Puget Sound, Washington. At this port after under-going repairs she loaded a cargo of food stuffs for shipment to the East Coast via the Panama Canal. On the 31st of December these operations were completed and she sailed from Port Townsend, Puget Sound for Hampton Roads arriving there on the 9th of February. Upon her arrival at Hampton Roads she was allocated to the Food Administration and assigned to the Cosmopolitan Steamship Company for operation. At Hampton Roads she loaded a complete cargo of flour and was ordered to proceed to Falmouth, England there to receive orders from the British, European Food relief for discharge. She sailed from Norfolk on the 13th arriving at Falmouth on March 1st. At Falmouth she was ordered to proceed to Rotterdam there to discharge her cargo. At which port she arrived on the 5th of March. After discharging her cargo at this port she sailed the 21st of March for New York stopping at Plymouth, England on the 23rd to bunker and fuel. She arrived at New York the 10th of April, 1919 there she was ordered to be placed in line for demobilization and on the 16th of April, 1919 repairs were completed, inventories were taken and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Data not available.

History of the U.S.S. EASTERN QUEEN.

The Eastern Queen was taken over and commissioned on October 25th, 1918 as an N.O.T.S. (Naval Overseas Transportation Service) vessel at Baltimore. Upon her being placed in commission she was immediately re-fitted and re-furnished in accordance with Navy practice and was ordered to load a general cargo of army supplies and proceed to Newport News there to load 550 horses. On the 17th of November repairs had been completed, she had loaded 4007 tons of army cargo and sailed to Norfolk arriving there on the 17th. She was delayed at this place four days waiting berth. On the 21st she was assigned a berth at Newport News and she immediately took aboard 550 horses. This operation was completed on the 25th and she sailed for Verdon arriving there on the 10th of December 1918. At this port she was delayed three days awaiting orders and was finally sent on the 13th to St. Nazaire arriving there on the 14th. At this port she discharged her complete cargo including 550 horses, underwent a few minor repairs and loaded 1750 tons of army steel as ballast. She also took aboard at this port 20 officers and 10 enlisted personnel for shipment to the U. S. On the 29th of December she sailed for Baltimore. When within two days of port she was ordered to proceed to Newport News and to discharge her army personnel and proceed to Baltimore. She arrived at Newport News on the 14th, Baltimore on the 15th. At this port she discharged her cargo and loaded 4790 tons including food and motor oil and sailed on the 3rd of February for Verdon. While on this voyage it was necessary for her to put into La Pallice on the 19th of February to under-go repairs to her steering gear. After repairs were completed she proceeded to Verdon arriving there on the 26th. At this port she discharged her complete cargo and sailed to Bordeaux at which port she loaded 2433 tons of army cargo and sailed on the 16th of March for Baltimore. She again put into La Pallice March 17th for further repairs to her steering gear. Repairs were completed on the 25th and she sailed arriving at Baltimore on the 10th of April. Upon her arrival at Baltimore it was decided to place her in line for demobilization. On the 19th of April, 1919 repairs were completed, inventories had been taken and she was taken out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Complement 10 officers, 66 crew. Gross tonnage 5797. Speed loaded 10.5 knots. Net tonnage 4474. Total cargo transported abroad 8797 tons. Other data not available.

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

History of the U.S.S. EASTERN SHORE.

The Eastern Shore was taken over and commissioned as an N.O. T.S. (Naval Overseas Transportation Service) vessel December 1st, 1918 at the Navy Yard Puget Sound, Washington. She was immediately re-fitted and re-furnished in accordance with Navy practice and was ordered to load a cargo of flour consisting of 9100 tons and proceed to New York via the Canal. The Eastern Shore departed Seattle, Washington the 3rd of January, 1918 and arrived at New York via the Canal on the 29th. Upon her arrival at New York she under-went 11 days repairs to her machinery and hull and simultaneously bunkered and on the 9th of February was given a successful dock trial and sailed on the 10th of February for Gibraltar arriving there on the 25th. At this port she was ordered by the Food Administration to proceed to Constantinople and Condanza where she was to discharge her cargo. At Gibralter she under-went a few days repairs and sailed on the 3rd of March for Constantinople arriving there on the 12th. At this port she was sent on the 13th to Condanza arriving there on the 14th. At this port she was delayed four days awaiting a Danube river boat in which to discharge her cargo of flour. On the 31st of March she finished discharging and proceeded to Constantinople arriving there on the first of April. At this port she loaded 185 tons of merchandise, 950 tons of manganese ore, 530 tons of ballast and sailed on the 10th of April for Gibraltar arriving there on the 28th. At this port she loaded 183 tons of merchandise, sailed on the 2nd of May for New York arriving on the 18th. Upon arrival at New York she was sent to the south side of Pier 31 Brooklyn where she discharged 950 tons of cargo and 538 tons of ballast. It was decided at this time to place her in line for demobilization and on the 27th of May 1919, repairs had been completed, inventories were taken and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 425'. Beam 53'8". Number decks 3. Number holds 5. Complement, Officers 10, crew 79. Cubic cargo capacity (grain) 536,560 cu.ft. Bale 486,280 cu.ft. Refrigerating space 980 cu.ft. Total dead weight 11,033.5. Net registered tonnage 5157.8 tons. Cargo Dead weight 486,280 cu.ft. Draft loaded 28'8". Speed loaded 10 knots. Total cargo transported abroad 9100 tons. This is the average type of cargo ship used in transporting the army program of supplies abroad.

History of the U.S.S. EASTPORT.

The Eastport was taken over and commissioned October 18th, 1918 at Puget Sound, Washington. At this port she loaded a cargo of coke and was ordered to proceed to Valparaiso, Chile at which port she was to discharge her cargo. On the 29th of October she sailed from Seattle for Arica, Chile arriving there on the 25th of November. Upon her arrival at Arica she was ordered to proceed the same day to Valparaiso at which port she arrived on the 30th of November. After discharging her cargo at this port she was ordered to proceed to the Nitrate loading ports for a full cargo of nitrate of soda for discharge at a U. S. port. She arrived at Pisadua, Iquique at which port she loaded her nitrate and sailed from the latter for Jacksonville, Florida via the Canal. She arrived at Jacksonville on the 25th of January and after discharging her cargo at this port she was ordered to proceed to Galveston, Texas there to load a cargo of cotton and spelter. She sailed from Jacksonville on the 8th of February arriving at Galveston on the 15th. On the 28th of February she had completed loading and sailed for Norfolk arriving on the 8th of March. At this port she fueled and bunkered and sailed on the 16th for Havre arriving there on the 4th. After discharging her cargo at this port she under-went a few minor repairs and sailed on the 30th for Cardiff where she was to fuel and bunker for her return to New York. She sailed from Cardiff on the 2nd and was forced to return to Barry Roads on the 8th for repairs to her broken circulating pump. She sailed from there on the 17th for New York but was diverted to New Orleans at which port she arrived the 15th of June. While on her voyage over she went to the assistance of the disabled steamer S.S. West Grama and after giving her the necessary assistance proceeded on her way to New Orleans. Upon her arrival at this port it was decided to place her in line for demobilization and on the 19th repairs were completed, inventories were taken and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 365'. Beam 49' 10". Number decks 2. Number holds 7. Complement 10 Officers, 67 crew. Cubic cargo capacity (grain) 344,895. Bale 317,417. Refrigerating space 610 cu.ft. Total dead weight 2385. Net, registered tonnage 2705. Cargo dead weight 7000. Draft loaded 24'. Speed loaded 9 knots. Total amount of cargo transported abroad 7000 tons. This is the average type of cargo ship used in transporting the army program of supplies abroad.

History of the U.S.S. EDENTON.

The Edenton was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel at the Navy Yard Puget Sound, Washington December 5th, 1918. She was re-fitted and re-furnished in accordance with Navy practice at this port and sailed on the 28th of December for San Pedro where she bunkered and sailed on the 3rd of January for New York via the Canal. The Edenton arrived at New York the 27th of January and was sent to Pier 80 North River where she discharged 10 Navy whale boats and miscellaneous cargo for the Navy Yard. At this time repairs to her engine room and steering gear were completed and on the 11th of February she started to sea but broke down and returned to Pier 1 Hoboken and then to Pier 80 North River for repairs. Repairs were completed on the 19th of February and she sailed for Gibraltar with a cargo of flour allocated to the Southern Food Relief. Upon her arrival at Gibraltar on the 6th of March she was ordered by the Fopd Administration to proceed to Spalato and Trieste, Austria and to discharge her cargo of food stuffs. She arrived at Spalato on the 17th of March, Trieste on the 31st. and she sailed on the 7th of April for Gibraltar arriving there on the 14th. After bunkering at this port she sailed on the 15th for Norfolk but was diverted to New Orleans arriving there on the 4th of May. After discharging her ballast at this port and loading a cargo of food stuffs it was decided then to place her in line for demobilization on the 13th 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 423'9". Beam 54'. Number decks 3. Number holds 3. Complement Officers 11, crew 68. Cubic cargo capacity (grain) 523,707 cu.ft. Bale 477,800 cu.ft. Refrigerating space 855 cu.ft. Total dead weight 9800. Cargo dead weight 8100. Net registered tonnage 5522. Draft loaded 27'9". Speed loaded 9 knots. Total cargo transported to Europe 9500. This is the average type of cargo ship used in transporting the army program of supplies abroad.

HISTORY OF THE USS EDGAR F. LUCKENBACH.

Prior to her commissioning, the USS EDGAR F. LUCKENBACH was manned by the Shipping Board in the service of the Army. Upon her arrival at New York, in the early part of July 1918, she was taken over, and commissioned as an N.O.T.S. vessel on the 11th of July 1918, at New Orleans. She was immediately refitted and refurnished in accordance with Navy practice loaded a cargo of Army supplies, and upon completion of repairs sailed on the 2nd of August for Brest, at which port she arrived on the 14th.

From Brest she proceeded to Verdon arriving there on the 18th, at La Pallice (?) on the 20th, at Royans on the 7th of September, at Bordeaux on the 12th, and finally sailed from Verdon on the 14th of September in convoy for Norfolk, arriving there on the 26th. At Norfolk she underwent repairs, bunkered, loaded a cargo of General Army supplies and proceeded on the 21st of October to New York there to join a convoy sailing on the 24th for Marseilles. This ship was obliged to leave the convoy and put into Gibraltar on the 8th of November for fuel. She departed there the following day arriving at Marseilles on the 12th. At Marseilles she discharged her cargo, loaded 5200 tons of steel rails and proceeded on the 29th to New York via Gibraltar and Bermuda. She was forced to put into Bermuda on the 12th of December for fuel oil and , at this time it was decided to transfer her to the Cruiser and Transport Forces. On the 11th of December 1918, the EDGAR F. LUCKENBACH was transferred to the Commander of the Cruiser and Transport force to assist in bringing the American Expeditionary Forces home from France.

General characterists.

Cargo ship.
Length 442' 2", beam 56' 3".
Decks 2, holds 8.
Complement Officers 12, crew 86.
Cubic cargo capacity (bale 592,362 cubic feet).capacity.
Armament 1-3-50 fwd, 1-5-51 aft.
Total deadweight tonnage 8061, net registered 6252.
Oil burner bunkers 569,940 gallons.
Draft loaded 31' 6" speed 11.8 knots.
This ship carries a deck load of 40 auto trucks.
Total cargo transported overseas 16,870 tons.

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

History of the U.S.S. EDGECOMBE.

The Edgecombe was taken over and commissioned at Puget Sound Navy Yard, Washington on December 27th, 1918 as an N.O.T.S. (Naval Overseas Transportation Service) vessel. At this port she was re-fitted and re-furnished in accordance with Navy practice and after loading a general cargo she sailed on the 16th of January 1919 for Hampton Roads via San Pedro and the Canal. The Edgecombe arrived at San Pedro on the 22nd of January and she bunkered and proceeded on the 24th for Panama arriving there on the 6th of February. She transversed the Canal and sailed from Christobal on the 7th of February for Hampton Roads arriving there on the 16th. Upon her arrival at Hampton Roads she bunkered, under-went a few minor repairs and sailed with a cargo of food stuffs on the 22nd of February for Falmouth. She arrived at Falmouth on the 11th of March and was ordered by the Food Administration to proceed to Rotterdam there to discharge her cargo and return to Plymouth, England to bunker for Trans-Atlantic trip. The Edgecombe arrived at Rotterdam on the 15th, sailed from there on the 27th arrived at Plymouth on the 28th. From Plymouth she sailed on the 30th of March for Norfolk. She was diverted to New Orleans at which port she arrived on the 21st of April. Upon her arrival at New Orleans it was decided to place her in line for demobilization and on the 25th 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 423' 9". Beam 54'. Number decks 3. Number holds 5. Complement Officers 10, crew 66. Cubic cargo capacity (grain) 516,287, Bale 471,356. Refrigerating Space 967 Cu.ft. Armament None. Total Dead Weight 10,033. Net registered tonnage 5510. Cargo D. W. 8475. Draft loaded 27' 2-3/4". Speed loaded 9.6 knots. This is the average type of cargo ship used in transporting the army program of supplies abroad.

History of the U.S.S. EDITH.

The Edith was taken over and commissioned October 1st, 1918 at New York as an N.O.T.S. (Naval Overseas Transportation Service) vessel. Prior to this date she had been operating in trans-Atlantic service engaged in carrying supplies for the army. Upon her being taken over by the Navy she loaded 291 tons of general cargo and the rest of her cargo space was loaded with ammunition. On the 12th of October this operation was completed and she sailed in convoy to Nantes arriving there on the 29th of October. At this port she was delayed 3 days owing to the conjestion of the cargo facilities at this port and on the 3rd she started discharging 4113 tons of ammunition including a deck load of 111 tons. This operation was completed on the 14th, she then loaded 990 tons of ballast, bunkered and sailed on the 18th of November for New York. She put into Halifax on the 9th where she bunkered and sailed on the 10th for New York arriving there on the 13th of December. She was then sent to Pier 2 Bush docks where she under-went repairs and simultaneously discharged her ballast. Owing to a leak in a fuel tank her loading was delayed several days on the 2nd of January, 1919, she started loading 3899 tons of general cargo for shipment to South America on the 21st of January. These operations were completed and she sailed to Rio de Janeiro. The Edith arrived at the port of Spain on the 30th of January at which place she discharged a part cargo and sailed to Rio de Janeiro arriving there on the 24th of February. At this port she completed discharge and proceeded to Santos where she loaded a complete cargo and sailed for New Orleans stopping over at Trinidad, on the 5th of April to bunker. While on this trip it was necessary for her to put into Guantanamo, Cuba on account of engine trouble She arrived at Guantanamo on the 12th of April and sailed from there in tow of the U.S.S. PATOMAC on the 14th. The Patomac arrived at New Orleans on the 26th of April with the U.S.S. Edith in tow at which time it was decided to place her in line for demobilization After discharging her cargo and under-going repairs. Upon completion of invoice she was placed out of commission and returned to the Shipping Board on the 10th of May, 1919.

General Characteristics.

Cargo ship.
Length 328'6". Beam 46'. Number decks 2. Number of holds 5. Complement Officers 10, crew 52. Cubic cargo capacity Grain 247000. Bale 237,500 cu.ft. Refrigerating space 1152 cu.ft. Armament 3/50 fwd. 5/40 aft. Total dead weight 5667. Cargo dead weight 4767. Net registered tonnage 2721. Draft loaded 22'6". Speed loaded 9.5 knots. Total cargo transported abroad 7211 tons. This is the average type of cargo vessel used in transporting the army program of supplies abroad.

Upb. 8-1-1919.

History of the U.S.S. Edward L. DohenyIII.

The Edward L. Doheny III was among the new Shipping Board vessels which were built at New York Ship Building Company at Philadelphia, Pa. After this vessel completed her successful sea-trial she was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel November 25th, 1918 at Philadelphia. Upon her being taken over she was refitted and re-furnished in accordance with Navy practice and at that time she was fitted out with skids for the carrying of sea-planes. Upon completion of repairs at New York she was ordered to proceed to Tampico, ~~Florida~~ MEXICO where she was ordered to load a full cargo of fuel oil and proceed to Newport, Rhode Island for discharge. She arrived at Tampico on the 11th of December and proceeded to Newport, Rhode Island arriving there on the 19th. Upon completion of discharge at this port she was ordered to proceed to Port Arthur Texas there to load a full cargo of fuel oil bunker and proceed to the Azores where she was ordered to fill up the Navy fuel oil storage and proceed to Gibraltar for orders from the Commander of the Asiatic division. The Edward L. Doheny arrived at the Azores January 24th with 11000 tons of fuel oil. After filling the storage at this place she proceeded to Gibraltar arriving there on the 29th. At this port she was ordered to proceed to Trieste, Venice, Spalato, at these ports she was ordered to discharge into the Italian storage to meet the requirements of six oil burning destroyers operating in the Adriatic. This operation was completed on the 20th of February and she sailed to Gibraltar where she took on water ballast and sailed on the 27th for New York arriving there on the 15th of March. After undergoing repairs at New York and loading a complete cargo of oil of approximately 11000 tons she sailed to Gibraltar arriving on the 8th of April. At this port she was again ordered to proceed to Adriatic ports and discharge into the Italian storage and for the destroyers and other vessels operating in these waters. At these ports 226 men were transferred to the Edward L. Doheny for transfer to the receiving ship New York, also 12 men were taken aboard for transportation to the Naval Hospital. She arrived on her return trip at Gibraltar on the 4th of May where she took water ballast and sailed for New York arriving on the 17th of May. At New York she was again ordered to load a full cargo of oil and proceed to Gibraltar to discharge and thence to Brest and Davenport and load a cargo of water ballast and return to New York. This complete cycle was completed on the 6th of July upon her arrival at New York. At the present time the Edward L. Doheny is at the port of New York where she is loading approximately 11000 tons of fuel oil for shipment to Melville, Rhode Island there to fill the Navy storage tank for the Navy forces operating from that base.

General Characteristics.

Oil tanker.
Length 485'2 3/4". Beam 62'8". Number of decks 3. Number of tank tops 10. Cubic cargo capacity general 173,513. Net registered tonnage 4709. Total dead weight tonnage 11631. Draft loaded

27' ¼". Speed loaded 11 knots. Oil cargo capacity 2,790,613 gals. Complement 10 officers, 60 crew. Armament 1 3"/50 fowd. 1-4"/50 aft. This is the average type of tanker used in carrying fuel oil to the forces operating in European waters.

July 12, 1919.

HISTORY OF THE USS EDWARD LUCKENBACH.

The USS EDWARD LUCKENBACH was taken over and commissioned as an N.O.T.S. vessel on the 29th of August 1918, at New York.

She was refitted and refurnished in accordance with Navy practice and, immediately upon completion of these operations, she loaded a general Army cargo and sailed on the 18th of September for Marseilles. She put into Gibraltar on the 3rd of October for fuel and proceeded on the 5th arriving at Marseilles on the 9th. At Marseilles she discharged her cargo, loaded ballast consisting of 3000 tons of rock , and sailed on the 31st for New York. She was forced to leave the convoy however, and ~~was forced to~~ put into Gibraltar on the 4th of November to repair a stripped turbine. These repairs were completed, she bunkered and departed Gibraltar on the 9th for New York arriving there on the 23rd.

Here she underwent extensive repairs and it was decided to assign her to the Cruiser Transport Force. On the 12th Of December, 1918 she was detached from N.O.T.S. and assigned to the Commandant of the Cruiser and Transport Force.

General characteristics.

Cargo ship.
Length: 456', 5" beam 57'
Decks 3 holds 4.
Complement: Officers 19, crew 94.
Cubic cargo capacity (grain 642,697 cubic feet)
(bale 584,270 cubic feet).
Armament 1-4-50 aft, 1-5-4 fwd.
Total deadweight tonnage 11,500, net registered 6141.
Oil burner, bunkers 550,746 gallons.
Draft loaded 31' 10", loaded speed 12.5 knots.
This ship also carries a deck load of auto trucks.
Cargo transported overseas, 35,398 tons.

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

October 4, 1919.

History of the U.S.S. EL CAPITAN.

The El Capitan was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel March 21st, 1918 at Philadelphia. She was immediately re-fitted and re-furnished in accordance with Navy Practice and simultaneously loaded 5621 tons of general cargo. These operations were completed on the 29th of March and she sailed to New York to join convoy sailing from there on the first of April. This convoy arrived at Brest on the 16th of April. Owing to the conjestion at the docks at this port the El Capitan was sent to La Pallice at which port she arrived on the 18th. Here she discharged her complete cargo and sailed to Gironde where she underwent a few minor repairs, bunkered and sailed on the 13th of May for Philadelphia, arriving on the 29th. Upon her arrival at Philadelphia she immediately started to load 2100 tons of subsistance, 1700 tons of French steel, 500 tons of forage and 230 tons of material for Ice plants. This operation was completed on the 7th of June and she sailed from New York to join convoy sailing from there on the 10th. This convoy arrived at Brest France June 25th at which port she discharged a part cargo and sailed to Gironde arriving there on the 27th. After completion of discharge at this port she sailed to Verdon to bunker and sailed in convoy for Philadelphia. This convoy sailed from Verdon on the 17th arriving at Philadelphia on the 21st. Upon her arrival at Philadelphia she under-went a few minor repairs and she loaded 4837 tons of general cargo and sailed to New York to join convoy for trans-Atlantic trip. She sailed on the 17th of August for Rochefortand after discharging a cargo there returned to Philadelphia arriving on the 28th of September. The El Capitan made one other trip to France transporting 4392 tons of cargo consisting of steel tfucks and supplies. On this trip she sailed from Philadelphia on the 7th of October.and returned on the 23rd of November. Upon her arrival at Philadelphia at this time she was placed in line for demobilization. On the first of February 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.

Cargo ship.
Length 380'3¼". Beam 51'. Number decks 3. Number holds 3. Complement 12 Officers, Crew 73. Cubic cargo capacity General 398490 cu.ft. Armamane 1-6 pdr For'd. 1-6" 50 Cal Aft. Total dead weight 6757. Net registered tonnage 4055. Cargo dead weight 5774. Draft loaded 24'8". Speed loaded 10.5 knots. Cargo transported to Europe 10,151 tons. This is the average type of cargo ship used in transporting the army program of supplies abroad.

HISTORY OF THE USS ELINOR

The ELINOR was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on March 20th, 1918, at Baltimore.

Upon her being taken over she was immediately refitted and refurnished in accordance with Navy practice, and ordered to load a general cargo at this port for a trans-Atlantic trip. These operations were completed on the 2nd of April and she sailed for Norfolk for final preperation for a trans-Atlantic trip. Upon completion of repairs at this port she joined a convoy sailing from there on the 16th of April for Brest, France. This convoy arrived at Brest on the 4th of May. Owing to the conjestion of cargo facilities the ELINOR was ordered to proceed on the 6th to La Pallice at which port she arrived on the 10th. At this port after discharging approximately 4602 tons of general cargo and sailed on the 27th of May for Baltimore, arriving there on the 16th of June, at which port she under went repairs and loaded 5222 tons of cargo and sailed on the 10th of July for New York there to join a convoy. She was unable to join this convoy owing to engine trouble and was then ordered to join a convoy sailing from Hampton Roads on the 21st. This convoy arrived at Brest on the 9th of August and at St. Nazaire on the 11th, at which port she discharged 5272 tons of general cargo and loaded 1000 tons of sand ballast, under went two days repairs and sailed on the 22nd to La Verdon. At this port she discharged small stores in U.S.S. Ships and sailed in convoy on the 29th of August for Baltimore, arriving there on the 17th of September. Upon her arrival at Baltimore she discharged her cargo of ballast and was then given a complete over hauling. On the 7th of November, 1918, repairs were in such condition that she was able to commence loading. These operations were completed on the 24th of November and she sailed for Nantes, arriving there on the 17th. At this port she was sent to Usine Brulle where she discharged 2009 tons of general cargo. She also loaded at this port 2602 tons of high explosives and ammunition. These operations were completed on the 21st of January, 1919 and she sa led for Baltimore, arriving there on the 28th day of January. After discharging her cargo at this port she under went a few repairs and sailed on the 10th of February for New York, arriving there on the 15th. At New York she was sent to Pier 5, Bush Docks, where she loaded 3415 tons of general cargo, under went a few minor repairs and sailed on the 25th for St. Nazaire, arriving there on the 13th of March. From this port she was sent on the 14th to Nantes, arriving there on the 15th. After discharging her cargo at this port and loading a cargo consisting of 2570 tons of ammunition, 125 tons of case goods and 784 tons of steel rails she sailed on the 30th of March for New York, arriving there on the 17th of April, 1919. Upon her arrivla at New York she was sent to Pier 9, Hoboken and was then sent to Pier 4, Erie Basin, where she was placed in line for demobolization. On the 26th of April, 1919 repairs had been completed, inventories taken, and she was placed out of commission and returned to the Shipping Board, for simultaneous delivery to her owners.

HISTORY OF THE USS ELINOR, Cont'd.

General Characteristics.

Cargo ship.
Length 353' 3" Beam 49&
Number decks 2 Holds 4
Complement; Officers 11, Crew 90.
Cubic cargo capacity(Grain) 248461; (Bale) 227510.
Total deadweight tonnage 8830; cargo deadweight 5686.
Net registered tonnage 2800. - coal burner.
Draft loaded 23' 1.5" - speed loaded 8.5 knots.
Total cargo transported overseas 15,046 tons.
This is the average type of ship used to transport the Army program of ammunition and supplies abroad.

July 16, 1919.

HISTORY OF THE USS EL OCCIDENTE

The EL ODCIDENTE was taken over and commissioned as a N.O.T.S. Naval Overseas Transportation Service) vessel on August 27th, 1918, at New York.

Prior to this date she was engaged in carrying supplies for the Army, under operation of the Shipping Board. Upon her being taken over she was immediately refitted and refurnished in accordance with Navy practice and part of her cargo space was out-fitted for carrying horses. On the 13th of September these operations were completed and she had loaded 3061 tons of general cargo, excluding horses and sailed in convoy on the 13th for Norfolk to join a convoy sailing from there on the 17th. Owing to the necessary repairs at Norfolk the EL OCCIDENTE was delayed in joining this convoy and was ordered to proceed to New York to join a convoy sailing on the 18th. This convoy arrived at Gibralter on the 5th, Verdon on the 6th, La Pallice on the 6th, and St. Nazaire on the 8th of October. At this port she discharged her cargo and proceeded to Brest where she bunkered and sailed on the 22nd for Newport News, arriving on November 21st. At this port she under went a few minor repairs and loaded a complete cargo of Army supplies and sailed on the 17th for Bordeaux, arriving there on the 27th. After discharging her cargo this port she sailed from Bordeaux on the 6th of December for Norfolk, arriving there on the 19th of December. After under going a few minor repairs at this port she sailed on the 24th for Baltimore where she loaded 3500 tons of general cargo, under went a few minor repairs and sailed on the 15th of January for a trans-Atlantic voyage. The EL OCCIDENTE returned to New York on the 7th of March, at which time she was ordered to be placed in line for demobolization. On the 18th of March 1919, she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 430' Beam 53'
Decks 3 Holds 4
Complement; Officers 10, Crew 102
Cubic cargo capacity (Grain) 446817, (Bale) 406198.
Armament 2-5"40 forward; 2-5"40 aft.
Total deadweight tonnage 6850
Net registered tonnage 3747
Cargo deadweight tonnage 4316 - coal burner
Draft loaded 25' - speed loaded 14 knots.
Total amount of cargo transported to Europe 16,224 tons.
This is the average type of vessel used to transport the Army program of ammunitions and supplies abroad.

HISTORY OF THE USS EL ORIENTE.

Prior to her commissioning, the EL ORIENTE was an Army chartered vessel and was engaged in carrying Army supplies and horses overseas. She was taken over and commissioned as a N.O.T.S. vessel on the 29th of July 1918 at Philadelphia. She was immediately refitted and refurnished in accordance with Navy practice and was ordered to load a cargo consisting of general Army supplies, proceed to Newport News on the 6th of August for bunkers, and from there on the 12th to New York, where she joined a convoy sailing on the13th for Brest. She arrived at Brest on the 28th and proceeded on the 30th to Royan where she discharged her cargo and ballasted and proceeded on then9th of September for Norfolk, at which port she arrived on the 21st. At Norfolk she underwent repairs, loaded a cargo consisting of general Army supplies and sailed on the 3rd of October to New York to join a convoy sailing from there on the 4th for Philadelphia, at which port she arrived on the 20th. At this port she underwent urgent repairs, loaded 1500 tons of sand and ~~pyrites~~ and sailed on the 5th of November in convoy for Newport News, at which port she arrived on the 18th. At Newport News she again loaded a cargo of general Army supplies and sailed on the 12th of December for Verdon at which port she arrived on the 29th. She sailed from Verdon to Bordeaux , and from Bordeaux on the 30th of January 1919 with a cargo of 1592 tons of Army return cargo arriving at New York on the 11th of February. She made two more trips to France carrying general Army supplies and when she arrived at New York on the 5th of April 1919, it was decided to detach her from N.O.T.S. and assign her to operate with the Cruiser and Transport Forces.

This transfer took place on the 7th of April 1919.

General characteristics.

Cargo transport. (Animals)
Length 430 ' 3", beam 53'.
Complement: Officers 12, crew 110.
Cubic cargo capacity: (grain 446,817 cubic feet).
(bale 406,198 cubic feet).
Total deadweight tonnage 7500,nnet 3747.
Draft loaded 25' speed 15 knots.
Cargo transported overseas 16,142 tons.

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

October 7, 1919.

History of the U.S.S. EL SOL.

The El Sol was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel August 3rd, 1918 at Newport News, Virginia. Upon her being taken over she was immediately re-fitted and re-furnished in accordance with Navy practice and after loading a cargo consisting of general army supplies 3180 tons she sailed to New York on the 23rd arriving on the 24th. She was sent off Tompkinsville where she waited for a convoy to Bordeaux. The El Sol was withdrawn from the convoy sailing on the 29th on account of engine trouble. While waiting for convoy sailing on September 2nd she commenced loading approximately 300 horses for shipment to Verdon. The El Sol sailed in convoy September 2nd arriving at Bordeaux September 20th At this port she discharged her cargo, under-went a few repairs and sailed October 1st for Norfolk arriving there October 16th. After discharging her cargo she was ordered to load a cargo of army supplies and to join convoy sailing from New York October 30th. She was again withdrawn from this convoy and ordered to join convoy sailing on November 1st. This convoy arrived at Bordeaux November 13th where she discharged her cargo and sailed on the 20th for Verdon where she took ballast and sailed on the 21st for Norfolk arriving on the 3rd of December. At this port she loaded 4681 tons of general cargo and sailed on the 22nd for La Pallice arriving there on January 1st. Owing to the conjestion of cargo facilities at this port she was sent to Verdon arriving there on January 2nd. After discharging a part cargo at this port she was sent on the 5th to Bordeaux where she completed discharge loaded ballast and sailed on January 20th for Newport News. While on this voyage she lost one propeller blade which necessitated her going into dry dock upon her arrival at Norfolk. She arrived at Norfolk February 1st. Here she discharged 950 tons of general cargo and was then placed in dry dock where a new propeller blade was installed, she then loaded 3922 tons of general cargo and sailed on the 28th of February for Verdon, arriving there on the 10th of March. Owing to the lack of cargo facilities at this pprt she was sent to Bordeaux arriving there on the 11th. Here she discharged her cargo and loaded 1100 tons of general army return cargo and 100 tons of mail and sailed on the 20th of March for New York While on this voyage and when 670 miles east of Ambrose Channel light ship she proceeded to the assistance of the U.S.S. SCRANTON which was disabled and unable to proceed under her own power. After standing by the Scranton for forty hours she proceeded to New York arriving there April 1st. Upon her arrival at New York she was surveyed and found suitable for conversion into a troop transport and on the 3rd of May, 1919 she was transferred from N.O.T.S. and assigned to the Cruiser and Transport service. In this status she has carried approximately 17,786 troops of the A.E.F.

General Characteristics.

Cargo ship.
Length 430'. Beam 53'. Number decks 3. Number holds 4. Complement 14 officers, 102 crew. Cubic cargo capacity (grain) 377,011 tons Bale 13,000. Refrigerating space 1349 cu.ft. Armament 4in.

50 1 6 lb. Total dead weight 6008. Net registered tonnage 3747. Cargo dead weight 5500 tons. Draft loaded 25.5. Speed loaded 15.5. This is the average type of cargo ship used in transporting the army program of supplies abroad. Total cargo transported to Europe 16,224 tons.

July 17, 1919.

History of the U.S.S. EURANA.

The Eurana was taken over and commissioned September 13th, 1918 at Newport News. At this port she was ordered to load a complete cargo of army material consisting of railroad cars and auto trucks and to proceed to New York to under-go repairs and join convoy sailing from there. On the 17th of September she had loaded 7862 tons of cargo and sailed from New York on September 18th. She was sent to Pier 29 Brooklyn where she under-went repairs to her engine preparatory to her trans-Atlantic trip. After taking ballast she sailed on the 26th in convoy for La Pallice but was forced to return to New York on the 27th on account of engine trouble. She was then sent to Pier 31 Brooklyn where repairs were completed on the 5th of October and she sailed in convoy for La Pallice arriving there on the 20th of October. At this port she discharged her cargo, loaded ballast and bunkered and sailed on the 11th of November for Newport News arriving there on the 24th of November. After under-going a few minor repairs at this place she loaded 8085 tons of hay and grain and proceeded on the 20th of December for Verdon arriving there on the 4th of January. At this port she was delayed 16 days awaiting berth. On the 20th she discharged her cargo and loaded ballast and sailed on the 2nd of February for New York. While on this voyage in Latitude 35 degrees, 35 minutes, longitude 69 degrees 2 minutes. She sent out a dispatch stating that she was short of fuel being held up by westerly gales and must proceed to Bermuda to re-fuel. She arrived at Bermuda on the 21st loaded 3000 barrels of fuel oil and sailed on the 22nd for New York arriving there on the 25th. She was sent to Pier 3 Bush docks where she discharged 543 tons of ballast and 271 tons of cargo. At this time she was surveyed and found suitable for conversion into a troop transport. On the 2nd of March, 1919 she was detached N.O.T.S. service and assigned to the Cruiser and Transport Force. In this status she had made two complete trips to France transporting approximately 43 Officers, 1751 men.

General Characteristics.

Cargo ship.
Length 400 B.P. Beam 56'. Number decks 1. Number holds 4. Complement 11 Officers, 82 crew. Cubic cargo capacity (grain) 557,466 cu.ft. Bale 512,469 cu.ft. Refrigerating space 600 cu.ft. Armament 4/40 fwd. 4/40 aft. Total dead weight 9200. Net registered tonnage 3579 tons. Cargo D.W. 7800. Draft loaded 27'. Speed loaded 9 knots.

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

July 15, 1919.

HISTORY OF THE U.S.S. EVANSVILLE.

The Evansville was taken over and commissioned as (Lake Tahoe) N.O.T.S. (Naval Overseas Transportation Service) vessel February 16, 1918 at New York. She was immediately re-fitted and re-furnished in accordance with Navy practice and ordered to load a cargo of army supplies and proceed to Hampton Roads to join convoy sailing from there on the 27th of February for Brest, France. This convoy arrived at its destination on the 21st of March at which port the Evansville discharged a part cargo and sailed to Verdon arriving on the 11th of April where she completed discharge, bunkered and sailed on the 24th of April for New York arriving there on the 9th of May. Upon her arrival at New York she was ordered to bunker for trans-Atlantic voyage and sail to Philadelphia to load a cargo of army supplies and return to New York to join convoy sailing from there on the 21st of May. This convoy arrived at Gironde June 5th at which port she discharged her complete cargo and under-went a few minor repairs and sailed on the 7th of July for New York arriving there on the 23rd of July. After under-going a few minor repairs at this port she sailed on the 25th for Norfolk where she entered dry dock to under-go repairs to her propeller and main shaft. At this port she loaded 2400 tons of general cargo, completed repairs and after waiting three days to join convoy sailed on the 14th of August for Kyle. This convoy arrived at its destination on the first of September but owing to the length and depth of the Evansville it was necessary to sent her back to Carpach at which place she discharged her complete cargo and sailed on the 14th of September to Clydebank where she bunkered and ballast and joined convoy sailing on the 20th for New York. This convoy arrived at New York on October 5th. Upon arrival she was sent to 33rd street pier where she loaded 2526 tons of cargo, bunkered, completed repairs and sailed on the 16th for trans-Atlantic trip. After discharging her cargo at Plymouth, England on the 31st of October she sailed to Cardiff, Wales at which port she loaded 1800 tons of Naval aviation stores, 19 Naval guns and accessories, 37 boxes of spares, machine guns and miscellaneous articles such as stores, clothing, provisions. On the 16th of December she sailed to New York arriving there on the 4th of January. Upon her arrival at New York she was sent to Norfolk where she under-went repairs, completed discharge and was then assigned to carry coal to the West coast. On the 25th of February she had loaded a complete cargo of coal, proceeded to San Diego, California via the Canal for discharge. The Evansville arrived at San Diego on the 10th of March where she discharged her part cargo of coal and proceeded to San Francisco arriving there on the 24th of March. At this port she completed discharge, loaded a cargo of hemp and sailed on the 5th of April for Boston via the Canal. She arrived Boston on the 28th of April at which port she discharged her cargo and sailed on the 7th of May for Norfolk arriving there on the 9th. At this port she under-went repairs, loaded a complete cargo of coal and sailed again for the West coast for discharge. She arrived at Tiburon outside of San Diego on the 21st of June. At this port she discharged her complete cargo of coal and proceeded to San Francisco where

she loaded a complete cargo and sailed on the 10th of July for Hampton Roads via the Canal. The latest report on this vessel is that she anchored off the coal docks at California City with her main condenser leaking and needing urgent repairs. She requested a tow to the Navy Yard. Upon completion of the repairs the Evansville will return to the East coast.

General Characteristics.

Cargo ship.
Length 387'. Number decks 2. Number holds 4. Complement 11 Officers, 79 crew. Cubic cargo capacity (grain) 269,393 cu.ft. Bale 257,036 cu.ft. Refrigerating space Brunswick 2 tons. Armament 1-5"-40 cal. 1-3"-50 cal. Total dead weight 5600. Net registered tonnage 3029. Cargo dead weight 4029. Draft loaded 23'. Speed loaded 9.5 knots. This vessel was commissioned as U.S.S. LAKE TAHOE. but She was built on the Great Lakes and was intended for lake service but she is not a Lake type of cargo ship she was built from plans of first class ocean type cargo vessel and is rated 100 A 1 at Lloyds, has a freezing room and cold storage room, two dynamos and all modern equipment and has cargo boom capable of handling a forty tun weight and is far beyond the lake type of vessel.

HISTORY OF THE USS F.J.LUCKENBACH.

The USS F.J.LUCKENBACH was taken over and commissioned as N.O.T.S. vessel on the 9th of January 1918, at New York.

She was immediately refitted and refurnished in accordance with Navy practice. She loaded a cargo of general Army supplies , and sailed on the 12th of February in convoy for Brest, arriving there on the 28th. At Brest she discharged her cargo, bunkered and proceeded on the 21st of March for New York arriving there on the 1st. of April. At New York she underwent repairs, again loaded a cargo of general Army supplies and sailed on the 3rd of May for Brest arriving there on the 18th. From Brest she proceeded on the 20th to St.Nazaire, at which place she arrived the following day. At St. Nazaire, it was necessary to undergo very extensive repairs. These repairs were completed on the 1st. of July, at which date she sailed for New York arriving there on the 12th. At New York she underwent a few minor repairs, simultaneously loaded 8772 tons of General cargo and sailed on the 28th in convoy for Brest, arriving there on the 14th of August. From Brest she proceeded to St. Nazaire at which port she was delayed a number of days awaiting tide. She discharged her cargo, bunkered and proceeded on the 5th of September to Brest to join a convoy sailing on the 9th for New York. She arrived at New York on the 22nd of September, discharged 2000 tons of sand ballast, underwent repairs and simultaneously loaded 9402 tons of general cargo and proceeded, after a successful trial trip, on the 4th of October to Marseilles. She was obliged to put into Gibralter on the 18th for fuel, and proceeded on the 21st, for Marseilles, at which place she arrived on the 24th. Here she discharged her cargo, loaded 204 tons of sand ballast and proceeded on the 8th of November to New York. She was again obliged to put into Gibraltar on the 11th for fuel and proceeded on the 13th to New York, arriving there on the 24th. Here she discharged her ballast, underwent repairs and simultaneously loaded 6836 tons of general cargo and auto trucks, and sailed on the 6th of December for Marseilles. She was obliged to return to New York on the following day on account of rough weather and engine trouble and remained there until the 21st. of December, at which time she again sailed for Quiberon, arriving there on the 11th of January. From Quiberon she proceeded to St. Nazaire, at which port she discharged her cargo, bunkered and sailed on the 3rd of February for New York at which port she arrived on the 17th of February. At this time it was decided to assign her to the Cruiser and Transport force to assist in bringing the American Expeditionary Forces home from France, and on the 21st of February 1919 the F.J.LUCKENBACH was detached from N.O.T.S. and assigned to the Cruiser and Transport Forces.

General characteristics.
Cargo ship.
Length: 468' beam 55' 11"/

General characteristics. continued.

Decks 3, holds 4.
Complement: Officers 17, crew 83.
Cubic cargo capacity: (grain 642,730 cubic feet).
(bale 584,300 cubic feet).
Armament: 1-3-50 fwd 1-6-40 aft.
Total deadweight tonnage : 11,500, net 5123.
Bunkers 571,200 gallons oil.
Draft loaded 29' 10", speed loaded 13 knots.
Cargo transported overseas 26,236 tons.

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

October 6, 1919.

History of the U.S.S. FAIRMONT.

The Fairmont was delivered to the Navy February 15th, 1918 at Philadelphia. She was taken over and commissioned as N.O.T.S. (Naval Overseas Transportation Service) vessel February 18, 1918. She was immediately re-fitted and re-furnished in accordance with Navy practice and was ordered to load a cargo of Army supplies at that port and proceed to New York to join convoy sailing to La Pallice on the 8th of March. At Philadelphia she loaded 6300 tons of Army supplies and sailed on the 6th of March to join convoy for New York sailing from there on the 8th. This convoy arrived at its destination on the 28th of March. The U.S.S. Fairmont fell out of this convoy on March 10th on account of the inability to make the required speed. She re-joined this convoy and arrived with a badly broken piston ring. At La Pallice she discharged her complete cargo and under-went a few minor repairs and sailed on the 16th of April for Philadelphia arriving there on the 29th of April. At this port she loaded 6550 tons of cargo consisting of 295 tons of medical supplies, 48 tons of signal corps supplies, 1076 tons of general engineer's supplies, 1129 tons of subsistance, 507 tons of clothing and equipage, 592 tons of hay, 486 tons of oats, 109 tons of motor transportation supplies, 464 tons of ice plant, 155 tons of small arms, 252 tons of small caliber ammunition, 9 tons of general ordnance supplies, 141 tons of liber and caissons and 1300 tons of french steel. This operation was completed the 17th of May and she sailed to New York to join convoy sailing from there on May 21st. This convoy arrived at Gironde on the 5th of June at which port she discharged her cargo and under-went repairs and sailed on the 27th of June for Philadelphia arriving there on the 8th of July. At this port she again loaded 5414 tons of army cargo and sailed to New York to join convoy sailing to Brest. After discharging her cargo at this port she again returned to Philadelphia on the 2nd of September and was ordered to load 3492 tons of army supplies and sailed again to Bordeaux for discharge and return to Philadelphia. This cycle was completed on the 21st of November at which time she arrived at Philadelphis. She was then assigned to the Northern Food Relief and ordered to load 6248 tons of flour and ordered to proceed on the 20th of December to Falmouth England for orders. She Arrived at Falmouth on the 2nd of January and was then ordered to proceed to Rotterdam to discharge at which port she arrived on the 4th of January. Her cargo was discharged on the 18th of January and she sailed the same day for New York arriving on the first of February. She was then sent to Pier 7, Hoboken where she discharged 1000 tons of sand ballast. It was decided at this time to place her in line for demobilization. On the 28th of February 1919 repairs were 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.

Cargo ship.
Length 395'1". Beam 55'. Number decks 1. Number holds 4.

Complement. Cubic cargo capacity (grain) 379,392 cu.ft. Bale 344,902 cu.ft. Refrigerating space 1196 cu.ft. Total dead weight 8750. Net registered tonnage 3373. Cargo Dead Weight 6100. Draft loaded 27'. Speed loaded 10 knots. Cargo transported to Europe 32,873 tons. This is the average type of cargo ship used in transporting the army program of supplies abroad.

History of the U.S.S. FEDERAL.

The Federal was taken over and commissioned at Brooklyn as an N.O.T.S. (Naval Overseas Transportation Service) vessel on November 16th, 1918. She was immediately re-fitted and re-furnished in accordance with Navy practice and was ordered to load a general cargo. On the 30th of November these operations were completed and she sailed to La Pallice arriving there on the 15th of December. Owing to the conjestion of cargo facilities at this port she was ordered to proceed the same day to Bordeaux arriving there on the 17th of December. At this port she discharged her complete cargo and was ordered to proceed on the 29th of December to Paulliac and to load 4000 tons of return cargo consisting of Naval aviation supplies. The Federal sailed from Pauillac on the 12th of January for Hampton Roads arriving there on the 27th of January. After discharging her cargo at this port and under-going a few minor repairs she simultaneously loaded 3192 tons of railroad material and sailed on the 12th of March for La Pallice arriving there on the 27th of March. After discharging her cargo at this port she sailed on the 19th of April with four soldiers, 518 medical sergeants for shipment to New York. She arrived at New York on the 30th of April and was sent to Pier 15 Hoboken where she discharged her army personnel and loaded 5400 tons of hay and oats which was consigned to the Northern Food Administration. She sailed on the 8th of May for Antwerp arriving there on the 24th. After discharging her cargo at this port she sailed on the 27th for New York arriving on the 9th of June. She was sent to Pier 12 Army base where she discharged 1620 tons of steel billets and it was decided at this time to place her in line for demobilization. On the 17th of June repairs had been completed, inventories were taken and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 411'6". Beam 55'. Number decks 2. Number holds 5. Complement Officers 13, crew 83. Cubic cargo capacity 483,213 cu.ft. Bale 439,285 cu.ft. Refrigerating space 1068 cu.ft. Total dead weight 9700. Net registered tonnage 4809. Cargo dead weight 439,285 tons. Draft loaded 27'. Speed loaded 9.5 knots. Total cargo transported to Europe 12,342 tons. This is the average type of cargo ship used in transporting the army program of supplies abroad.

HISTORY OF THE USS FELIX TAUSSIG.

The FELIX TAUSSIG was taken over and commissioned as an N.O.T.S. (naval Overseas Transportation Service) vessel on the 29th of August, 1918, at Philadelphia.

She was immediately refitted and refurnished in accordance with Navy practice, loaded a cargo consisting of general Army supplies and sailed on the 17th of September to New York, there to join a convoy sailing for St. Nazaire on the 18th. This convoy put into Gibralter on the 5th for fuel and proceeded the following day to La Pallice, at which place she arrived on the 6th. From here she proceeded on the 7th to St. Nazaire arriving there the following day, at which port she discharged her cargo, bunkered, loaded 1600 tons of sand ballast and sailed on the 28th of October for Philadelphia, arriving there on the 14th of November. At Philadelphia she again loaded a cargo consisting of general Army supplies and sailed on the 27th for St. Nazaire, arriving there on the 24th. Here she discharged her cargo, bunkered, loaded 2500 tons of Army return cargo and sailed on the 11th of January, 1919, for Philadelphia, arriving there on the 29th. Upon completion of discharge at this port she loaded a cargo of general Army supplies and sailed on the 17th of February for Brest, arriving there on the 6th of March. Here she discharged her cargo, bunkered, loaded 1200 tons of steel billets and sailed on the 16th for Philadelphia, arriving there on the 1st of April. At this time it was decided to place her in line for demobolization. On the 26th of April, 1919, the USS FELIX TAUSSIG had completed repairs, inventories had been taken, and she was placed out of commission and returned to the Shipping Board for simultaneous delivery to her owners.

General Characteristics.

Cargo ship.
Length 410' 6" Beam 55'
Decks 2 Holds 4
Complement; Officers 10 - Crew 78.
Cubic cargo capacity 428870 cu.ft.
Armament: 1-3"50 fwd; 1-4"50 aft.
Total deadweight tonnage 7962 - net tonnage 4445.
Draft loaded 26'9" - speed loaded 10 knots.
Cargo transported overseas 21,142 tons.
This is the average type of ship used to transport the Navy program of supplies and fuel abroad.

October 6th, 1919.

History of the U.S.S. FORT WAYNE.

The Fort Wayne was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel December 27th, 1918 at the Baltimore Dry Dock Yards where she was re-fitted and re-furnished in accordance with Navy practice and simultaneously loaded 7446 tons of general cargo bunkered and sailed on the 26th of January for Gibraltar. The Fort Wayne stopped over at the Azores on this trip to replenish her fuel tanks and arrived at Gibraltar on the 15th of February. At this port she was ordered to proceed to Speezia where she was to discharge her cargo and return in ballast. She arrived at Speezia on the 19th of February. Owing to the lack of efficient help at this port she was delayed there until the 17th of March at which time she sailed for Norfolk via the Azores. She stopped at the Azores on the 25th for fuel and sailed from there on the 26th. She returned to the Azores on the first of April to under-go repairs to her propeller. Repairs were completed on the 7th and she sailed arriving at Norfolk on the 20th Upon her arrival at Norfolk it was decided to place her in line for demobilization. on the 23rd of April 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.

Cargo ship.
Length 423'9". Beam 54'. Draft loaded 24'1". Number decks 2. Number of holds 6. Gross tonnage 6243. Net tonnage 4731. Dead weight tonnage 8755. Cargo capacity (grain) 422,368 cu.ft. Bale 403,930 cu.ft. Speed loaded 10.5 knots. Complement 8 officers. Total cargo transported abroad 7446 tons. This is the average type of cargo vessel used in transporting the army program of supplies abroad.

History of the U.S.S. FRANK H. BUCK.

The Frank H. Buck was taken over and commissioned as an N.O.T.S.(Naval Overseas Transportation Service) vessel at New Orleans January 25th, 1918. Upon her being taken over she was immediately re-fitted and re-furnished in accordance with Navy practice and was ordered to proceed to Port Arthur, Texas there to load a full cargo of bunkers. She sailed from New Orleans February 1st for Port Arthur arriving there on the 3rd. At this port she was ordered to take in tow the Barge Magnolia which was loaded with a cargo of gasoline and proceed immediately to Key West. The Frank H. Buck arrived at Key West on the 9th of February and sailed from there on the same day for Hampton Roads arriving on the 13th of February. Upon her arrival at this port she was ordered to join convoy sailing from there on the 19th for Loughswidly. She arrived at this port on the 11th of March and after filling the Navy storage tank at this pprt she proceeded to Scapaflow arriving there on the 17th. At this port she discharged her remaining cargo of Navy fuel tanks and after under-going repairs at this port she sailed on the 22nd for New York arriving there onthe 9th. The Frank H. Buck made five other trips to European Waters transporting a full cargo of oil on each trip. On the 27th of August the Frank H. Buck left Berehaven for New York and while on this trip in latitude 45 degrees 38 minutes, longitude 37 degrees 17 minutes at 8:25 a.m. on September 1st she was attacked by an enemy submarine. The running fight lasted about thirty minutes during which time 30 shots were fired by the Buck. Most of these shots were from the aft gun and the 28th and 29th shots were spotted as direct hits. Immediately after the 29th shot the submarine was seen to dive suddenly apparently not under control. The Captain of the Frank H. Buck believes that he sunk the submarine. The Captain further stated that the submarine was about three hundred feet long and had two guns mounted, a 6" forward and 6" midship. The Buck arrived at New York on the 8th of September apparently undamaged. Upon her arrival on the 2nd of December, 1918 it was decided to place her in line for demobilization. On the first of February, 1919 she was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General Characteristics.

Tanker.
Length 425'. Beam 55'6". Number decks 3. Number tanks 7. Complement Officers 11, crew 71. Cubic cargo capacity, bale 37,860 cu.ft. Refrigerating space 950 cu.ft. Total dead weight 9500 tons. Net registered tonnage 4169. Draft loaded 27'. Speed loaded 10.5 knots. Total cargo transported abroad,3,400,000 barrels of oil.(approximately). This is the average type of tanker used in transporting oil to the fleet operating in European Waters. Armament 1 3/50 forward. 1 6/50 aft.

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HISTORY IF THE USS FREDERICK LUCKENBACH.

The USS FREDERICK LUCKENBACH was taken over and commissioned as a Naval Overseas N.O.T.S. vessel on the 2nd of October 1918, at Cardiff, Wales.

At this time she was engaged in the Army Coal Trade service transporting coal from Cardiff and Belfast to French ports with her home port at Cardiff. She remained in this status until the 20th of March 1919. At which time she loaded 700 tons of ballast, bunkered and sailed to New York. At this time it was decided to place her in line for demobilization.

On the 7th of May 1919, repairs ~~being~~ were completed, inventories ~~having been~~ taken she was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General characteristics.

Cargo ship.
Length : 468' beam 55' 11".
Decks: 3, holds 4.
Complement: Officers 17, crew 83.
Cubic cargo capacity: (grain 642,730 cubic feet).
(bale 584,300 cubic feet).
Armament: 1-3-50 fwd. 1-6-40 aft.
Total deadweight tonnage: 11,500, net 5123.
Bunkers: 571,200 gallons oil.
Draft loaded 29 ' 10", speed loaded 13 Knots.
Cargo transported overseas: 26,136 tons.

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

October 6, 1919.

History of the U.S.S. FRESNO.

The Fresno was taken over and commissioned June 22nd, 1918 at San Francisco. 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 flour for discharge at an Eastern Atlantic port. After loading a full cargo at San Francisco she proceeded on June 23rd to Mare Island where she loaded Navy stores and proceeded on the 27th to Port Costa there to bunker for trip to the East coast. On the 4th of July 1918 the Fresno left Port Costa for New York via the Canal. She arrived at New York on the 31st of December and after under-going a few minor repairs at this port she was ordered to proceed to Norfolk there to bunker and join convoy sailing for Havre on the 6th of October. This convoy arrived at its destination on the 27th of October. After discharging her cargo at this port she was ordered to proceed to Davenport there to load ballast and 1000 tons of cargo. She sailed from there on the 14th of September for New York arriving on the 29th. She was sent to the North side of Pier 2, Moorse's drydock. Here she under-went a general over-hauling which hindered loading operations until the 20th of October at which time she was sent to Pier 5, Bush docks there she loaded 6288 tons of general cargo and was ordered to join convoy sailing on the 1st of November. She failed to join this convoy on account of her repairs. She joined a convoy sailing on the 3rd for St. Nazaire at which port she arrived on the 23rd. At this port she discharged her complete cargo and loaded a cargo of Naval batteries and army return cargo and sailed from St. Nazaire on the 22nd of December for Philadelphia arriving there on the 8th of July. After discharging her cargo at this port she was ordered to load a cargo of army supplies and join convoy sailing from Philadelphia on the 11th of February which convoy arrived at its destination on the 26th of February. After discharging her cargo at this port she loaded 1000 tons of return army cargo and sailed on the 14th for Newport News arriving there on the 4th of April. At this port she discharged her cargo and loaded a cargo of flat cars and hay for shipment to La Pallice. The Fresno sailed from Norfolk on the 26th of April arriving at La Pallice on the 11th of May. After discharging a part cargo at this port she proceeded to St. Nazaire where she completed discharge and loaded a cargo of 5000 tons of Naval ordnance proceeded to Barry Roads to bunker and sailed from there on the 12th of July for New York. At the present time the USS.S. Fresno is in route this port and is expected to arrive on or about the 26th. Upon her arrival at New York she is to be surveyed and placed in line for demobilization, Navy crews removed and Naval operations are to cease.

General Characteristics.

Cargo ship.
Length 416'6". Beam 53'. Number decks 2. Number holds 4. Complement Officers 16, Crew 83. Cubic cargo capacity (grain) 490,693 cu.ft. Bale. Refrigerating space 756 cu.ft. Total dead weight 9400. Net registered tonnage 4492. Cargo dead weight

7800. Draft loaded 26' 4-3/4". Speed loaded 9.5 knots. Total cargo transported to Europe 26,288 tons. This is the average type of cargo ship used in transporting the army program of supplies abroad.

July 18, 1919.

History of the U.S.S. FRIEDA.

The Frieda was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 9th of October 1918 at Pier 15 Hoboken. She was ordered to load a cargo of army supplies consisting of 4278 tons and to join convoy sailing from there on the 19th. These operations were completed on the 16th. She was delayed three days awaiting convoy. This convoy arrived at Rochefort on the 9th of October at which port she discharged her complete cargo, loaded 1032 tons of ballast and sailed on the 20th for New York. While on this voyage over she put into Halifax on the 10th where she took aboard 50,000 gallons of oil and proceeded on the 11th arriving at New York on the 16th. Upon her arrival she was sent to Pier 3, Bush docks at which time it was decided to place her in line for demobilization. The Frieds was in such condition that extensive repairs were necessary before placing her out of commission. Finally on the 28th of January 1919 she was placed out of commission and turned over to the Shipping Board.

General Characteristics.

Cargo ship.
Length 348'7". Beam 45'1". Number decks 1. Number holds 4. Complement Officers 10, crew64. Cubic cargo capacity (grain) 161,700 cu.ft. Bale 147,000 cu.ft. Refrigerating space 1122 cu. ft. Total dead weight 7100 tons. Net registered tonnage 1901. Cargo dead weight 5400 tons. Draft loaded 25'3". Speed loaded 9 knots. Total cargo transported to Europe 4278 tons. This is the average type of cargo ship used in transporting the army program of supplies abroad.

HISTORY OF THE USS GARGOYLE.

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

She arrived at New York on the 2nd of January, and upon completion of repairs, loaded a full cargo of fuel oil, bunkered and proceeded on the 4th of January in convoy to Portsmouth. This convoy arrived at its destination on the 20th, discharged her cargo and proceeded on the 4th of February for New York, arriving there on the 18th. Here she underwent a few repairs and sailed on the 27th to Philadelphia, where she loaded a full cargo of fuel oil and proceeded on the 3rd of March to New York, there to join a convoy sailing on the 6th of March for Devonport. This convoy arrived at its destination on the 27th, discharged her cargo and sailed on the 21st of April for New York, arriving there on the 6th of May. At this time it was decided to place her in line for demobilization.

On the 22nd of May 1919, repairs were completed, inventories taken, and the USS GARGOYLE was placed out of commission and returned to her owners, Vacuum Oil Company.

General Characteristics.

Gross tonnage: 4433 tons, net 2819.
Length: 363' 8" beam 50' 17".

October 29, 1919.

HISTORY OF THE U. S. S. GENERAL KNOX.

The U. S. S. GENERAL KNOX was purchased by the Navy from the Luckenbach Steam Ship Company for $32,727. She was commissioned November 8, 1917 and was used in the First Naval District for floating storage until August 8, 1918 when she was assigned to N. O. T. S. and was operated coastwise carrying coal from Hampton Roads to New England Ports until March 27, 1919. She was then detached N. O. T. S. and assigned to the Fifth Naval District. This vessel was sold September 11, 1919 to the Neptune Line for $5,000.

General Characteristics.
Barge.
Length 251' 1", beam 42' 5".
Gross tonnage 1,587.
Net tonnage 1,550.
Draft Aft 24' 0".

HISTORY OF THE U.S.S. GEORGE G. HENRY.

The George G. Henry was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel the 23rd of August 1918 at New York. She was immediately re-fitted and re-furnished in accordance with Navy practice and after loading a full cargo of oil consisting of 4585 tons of motor oil 4899 tons of motor gas and 1238 tons of aviation gas she sailed in convoy from New York the 29th of August arriving at Havre on the 15th of September. At this port she discharged a part cargo and sailed to Rouen arriving there on the 17th. Here she completed discharge and sailed to Plymouth, England there awaiting convoy for return to New York. This convoy sailed on the 22nd of September arriving on the 6th of October. While on this convoy in latitude 42 degrees 13 minutes north longitude 45 degrees west she was attacked by an enemy submarine at 6:30 P.M. September 29th. After a running fight lasting but a few minutes the U.S.S. GALVESTON then the escort drove the submarine off but upon her re-joining convoy a gun fire was again heard. About three hours afterwards s.o.s. calls were received from the U.S.S. TICONDEROGA which was being gunned by an anemy submarine. After this incident the convoy rendezvoused at a point ahead and proceeded to New York. While on her voyage over in latitude 41 degrees 6 minutes north 64 degrees 38 minutes west she collided with the U.S.S. HERMAN FRASCH with the result that the Herman Frasch was sunk and her crew of 42 was rescued by the George G. Henry. The George G. Henry suffered but little damages and remained on the scene until the following morning and after a vain search for survivors proceeded to New York. Upon her arrival at New York she was sent to Shewan's dry dock where she under-went repairs and on the 3rd of November she was sent to Pier 4, Beard's store where she loaded 9000 tons of gasoline and 50 tons of R. C. Supplies. On the 11th of November, 1918 these operations were completed and she sailed in convoy for Havre arriving on the 27th of September. At this port she was delayed three days awaiting orders and finally on the 4th of December 1918 she had completed discharge and sailed for New York arriving there on the 21st. After under-going a few minor repairs at this port she was ordered on the 27th of December to proceed to Avendale, La., at which port she was ordered to load 10,090 tons of motor gasoline for discharge at Pauillac. She arrived at Pauillac on the 29th of January and after discharging her complete cargo sailed from there on the 8th of February for New Orleans. While on her voyage over it was necessary for her to stop at Norfolk on the 28th on account of the lack of fuel and provisions. After replenishing her supplies she sailed on the 4th of March for New Orleans arriving there on the 12th. Here she loaded 9854 tons of gasoline and sailed on the 26th of March arriving at Havre on the 14th of April. After discharging her cargo she sailed on the 21st for Plymouth there to bunker and ballast and sail on the 23rd for New York arriving on the 6th of May. Upon her arrival she was sent to Shewan's dry dock where she was to be placed in line for demobilization and on the 21st of May 1919 repairs had been completed, inventories taken and she was placed out of commission and returned to the Shipping Board.

U.S.S. GEORGE G. HENRY (cont'd).

General Characteristics.

Tanker.
Length 435'. Beam 56'. Number decks 1. Number tanks 19. Complement 10 officers, 86 crew. Cubic cargo capacity Bale 36,300 cu.ft. Refrigerating space 1136 cu.ft. Armament 1 3/50 fwd. 1 5/50 aft. Total dead weight 13,179 tons. Net registered tonnage 4294 tons. Cargo dead weight 10,504 tons. Draft loaded 26'6". Speed loaded 10.5 knots. Amount of cargo transported to Europe 38,666 tons of oil. This is the average type of tanker used in transporting army program of oil abroad.

HISTORY OF THE U.S.S. GLACIER.

Prior to the Glacier's being assigned to the N.O.T.S. (Naval Overseas Transportation Service) she was operating as a fleet supply ship basing at South American ports. Upon her arrival at New York on March 24th she was ordered to be detached from the C & C in the Atlantic fleet and on the 26th of April, 1918 she was officially detached and assigned to the N.O.T.S. service. While at this port she was given a thorough over-hauling to her refrigerating space and engines and was ordered to load a full cargo of provisions for shipment to the American Naval Forces operating in European waters. On the 2nd of June 1918 these operations were completed and she sailed for Queenstown arriving there on the 17th. After discharging her cargo at this port she sailed on the 27th for Plymouth, England and thence to Davenport. At this port she discharged the remaining cargo of Navy stores and sailed on the 12th of July for New York arriving there on the 26th. Upon her arrival at New York she was ordered to load a cargo of fresh provisions consisting as follows: Cargo of beef in quarters, 3000 pounds of apricots, 25,000 pounds of asparagus, 4000 pounds of salad oil, 864 pounds of mustard and all available space to be loaded with flour and sugar. On the 13th of August these operations were completed and she sailed in convoy to Southampton arriving there on the 30th of August. At this port she discharged a part cargo and sailed to Falmouth, England where she discharged a part cargo and sailed to Queenstown where she completed discharge. She sailed from this port on the 28th for New York. While on her trip over it was necessary for her to put in to the Azores on the 9th of October to re-bunker, she sailed from there on the 11th arriving at New York on the 20th. Upon her arrival at New York she was ordered to load a cargo of provisions consisting of 450 tons of refrigerating meat, 20,000 pounds of fresh fruit, 200,000 pounds of potatoes, 25,000 pounds of onions, 120,000 tubs of butter, 4000 pounts of yeast, and 3000 dozen eggs. This operation was completed on the 4th of November and she sailed to Brest, France arriving there on the 18th. After discharging her cargo at this port and undergoing a few minor repairs she loaded 282 tons of ammunition, 171 tons of ordnance and 154 tons of general supplies and sailed on the 18th of December for Norfolk. Owing to the thick foggy weather she returned to Brest the same day and sailed again on the 20th arriving at Norfolk on the 4th of January. After discharging her cargo of Navy stores at this port she sailed to New York to finish discharge. Upon her arrival at New York she was sent to the 33rd street pier where she was placed in line for three months complete over-hauling. On the 8th of April, 1919 she was detached N.O.T.S. and assigned to duty with the Atlantic train under which service she is operating at the present time.

General Characteristics.

Refrigerating ship.
Length over all 388'. Beam 46'. Number decks 1. Number holds 4. Complement, 14 Officers, 182 crew. Refrigerating space 1,000 cu.ft. Armament 2 3/50 fwd. 2 3/50 aft. Total dead weight 8178. Net registered tonnage 2154 tons. Cargo dead weight 5312 tons.

Draft loaded 25'6". Speed loaded 10 knots. This is the average type of refrigerating ship used in transporting the army program of supplies abroad.

July 21, 1919.

HISTORY OF THE U.S.S. GLEN WHITE.

The Glen White was among the new Shipping Board vessels built at the New York Ship Building Company, Camden, New Jersey. After her successful dock trial she was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel July 22nd, 1918 at Philadelphia. She was then ordered to proceed to New York, there to load a general cargo and join convoy sailing for Hampton Roads, she arrived at New York July 27th, she was sent to Pier 5, Bush docks where she loaded 6149 tons of general cargo including locomotives and sailed on the 4th of August to Hampton Roads to join convoy sailing from there on the 6th of August for St. Nazaire. This convoy arrived safely at its destination August 26th. At St. Nazaire the Glen White discharged her complete cargo under-went a few minor repairs and loaded ballast and sailed on the 10th of September to Verdon there to join convoy sailing on the 14th of september. The Glen White proceeded in this convoy until the 18th of September at which time she proceeded on her own speed to New York arriving there on the 28th. She was sent to Pier 5, Bush docks again where she discharged her ballast and loaded 6153 tons of general cargo, under-went a few minor repairs and sailed again to St. Nazaire on the 7th of October. This convoy arrived at St. Nazaire on the 31st of October at which port she discharged her cargo and loaded 800 tons of sand ballast and arrived at Quiberon on the 8th of November to join convoy sailing from there on the 9th. This convoy arrived at New York on the 26th of November. She was again sent to Pier 5, Bush docks where she loaded 5305 tons of general cargo, under-went general repairs and sailed on the 8th of December for St. Nazaire arriving there on the 10th of January. She was delayed two days at this port awaiting berth. She then discharged her complete cargo and loaded 142 tons of sand ballast and sailed on the 26th of January for Baltimore She stopped over at Bermuda on the 14th of February at which port she replenished her bunkers and sailed on the 15th arriving at Baltimore on the 19th. After discharging her cargo at this port it was decided to place her in line for demobilization. On the 6th of March 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 395'1". Beam 55'2-1/2". Complement 10 Officers, Crew 65. Cubic cargo capacity (grain) 353,302 cu.ft. Bale 338,752.6u.ft. Refrigerating space 1080 cu.ft. Total dead weight 5438 tons. Cargo dead weight 7878. Draft loaded 27'6". Speed loaded 8.5 knots. Total cargo transported abroad 12,700 tons. This is the average type of cargo ship used in transporting the army program of supplies abroad.

(book)

HISTORY OF THE USS GOLDSHELL

When the N.O.T.S. (Naval Overseas Transportation Service) was established on January 8, 1918, the USS GOLD SHELL was immediately assigned to this service.

This vessel was then refitted and refurnished for a Trans-Atlantic service vessel, and her decks were reconstructed to carry airoplanes. Her first trip was made in this service on the 24th of February, at which time she sailed from New York with a full cargo of oil and a deck load of airoplanes. She arrived at Lamlash on the 12th of March, at which port she filled the storage tanks for the American Patrol vessels operating out of that port. She arrived at Scapa Flow on the 15th, at which place she discharged her remaining cargo of oil and sailed on the 21st for New York, arriving there on the 21st of April. The GOLD SHELL made six other trans-Atlantic voyages, averaging 53.7 days per ~~trip~~ turn around. On each voyage she carried a full cargo of oil and up to the time of the Armistice she generally carried a deck load of airoplane parts. Upon her arrival at New York on the 10th day of December, it was decided to place her in line for demobolization. On the 4th of March, 1919, repairs had been completed, inventories had been taken, and she was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General Characteristics.

Oil Tanker
Length 411'6" Beam 53'4"
Decks 1 Holds 1
Complement; Officers, 12, Crew 60
Cubic cargo capacity (Bale) 13,476 cu.ft., refrigerating space 528 C.F.
Armament; 1-4"40 fwd; 1-4"40 aft.
Total deadweight 8400 Net registered tonnage 3420
Cargo deadweight 7650
Permanent bunkers - Oil 323,400 gallons - oil burning
Draft loaded 25'2.5 - speed loaded 9.5 knots.
Oil cargo capacity 2,249,100 gallons.

July 21, 1919.

History of the U.S.S. GORONTALO.

The Gorontalo was among the Dutch tonnage which was seized by the Government March 20th, 1918. At this time the Gorontalo was lying at Norfolk and was immediately seized by the Custom Officials and turned over to the Navy Department on the 21st of March. She was commissioned on the 4th of April 1918 as an N.O. T.S. (Naval Overseas Transportation Service) vessel and after under-going a few minor repairs at this port she was ordered on the 12th to proceed to New York there to discharge her original Dutch cargo and ~~was~~ placed ~~in~~ dry dock and sailed to Baltimore to load a cargo of army supplies. She arrived at New York on the 14th, discharged her cargo, completed repairs and sailed on the 26th for Baltimore. At this port she loaded 7740 tons of cargo and sailed on the 11th of May for New York there to join convoy sailing on the 17th. This convoy arrived at St. Nazaire on the 2nd of June at which port she was delayed one day awaiting berth. After discharging her cargo at this port she loaded ballast and sailed to Quiberon arriving there on the 17th. At this port she was delayed nine days awaiting convoy and finally on the 26th this convoy sailed arriving at Baltimore on the 12th of July. At this port she loaded a cargo of army supplies and sailed on the 26th to New York there to join convoy sailing from there August 1st. This convoy arrived at Verdon Roads on the 18th. From here she was ordered to proceed to St. Nazaire at which port she arrived on the 22nd. At this port she discharged 7115 tons of general cargo and loaded ballast and 90 tons of German captured guns for return to the United States. These operations were completed on the 15th and she sailed and arrived the same day at Verdon Roads there to await convoy sailing on the 22nd. This convoy arrived at Baltimore on the 11th of October at which port she discharged her ballast and under-went repairs converting her into an animal transport. On the 21st of November repairs were completed she had loaded 4197 tons of general cargo and sailed to Norfolk arriving there on the 21st. At this port she loaded 557 horses and sailed on the 24th for Bordeaux arriving there December 11th. At this port she was placed in dry dock for the removal of stern gland, re-ballasting and re-placing necessary glands. This operation was completed on the 11th of December and she sailed to Pauillac arriving there on the 12th of January. At this port she loaded 400 tons of aviation material and 1900 tons of army supplies and sailed on the 23rd of January for Norfolk arriving there on the 10th of February. After discharging her cargo at this port she was ordered to proceed on the 16th of March to New Orleans there to load a cargo of flour assigned to the Food Administration at Rotterdam. Upon her arrival at New Orleans on the 23rd it was necessary for her to under-go the process of fumigation prior to her loading a cargo of food stuffs. She sailed from New Orleans on the 30th of March for Copenhagen via Norfolk. She arrived at Hamburg on the 27th of March at which port she discharged her complete cargo of flour and was then ordered to proceed to Rotterdam at which port she was to be returned to her owners. On the 14th of May, 1919 she was placed out of commission and returned to her Dutch owners.

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

General Characteristics.

Cargo ship.
Length 393'6". Beam 51'5". Number decks 3. Number holds 4. Complement 11 Officers, crew 70. Cubic cargo capacity (grain) 428,990 cu.ft. Bale 400,263 cu.ft. Total dead weight 9300. Net registered tonnage 3814.43. Cargo dead weight 7200. Draft loaded 28' 11". Speed loaded 9.5 knots. Total cargo tfansported abroad, approximately 26,584 tons. This is the average type of cargo vessel used in transporting the army program of supplies abroad.

HISTORY OF THE U.S.S. GUANTANAMO.

The Guantanamo was taken over and commissioned as an N.O. T.S. vessel May 21st, 1918 at Philadelphia. She was immediately re-fitted and re-furnished in accordance with Navy practice and ordered to load a cargo of army supplies at this port. On the 28th of May she had loaded 3300 tons of Army cargo including 1600 tons of powder and sailed to New York to join convoy sailing from there on June 2nd. This convoy arrived at Brest on the 17th of June. From this port the Guantanamo was sent to St. Nazaire on the 18th arriving on the 19th. After discharging her complete cargo at this port she sailed to Verdon arriving there on the 29th. Here she loaded ballast and sailed on the 7th of July in convoy for Philadelphia. She arrived on the 23rd of July after undergoing a few minor repairs, she loaded a complete cargo of army supplies and sailed the 3rd of August to New York to join convoy sailing from there on the 9th. This convoy arrived Nantes on the 29th of August at which port she discharged 3164 tons of general cargo, loaded 1000 tons of sand ballast and sailed on the 12th to Verdon there to join convoy sailing on the 14th. She arrived at New York on the 28th and was ordered to proceed the same day to Philadelphia. Upon arrival at this port she was ordered to load a cargo of army supplies consisting of 3306 tons. She returned to New York on the 18th of October, there she was delayed one day waiting convoy for Quiberon. This convoy arrived at its destination on the 7th of November, at which port she discharged her complete cargo, loaded 1150 tons of sand ballast and sailed on the 19th of November for New York arriving there on the 11th of December. She was then sent to Pier 8, Bush docks where she discharged her ballast and under-went minor repairs including her boilers. At this time it was decided to place her in line for demobilization. On the 25th of January 1919 repairs were completed, inventories were taken and she was placed out of commission and returned to the Shipping Board for simultaneous return to her owners, the New York and Cuban Mail Steamship Co.

General Characteristics.

Cargo ship.
Length over all 362'. Beam 46'6". Number decks 2. Number holds 4. Complement 10 Officers, 75 crew. Cubic cargo capacity (grain) 272,281 cu.ft. Bale 250,465 cu.ft. Refrigerating space 1069 cu.ft. Armament 6 lb. fwd. 5" 40 aft. Total dead weight 5060. Net registered tonnage 2037.01. Cargo dead weight 250,465 cu.ft. Draft loaded 20'7". Speed loaded 9.5 knots. Total cargo transported abroad 12,696 tons. This is the average type of cargo ship used in transporting the army program of supplies abroad.

HISTORY OF THE USS GULFPORT

The GULFPORT was among the German vessels which were seized by the Government on April 6th, 1917. Her former name was the SS "Looksun". At the time of seizure whe was at Pearl Harbor, Honolulu. After lying there some time under going repairs she was turned over to the Navy Department on September 1st, 1917. It was decided at this time to load her with a cargo of pine apples and assign her as a Submarine tender for submarines bound to the East coast. On October 31st, 1917, she sailed from Pearl Harbor with a full cargo of pine apples and in convoy with four sub marines she arrived at San Pedro on the 12th of November, Santiago on the 28th, Balboa on the 19th of December, Key West on January 18, at which port she was ordered to discharge her cargo of pine apples and proceed to New York to under go repairs and to load a cargo of supplies for the Marine Detachment in the West Indies. These operations were completed at New York on the 7th of February and she sailed to Charleston, South Carolina, arriving there on the 10th. At this port she completed loading and sailed on the 14th for Guantanamo, arriving there on the 20th. After discharging her cargo at this port she proceeded to the following ports to discharge cargo, Port Au Prince, February 24th, Cape Haytien, February 26th, Monte Christe, March 2, and St. Thomas, March 8th. She sailed from St. Thomas March 10th for Charleston, South Carolina, arriving there on the 18th. At this port she was ordered to load a complete cargo of supplies for discharge at the West Indies. The USS "GULFPORT" was assigned to the West Indies Trade at this time, carrying supplies to the West Indies and returning with a cargo of sugar and other West Indies products. She has remained in that service from that date to date and is now working under the following schedule. She proceeds from Charleston, South Carolina, to the following ports: Guantanamo, Santiago, Port au Prince, Cape Haytien, Monte Cristi, Port au Plata, Sanchez, San Pedro de Macoris, San Domingo City, St. Thomas, and back to Charleston. The GULFPORT is at Charleston at the present time, where she is loading a cargo of general supplies preparatory to her sailing.

General Characteristics.

Cargo ship.
Length 267'3" Beam 37'2"
Decks 3 Holds 3
Complement; Officers 7, Crew 74.
Cubica cargo capacity (Sugar) 2000 tons.
Armament, 1-6 Pdr. fwd; 1-4"50 aft.
Total deadweight 4334, Cargo deadweight 2670, net reg. 1020
Coal burner- draft loaded 18'7" - speed loaded ~~10~~ 7.5 knots.

July 21, 1919.

History of the U.S.S. HATTERAS.

The Hatteras was one of the new Shipping Board vessels built at the Bethleham steel Shipbuilding Company at Baltimore, Maryland. After her successful sea trial she was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel December 23rd, 1918 at Baltimore. She was immediately re-fitted and re-furnished in accordance with Navy practice and was ordered to load a cargo consisting of steel and grain for shipment over seas. On the 26th of January she sailed in convoy for Bordeaux but was forced to return to Boston on the 15th of February on account of a damaged steering gear. Repairs were completed at this port the 6th of March and she again sailed in convoy for Bordeaux. On this trip in latitude 23 degrees 29 minutes north, longitude 44 degrees 26 minutes west. Her steering gear again was wrecked and she was forced to return to Halifax arriving there on the 9th of March. Temporary repairs were made at this port and she sailed on the 12th for Boston arriving there on the 25th. At this port her repairs were completed and on the 9th of April she sailed to Halifax to join a slow convoy sailing from there on the 12th. This convoy arrived at Brest on the 28th of April. Owing to the conjestion of the docks at this port she was ordered to proceed to St. Nazaire arriving there on the 30th. At this port she discharged her complete cargo and sailed on the 6th of May for Baltimore arriving on the 22nd. At this port she was ordered to load 4980 tons of general cargo and sailed to Norfolk there to bunker and to proceed to Halifax to join convoy sailing for Brest on the 16th. These operations were completed on scheduled time and she arrived Brest, France on the 30th of June. From Brest she was ordered to proceed the following day to Gironde at which port she discharged her complete cargo and after loading ballast she sailed on the 16th of July for Baltimore arriving August 3rd. At this port she was ordered to load 5518.8 tons of general cargo and proceed to Norfolk there to bunker and join convoy sailing on the [illegible] for Brest. These operations were completed as per schedule and she arrived Brest on the 11th of September. She was convoyed to Bordeaux at which port she arrived on the 15th. Here she discharged her complete cargo and loaded 425 tons of sand ballast and was delayed six days awaiting convoy to Baltimore. She sailed from Bordeaux on the 30th of September arriving at Baltimore on 17th or October. At this port she was again ordered to load 5509 tons of general cargo, under-go a few minor repairs and sail direct to Verdon at which port she arrived November 18th. She completed discharge and after loading a cargo of return army supplies she sailed from Bordeaux the 23rd arriving at Baltimore on the 10th of January. The Hatteras made another trip to Nantes, France with a cargo of general army supplies returning with a cargo of ammunition. Upon her arrival at New York on the 19th of March it was decided to place her in line for demobilization. On the 8th 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.

U.S.S. HATTERAS cont'd.

Cargo ship.
Length over all 391'9 1/4". Beam 52. Number decks 2. Number holds 4. Complement, officers 14, crew 66. Cubic cargo capacity (Grain) 340,539 cu.ft. Bale 309,581 cu.ft. Refrigerating space 1120 cu.ft. Total dead weight 7522. Net registered tonnage 3836. Cargo dead weight 297,326 cu.ft. Draft loaded 24'. Speed loaded 9.5 knots. Total cargo transported abroad 18,409 approx. This is the average type of cargo ship used in transporting the army program of supplies abroad.

History of the U.S.S. HAWAIIAN.

The Hawaiian was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel August 10th, 1918 at New York. She was immediately re-fitted and re-furnished in accordance with Navy practice and ordered to load a cargo of general supplies consisting of 6700 tons. These operations were completed on the 17th of August and she sailed in convoy for Bordeaux arriving there on the 3rd of September. After discharging her cargo at this place she was delayed three days awaiting convoy finally sailed on the 14th of September for New York arriving there on the 28th. She was sent to Pier 6 Bush docks where she was ordered to load 5850 tons of general cargo and after under-going minor repairs she sailed in convoy for Gibraltar on the 12th of October. This convoy arrived at its destination October 28th. On October 17th while this convoy was proceeding on her way in latitude 34 degrees 4 minutes, longitude 53 degrees 53 minutes the convoy was attacked by a submarine with the result that the Lucia was sunk and her crew was later picked up by the escort. This convoy rendezvoused at a point some miles ahead and proceeded to its destination. On October 27th at 8 P.M. the Hawaiian collided with and sunk the British vessel Larchgrove with the loss of twenty men. The Hawaiian's bow was damaged and No. 1 hold was flooded. However, she proceeded on her way as best she could arriving at Gibraltar on the 28th. Here she was sent to dry dock where repairs were made to her bow plates. Repairs were completed on the 9th of November and she sailed in convoy for Marseilles. Here she was sent to mole a where she discharged 5311 tons of general cargo, loaded ballast and sailed on the 28th of November for New York arriving there on the 16th of December. She was sent to Pier 9, Hoboken where she discharged her cargo and was then sent to Shewan's slip Brooklyn. At this time it was decided to place her in line for demobilization. She was given a complete over-hauling, placed in the same status as received. On the 22nd of March 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 over all 430'. Beam 51'. Number decks 2. Number holds 4. Complement 10 Officers, 90 crew. Cubic cargo capacity (grain) 414,368 cu.ft. Bale 376,699 cu.ft. Refrigerating space 729 cu.ft. Armament 1 3/50 fwd. 1 6/50 aft. Total dead weight 8850. Net registered tonnage 3555 tons. Cargo dead weight 7850 tons. Draft loaded 28'. Speed loaded 9.5 knots. Total cargo transported abroad 18,090 tons. This is the average type of cargo ship used in transporting the army program of supplies abroad.

HISTORY OF THE USS HERBERT L. PRATT.

The HERBERT L. PRATT was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 10th of June, 1918, at Philadelphia.

She was immediately refitted and refurnished in accordance with Navy practice and as soon as repairs were completed, which included the installation of 3-4" guns, and she had finished loading a cargo consisting of fuel oil and seaplanes she proceeded on the 30th of July to New York there to join a convoy sailing on the 5th of August for Brest. She missed her convoy at New York and was ordered to proceed in company with the USS JOHN M CONNELLY as originally ordered. These vessels put into Halifax on the 12th for repairs and were delayed there until the 18th at which time she sailed, arriving at Brest on the 2nd of September. Here she was delayed on account of lack of cargo facilities for some time, but finally completed discharging her cargo, bunkered, and sailed on the 14th for New York, at which port she arrived on the 28th. Here she underwent minor repairs, loaded a cargo of fuel oil and sailed on the 17th of October in convoy for Devonport, England, via Sydney, at which place she arrived on the 22nd joined her convoy and proceeded on the following day, arriving at Devonport on the 8th of November. Here she discharged her cargo of oil, bunkered 5000 tons water as ballast and sailed on the 22nd for New York, arriving there on the 11th of December. At this time it was dedided to place her in line for demobolization, adn on the 18th of January, 1919, repairs were completed, inventories taken and the the USS HERBERT L. PRATT was placed out of commission and returned to the Shipping Board.

General Characteristics.
Tanker.
Length 453' · Beam 56'
Decks 1 ~~Holds~~ Tanks 56.
Complement - Officers; 12; Crew 89.
Not suited for cargo.
Total deadweight tonnage 10,122 - net tonnage 5372.
Oil burner - bunkers 470400 gallons.
Draft loaded 27' speed loaded 8.5 knots.
Carries a deck load of 14 auto trucks.
This is the average type of vessel used by the Navy to transport their program of fuel oil and supplies abroad.

October 6th, 1919.

HISTORY OF THE U.S.S. HERMAN FRASCH.

The Herman Frasch was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel September 20th, 1918 at Pier 2 Bush docks there she was re-fitted and re-furnished in accordance with Navy practice and ordered to load 4589 tons of general cargo. Upon completion of loading at this port she was ordered to proceed to Sidney, N.S. there to join convoy sailing October 7th. These operations were completed on the first of October and she sailed to Sidney there to join convoy as ordered. While in latitude 41 degrees 6 minutes north, longitude 64 degrees 38 minutes west the U.S.S. HERMAN FRASCH collided with the U.S.S. GEORGE G. HENRY with the result that the Herman Frasch was sunk in seven minutes, and her crew of 42 was picked up by the George G. Henry and returned to New York.

General Characteristics.

Cargo ship.
Length over all 361'. Beam 48'3". Number decks 1. Number holds 4. Complement 10 officers, 74 crew. Cubic cargo capacity 213,000 cu.ft. Bale 191,700 cu.ft. Refrigerating space 864 cu. ft. Total dead weight 6180 tons. Net registered tonnage 2381 tons. Cargo dead weight 4338 tons. Draft loaded 23'6". Speed loaded 9 knots. This is the average ty pe of cargo ship used in transporting the army program of supplies abroad.

History of the U.S.S. HICKMAN.

The Hickman was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel November 16th, 1918 at New York. She was sent to Pier 2 Bush docks at this time where she was re-fitted and re-furnished in accordance with Navy practice where she simultaneously loaded 5476 tons of general cargo. These operations were completed on the 27th of November and she sailed for Bordeaux but was forced to return on the 28th on account of boiler and steering gear trouble. At this time she was sent to Pier 25, Brooklyn where she remained until the 7th of December at which time repairs were completed and she sailed for La Pallice arriving there on the 23rd of December After discharging her cargo at this port she loaded 3378 tons of army cargo and sailed on the 27th of January for New York arriving there on the 18th of February. She was then sent to Pier 2 Bush docks where she discharged her cargo and was ordered to load 4560 tons of drums and cases of oil and steel. It was decided at this time to place the Hickman in line for demobilization. On the 5th 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 392'6". Beam 52'. Number decks 2. Number holds 5. Complement 13, Officers, 77 crew. Cubic cargo capacity (grain) 372,045 cu.ft. Bale 324,655 cu.ft. Refrigerating space 1540 cu.ft. Total dead weight 7300 tons. Net registered tonnage 3246 tons. Cargo dead weight 324,655 cu.ft. Draft loaded 23'8". Speed loaded 9.5 knots. Total cargo transported abroad 5476 tons. This is the average type of cargo ship used in transporting the army program of supplies abroad.

History of the U.S.S. HILTON.

The Hilton was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel at Cardiff, Wales on the 6th of November 1918. Prior to this time she had been operating for the Army, manned by civilian crew. The Hilton was immediately assigned to the service in European Waters and she remained in this service carrying coal from British coaling ports to the French transportation depot. On the 21st of January she arrived St. Nazaire at which port she loaded 400 tons of miscellaneous machinery, Naval stores, Motor trucks and airoplane parts, 18 tons of ammunition and 700 tons of helmits and gas masks. She sailed from this port on the 11th of February to Southampton at which port she was ordered to bunker and prepare for trans-Atlantic trip. On the 6th of March she sailed from this port to Newport News arriving on the 27th of March. Upon arrival at this port after discharging her cargo it was decided to place her in line for demobilization. On the 15th 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.

General Characteristics.

Cargo ship.
Length over all 328'. Beam 46'. Number decks 1. Number holds 4. Complement 9 Officers, 57 crew. Cubic cargo capacity (grain) 220,300 cu.ft. Bale 206,850 cu.ft. Armament 1 3" fwd. 1 5" aft. Total dead weight 5000. Net registered tonnage 2423 tons. Cargo dead weight 4000 tons. Draft loaded 20' 7". Speed loaded 9 knots. This is the average type of ship used in transporting the army program of coal in European waters.

History of the U.S.S. HISKO.

The Hisko was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel December 6th, 1917 at Philadelphia. This was one of the new Shipping Board tankers built at Camden, New Jersey. She was immediately refitted and re-furnished in accordance with Navy practice. Upon completion of repairs December 16th she was ordered to proceed to New York there to load a full cargo of fuel oil and sailed to Norfolk to join convoy sailing from there on the 26th of December. This convoy sailed on schedule time with its destination as Davenport, England. At this port the Hisko discharged a full cargo of oil into the Navy fuel tanks and returned to New York on the 5th of January. After under-going repairs at this port she was ordered to load a full cargo of oil and proceed to Norfolk there to join convoy sailing on the 26th for Plymouth, England. This convoy arrived its destination on the 12th of February. After discharging its cargo of oil into the fuel tanks at this port she sailed on the 20th of February for New York arriving on the 9th of March. The Hisko made five other trips to European waters transporting each time a full cargo of fuel oil for discharge into the Navy fuel tanks for vessels operating in European waters. The Hisko was detached N.O.T.S. service during the period of the Trans-Atlantic flight and was one of the tankers that provided fuel oil for the three airoplanes and also for the destroyers assigned in connection with this duty. This is one of the exceptional types of tankers having a record of six complete turn-arounds making an average of 68.2 days per turn-around. At the present time the U.S.S. Hisko is on her way from Clyde, England to New York where she is expected to arrive on or about the 30th of July.

General Characteristics.

Tanker.
Length over all 401'. Beam 54'. Number decks 1. Tanks 6. Complement 10 officers, 64 crew. Cubic cargo capacity (none) Refrigerating space 320 cu.ft. Armament 1 3/50 fwd. 1 5/40 aft. Total dead weight 11600 tons. Net registered tonnage 3516. Cargo dead weight 9000 tons. Draft loaded 30'. Speed loaded 9.5 knots. Oil cargo capacity 3,098,672 gals. Total gallons of fuel oil transported to Europe 21,690,704 gallons (approximately).

July 23, 1919.

History of the U.S.S. HOUMA.

The Houma was among the new Shipping Board vessels built at Sparrow Point, Maryland by the Bethleham Steel Ship Building Corporation. After completion of her successful sea trial she was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 31st of March 1919 at Baltimore, Maryland. She was immediately ordered to proceed to New York there to load a cargo of fuel oil and proceed to Norfolk for discharge. She arrived New York on the 4th of April loaded 8890 tons of oil and sailed on the 6th for Newport News arriving on the 8th. From Newport News she proceeded to Melville, Rhode Island where she discharged part cargo into the Navy fuel oil tanks and proceeded from there on the 14th of April to Port Arthur, Texas via Norfolk. She arrived Port Arthur, Texas on the 25th of April at which port she was ordered to load a full cargo of fuel oil and proceed to the Azores for discharge. She sailed from this port on the 28th of May arriving at the Azores on the 14th. While discharging at this port she went to the assistance of the U.S.S. MAUMEE which was reported in distress and after rendering her assistance she returned to the Azores on the 2nd of June. Her operations were completed at the Azores the 19th of July at which time she sailed for Port Arthur, Texas. She was later diverted to New York at which port she arrived on the 28th of June. At this port she was ordered to load a full cargo of fuel oil, under-go necessary repairs and prepare for trans-Atlantic trip. These operations were completed on the 13th of July at which time she sailed for Brest, France. At which port she is expected to arrive on the 26th of July and after discharging at this port she will return to New York.

General Characteristics.

Oil Tanker.
Length over all 453'. Beam 56'. Complement 11 officers, 65 crew. Cubic cargo capacity (grain) 13,233 cu.ft. Total dead weight 10,100 Draft loaded 26'. Speed loaded 11.4 knots. Oil cargo capacity 10,963 tons.

July 23, 1919.

History of the U.S.S. HOUSTON.

The Houston, a German vessel whose former name was Liebenfels was seized by the Custom Officials April 6th, 1917 at Charleston, S. C. At this port repairs were started converting her into a cargo transport and on July 2nd, 1917 she was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel. She was immediately re-fitted and re-furnished in accordance with the Navy practice and was ordered to load a cargo of army supplies at this port and sailed to New York there to join convoy sailing October 17th. This convoy arrived its destination on November 7th. After discharging her cargo at Bordeaux it was decided to assign her to service in European Waters. She remained in the Cardiff to France coal trade from November 7th, 1917 until the 13th of February, 1918. On this date she had loaded a full cargo of coal and proceeded to the Azores there to discharge and proceed in ballast to New York. She arrived New York the 22nd of March and was there given a complete overhauling until the 5th of April 1918 at which time she sailed to Charleston, S. C. there to load a cargo of army supplies and return to New York to join convoy sailing from there May 3rd. These operations were completed on schedule time and she sailed this convoy arrived its destination on the 18th of May. At this port she was delayed one day awaiting convoy to Paulliac at which port she arrived on the 23rd. After discharging her cargo she sailed on the 6th for Verdon arriving the same day. Here she was delayed six days awaiting convoy to Philadelphia. On arrival at Philadelphia on the 27th of June she was ordered to load 4000 tons of army supplies consisting of Radio station equipment and airoplanes and proceed to New York. These operations were completed on the 5th of July and she sailed to New York arriving on the 6th. At this port she was delayed until the 13th of July waiting convoy for Paulliac. At which port she arrived on the 29th of July. At this port she discharged her cargo of airoplanes and proceeded on the 6th of August for Bordeaux at which port she completed discharge. From here she proceeded on the 20th to Verdon there to join convoy sailing on the 21st to Philadelphia. At which port she arrived on the 7th of September. After under-going repairs at this port she simultaneously loaded 4100 tons of general cargo and ordered to proceed to New York and to join convoy sailing to Verdon on the 18th of September. This convoy arrived its destination on the 5th of October at which port she was delayed six days awaiting orders and was finally ordered to discharge at Paulliac and Bordeaux. After completing discharge at these ports on the 23rd of October she was ordered to proceed to Verdon there to join convoy sailing on the 31st of October for New York. She arrived on the 18th and was sent to Pier 35 Brooklyn where she discharged her ballast and under-went extensive repairs to her windlass and steering gear. She simultaneously loaded 3 seaplanes and cargo of general supplies and after adjusting her compass sailed on the 14th of December to Hampton Roads there to bunker for a trip to the West coast. She sailed from here on the 21st of December for Puget Sound via the Canal. The Houston arrived

its destination on the 20th of January at which port she discharged her complete cargo, under-went repairs and after loading a full cargo she sailed on the 21st of February for Norfolk arriving on the 20th of March. After discharging her cargo at this port she was again ordered to proceed on the 13th of April with a full cargo for discharge on the West coast. She arrived at Mare Island San Francisco on the 9th of May at which port she discharged her cargo and sailed to Puget Sound where she completed discharge and loaded a part cargo and returned to San Francisco on the 17th of June where she under-went repairs and completed loading and sailed on the 6th of July for Norfolk. The latest report on the Houston is that she departed Panama Canal on the 22nd of July for Norfolk due about August 31st.

General Characteristics.

Cargo ship.
Length over all 394'. Beam 54'. Number decks 3. Number holds 5. Complement 14 officers, 164 crew. Cubic cargo capacity (bale) 320,871 cu;ft. Armament 2 3/50 fwd. 2 3/50 aft. Total dead weight 4525 tons. Net registered tonnage 2830. Cargo D.W. 5000. Draft loaded 24'6". Speed loaded 9.5 knots. Total cargo transported abroad 14,100 tons (approximately). This is the average type of cargo ship used in transporting the army program of supplies abroad.

July 23, 1919.

History of the U.S.S. HOVEN.

This was one of the new Shipping Board vessels built at Sparrow Point, Bethleham Steel Ship Building Company at Baltimore Maryland. After her successful sea trial she was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 16th of May, 1919. She was ordered at this time to proceed to New York and to load a full cargo of fuel oil. Upon her arrival at New York on May 19th she was sent to Pier 6 Constable Hook where she loaded 8500 tons of fuel oil and after making a successful trial trip she sailed on the 23rd of May for the Azores arriving there on the 31st of May. At this port she was ordered to discharge sufficient fuel oil to meet the demands at this port and to proceed to Brest, France and to discharge her cargo and return. She arrived Brest on the 7th of June at which port she completed discharge. At this port she loaded a cargo of Naval ordnance consisting as follows: 12 3"/50 caliber guns, 1 4"/50 caliber gun, 3 3"/50 caliber guns, 16 Y guns, 2 arbora, 2 Y guns, 117 boxes containing drill shells and parts for machine guns. This operation was completed on the 10th of June and she sailed for New York. Before sailing however, 4 army officers were assigned to this vessel for transportation to New York. The Hoven arrived New York on the 22nd of June. She was sent to the south side of Pier at 69th street, Brooklyn where she discharged her complete cargo and loaded 66,600 barrels of oil and was ordered to proceed on the 6th of July for Melville, Rhode Island there to discharge and then to proceed to Port Arthur, Texas at which port she was ordered to load a full cargo of fuel oil and proceed to Ponta del Gada, Azores and report to the Senior Naval Officer Present for orders. At the present time the U.S.S. Hoven is at Port Arthur, Texas proceeding on duty assigned.

General Characteristics.

Oil Tanker.
Length over all 453'. Beam 56'. Complement Officers 11, Crew 65. Cubic cargo capacity (grain) 13,233 cu.ft. Refrigerating space 1100 cu.ft. Total dead weight 10,100 tons. Draft loaded 26'. Speed loaded 11.4 knots. Oil cargo capacity 10,963 tons.

July 23, 1919.

History of the U.S.S. HOWICK HALL.

The Howick Hall was taken over and commissioned as an N.O.T.S. vessel August 24th, 1918 at Baltimore, Maryland. She was immediately re-fitted and re-furnished in accordance with Navy practice during which time she simultaneously loaded 5882 tons of general cargo and 10 auto trucks. These operations were completed on the 7th of September and she sailed to New York arriving there on the 9th to join convoy for Verdon sailing on the 10th. This convoy arrived at its destination on the 27th of September from which place she was sent to St. Nazaire. At this port she discharged her complete cargo and after loading a cargo of ballast sailed on the 15th of October for Brest where she awaited convoy for Baltimore. Upon arrival at Baltimore on the 30th of October it was decided to fit her out for an animal transport. During this process of construction she loaded 5282 tons of general cargo and sailed on the 29th of November for Newport News at which port she was ordered to load approximately 550 horses and to join convoy sailing from there on the 7th of December. This convoy arrived at its destination on the 25th. Owing to the conjestion of cargo facilities at this port she was sent on the 25th to Bordeaux. At this port she discharged her complete cargo and loaded 1425 tons of army return cargo and sailed on the 3rd of February for Baltimore. At Bordeaux she also took aboard 39 soldiers and 6 Army officers. While on this voyage over it was necessary for her to stop over at Bermuda on the 23rd there to re-bunker. While at this port a case of mumps and spinalmemingitis was reported among the soldiers and they were transferred to the hospital at the British dock yards and the ship was placed in quarantine. While at Bermuda the Howick Hall went to the assistance of the S.S. Roman which was reported in distress. However, this vessel was taken in tow by a British steamer and the U.S.S. Howick Hall continued on her voyage to Norfolk. The Army personnel which was left at Bermuda was put aboard the U.S.S. Montoso for shipment to Norfolk. The Howick Hall arrived at Newport News on the first of March at which port the horse stalls were removed and she waited orders from the Department. On the 4th of March she was ordered to proceed to Baltimore and to discharge her cargo and prepare for being placed in line for demobilization. On the 13th of March 1919 she was placed out of commission and turned over to the Shipping Board for simultaneous return to her owners.

General Characteristics.

Cargo ship.
Length over all 413'. Beam 51½'. Number decks 2. Number holds 4. Complement 11 Officers, 77 crew. Cubic cargo capacity (grain) 432,668 cu.ft. Bale 394,865 cu.ft. Refrigerating space 2530 cu.ft. Armament 3" 50 cal 4" 50 cal. Total dead weight 8097 tons. Net registered tonnage 3131. Cargo dead weight 5897 tons. Draft loaded 25' 10½". Speed loaded 11 knots. Total cargo transported abroad 25601 excluding horses. This is the average type of cargo ship used in transporting the army program of supplies abroad.

HISTORY OF THE USS HOXBAR

The HOXBAR is among the new Shipping Board vessels built at Sparrows Point, Maryland, by the Bethleham Steel Ship Building Company.

After her successful sea trial she was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on June 14, 1919, at Baltimore, Maryland. She was immediately refitted and refurnished in accordance with Navy practice and was ordered to proceed to New York and to load a full cargo of fuel oil. This operation was completed on the 22nd of June and she sailed for Ponta del Gada, Azores, arriving there on July 1st. At this point she filled the Navy fuel tanks and proceeded to Brest for complete discharge. She arrived at Brest on the 13th. Her operations were completed at that port on the 15th of July at which time she sailed for New York, at which port she is expected to arrive on July 29th.

General Characteristics.

Length 453' Beam 56'
Oil tanker.
Complement - Officers, 11 crew 65.
Cubica' cargo capacity (grain) 13233
Total deadweight tonnage 10,100
Oil burner
Draft loaded 26' - speed loaded 11.4
Oil cargo capacity 10,963 tons.

July 23, 1919.

History of the U. S. S. Ice King.

The Ice King was taken over July 2nd, 1918 and commissioned as N.O.T.S. (Naval Overseas Transportation Service) vessel July 3rd at New York. She was immediately re-fitted and re-furnished in accordance with Navy practice and was ordered to load 2940 tons of beef for shipment over-seas. These operations were completed on the 11th of July and she was ordered to proceed to Halifax there to join convoy sailing on the 18th for Bordeaux. This convoy arrived at its destination on the 5th of August at which place she discharged 2592 tons of frozen beef, 200 tons of general cargo, 20 auto trucks. The shortage of refrigerating cars at this port delayed the Ice King's unloading. On the 18th of August this operation was completed and she was detained three days awaiting convoy to New York. This convoy arrived at its destination on the 5th of September at which time she was sent to Pier 9 Hoboken. Here she loaded 2718 tons of beef and a deck load of auto trucks, underwent a few minor repairs and sailed in convoy for St. Nazaire on the 15th of September. This convoy arrived its destination the 7th of October at which port she discharged her complete cargo and on the 16th she sailed to Verdon arriving the same day. Here she was delayed 7 days awaiting convoy to New York. This convoy arrived on the 11th of November. She was detained off Weehawken awaiting berth at Shewan's dry dock. After under-going main repairs to the boiler she was sent to Pier 3 Hoboken where she loaded 2328 tons of beef, bunkered and sailed on the 8th of December for Quiberon arriving there on the 23rd of December. At this port she discharged her complete cargo and loaded 368 tons of ammunition and sailed on the 7th of January for New York arriving there on the 27th. She was sent to Pier 9 Hoboken at which place she discharged her cargo of ammunition and loaded 3061 tons of beef, underwent a few minor repairs and sailed on the 12th of February for St. Nazaire arriving there on the 27th. Owing to the congestion of the dock at this time unloading of the Ice King was greatly delayed and finally on the 15th of March she had completed discharge, loaded 800 tons of sand ballast and sailed for New York arriving there on the 30th. Here she was sent to Pier 6 Hoboken where she discharged her ballast, loaded 2908 tons of beef, under-went repairs to her refrigerating apparatus and sailed on the 8th of April for St. Nazaire. Arriving on the 23rd. At this port she completed discharge, loaded 800 tons of army return cargo and took aboard 10 casual officers and sailed on the 5th of May for Newport News arriving there on the 22nd. Upon arrival at this port she was immediately placed in line for demobilization on the 26th of May, 1919 repairs were completed, inventories taken and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Refrigerating Ship.
Length over all 377 B.P. Beam 52' 1-3/8". Number decks 2. Number holds 4. Complement 15 officers, crew 101. Cubic cargo capacity (grain) 233,267 cu.ft. Bale 31,700 cu.ft. Armament

3/50 fwd. 5/51 aft. Total dead weight 6103 tons. Net registered tonnage 2610 tons. Cargo dead weight 4022 tons. Draft loaded 21'6". Speed loaded 9 knots. Total cargo transported abroad 13,955 tons. This is the average type of refrigerator ship used in transporting the army program of supplies abroad.

History of the U.S.S. INDEPENDENCE.

This was one of the new Shipping Board vessels built on the West coast. She was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel November 16th, 1918. She was immediately re-fitted and re-furnished in accordance with Navy practice and was ordered to load a cargo of flour and barley at San Francisco for shipment to the East coast. These operations were completed the 6th of December at which time she sailed to New York via the Canal. Thdependdnng arrived New York the first of January at which place her cargo was assigned to the Food, Administration and after under-going a few minor repairs sailed from there on the 15th for Avanmouth, England. She arrived this port on the 30th and after discharging her cargo loaded 2100 tons sand ballast and sailed on the 23rd of February for New York It was necessary for her to put into the Azores on the first of March at which place she took aboard 1247 barrels of fuel oil. Sailed on the 3rd for New York arriving there on the 14th of March. She remained off Weehawken five days on account of a harbor strike. On the 19 she was sent to Pier 58 North River where she discharged her ballast. At this time it was decided to place her in line for demobilization. On the 20th of March 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 440' 1-1/2". Beam 56'. Number decks 2. Number holds 5. Complement 10 Officers, 66 crew. Cubic cargo capacity (grain) 392,785 cu.ft. Bale 368,001 cu.ft. Total dead weight 11868 tons. Net registered tonnage 4980 tons. Cargo dead weight 10706 tons. Draft loaded 28'7-1/2". Speed loaded 11 knots. This is the average type of cargo vessel used in transporting the army program of supplies abroad.

History of the U.S.S. INDIANAPOLIS

The Indianapolis was taken over and commissioned as an N.O. T.S. (Naval Overseas Transportation Service) vessel December 12th, 1918 at Philadelphia. Upon her being taken over immediately she was re-fitted and re-furnished in accordance with Navy practice and was ordered to load a cargo of flour consisting of 9290 tons which was assigned to the Food Administration. These operations were completed on the 28th of December at which time she sailed for Falmouth, England. Upon her arrival at this port she was ordered by the Northern Food Administration to proceed to Rotterdam there to discharge her cargo and return to Plymouth, England for orders. She arrived Rotterdam on the 16th of January, completed discharge on the 29th and sailed for Plymouth England arriving there on the first of February. At this port she loaded 2400 tons of ballast and 180 tons of army cargo, sailed on the 6th of February for Norfolk. She arrived there on the 23rd of February. At this port she was given extensive repairs to her hull and main engines and ordered to load a cargo of army supplies. These operations were completed on the first of April at which time she sailed for St. Nazaire arriving there on the 12th. After discharging her cargo at this port and under-going a few minor repairs, loaded 1400 tons of ballast, 7000 tons of army ordnance, she sailed on the 5th of June for Norfolk arriving there on the 22nd. Upon her arrival at this port she discharged her cargo and was decided to place her in line for demobilization. On the 9th 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 439'6". Beam 60'. Number decks 2. Number holds 5. Complement 18 Officers, 88 crew. Cubic cargo capacity (grain) 571,060 tons. Bale 542,465 tons. Refrigerating space 1502 cu.ft. Total dead weight 12,500 tons. Net registered tonnage 6,150 tons. Cargo dead weight 9,200 tons. Draft loaded 28', 4-3/4". Speed loaded 10 knots. This is the average type of cargo ship used in transporting the army program of supplies abroad.

History of the U.S.S. INVINCIBLE.

This was one of the new Shipping Board vessels built out on the West coast. She was taken over and commissioned as an N.O.T.S. vessel October 17, 1918 at San Francisco. She was immediately re-fitted and re-furnished in accordance with Navy practice and was ordered to load a cargo of flour and barley consisting of 10,849 tons and proceed to the East coast for discharge. From San Francisco she proceeded on the 19th of October to Port Costa which is just across San Francisco Bay there to load a cargo assigned, also five motor boats and 97 tons of Red Cross supplies. These operations were completed on the 31st of October at which time she sailed for Norfolk via the Canal. She arrived this port on the 24th of November and after discharging her cargo of Red Cross supplies and her five motor boats she was ordered to proceed with her original cargo of food stuffs to London, England. She sailed from New York on the 11th of December arriving at London on the 27th. After discharging her cargo at this port she loaded 2277 tons of ballast including 576 tons of chalk and sailed on the 17th of January for New York arriving there on the first of February. She was delayed at Brady's dock one day awaiting orders and was finally sent to Pier 58 North River where she discharged her cargo and under-went repairs to her steering gear and simultaneously loaded 6153 tons of general cargo, and sailed on the 20th of February for London. Upon her arrival at London on the 6th of March she was sent to the Tibury dock where she discharged her cargo and loaded 1856 tons of chalk and general cargo and sailed for New York on the 26th arriving on the 8th of April. She was sent to Pier 86 North River at which place she discharged her cargo and was then ordered to be placed in line for demobilization. On the 15th of April, 1919 repairs had been completed, inventories taken and she was placed out of commission and returned tothe Shipping Board.

General Characteristics.

Cargo ship.
Beam 56'. Length 440'1½". Number decks 2, number holds 5. Complement 10 officers, crew 80. Cubic cargo capacity (grain) 589,355 cu.ft. Bale 551,969 cu.ft. Total dead weight 11868 tons. Net registered tonnage 4980 tons. Cargo dead weight 551,969 tons. Draft loaded 28'7½". Speed loaded 9.5 knots. Total cargo transported abroad 16,944 tons. This is the average type of cargo ship used in transporting the army program of supplies abroad.

History of the U.S.S. IOWAN.

The Iowan was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel December 23rd, 1917 at Baltimore, Maryland. She was immediately re-fitted and re-furnished in accordance with Navy practice and was ordered to load a full cargo of supplies consisting of French steel, Engineer supplies, forage, auto trucks, 10 locomotives and horses. These operations were completed at Baltimore on the 3rd of February at which time she sailed to Newport News there to bunker and proceed to New York to join convoy sailing from there on the 12th of February. Her movements were completed as assigned and she sailed on the 12th of February for Nantes arriving there on the first of March. After discharging her complete cargo at this port she loaded ballast and sailed on the 16th in convoy for Norfolk arriving there on the 30th. Upon her arrival at this port she discharged a small amount of cargo and was ordered to proceed to Baltimore arriving there on the 31st. At this port she underwent repairs, loaded 5614 tons of cargo and sailed to Norfolk arriving there on the 16th of April. After bunkering at this port she proceeded to New York there to join convoy sailing on the 17th for Brest. This convoy arrived its destination on the 2nd of May and the Iowan was ordered to proceed the same day to St. Nazaire. Upon her arrival there on May 4th she started discharging. This operation was completed the 21st at which time she sailed in convoy for Norfolk. She arrived Norfolk on the 31st of May at which port she loaded 6555 tons of general cargo and sailed to New York on the 8th of June to join convoy sailing from there on the 10th. This convoy arrived its destination on the 25th. She was ordered to proceed the following day to La Pallice at which port she was delayed awaiting berth, finally on the 3rd of July she started discharging her complete cargo. This operation was completed on the 19th and she was delayed five days awaiting convoy to Verdun at which port she was to join a Westbound convoy sailing on the 24th, for New York. This convoy arrived its destination on the 8th of August. She was then sent to Pier 8, Bush docks where she loaded 7100 tons of general cargo including locomotives. She was ordered to join convoy sailing on August 21st but owing to the lack of cargo facilities for handling locomotives at St. Nazaire she was withdrawn from this convoy and ordered to join convoy on the 25th. During this interval repairs were made to her refrigerating facilities. This convoy arrived its destination on the 14th of September at which port she discharged her complete cargo and sailed to Verdon arriving there on the 5th of October. Here she waited three days to join westbound convoy which arrived at New York on the 20th of October. She was sent to Pier 29, Brooklyn where she discharged her ballast. She then entered Shewan's dock where she under-went repairs to her rudder. At this time she was fitted out for transporting horses. On the 9th of November, 1918 she had loaded a cargo of army supplies and 773 horses and sailed for La Pallice arriving there on the 24th. After discharging her cargo at this port she returned to New York on the 19th of December. Upon her arrival she was immediately inspected by a Board of Survey

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and found suitable for conversion into a troop transport. On the 19th day of December, 1918 she was detached from the service of N.O.T.S. and assigned to the Cruiser and Transport Force in which service she is operating at the present time. In this service she has returned approximately 9,086 troops of the A.E.F. service.

General Characteristics.

Cargo ship.
Length over all 407'7". Beam 53'7". Number decks 3. Number holds 4. Complement 12 officers, crew 104. Cubic cargo capacity (grain) 415,474 cu.ft. Bale 377,704 cu.ft. Refrigerating space 2400 cu.ft. Armament 1 6 pdr fwd. 1 4/40 aft. Total dead weight 9735 tons. Net registered tonnage 4149 tons. Cargo dead weight 8500 tons. Draft loaded 29'6½". Speed loaded 12.5 knots. Cargo transported abroad 26,057 tons excluding horses. This is the average type of cargo ship used in transporting the army program of supplies abroad.

July 24, 1919.

History of the U.S.S. ISABELA.

The Isabela was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel April 12th, 1918 at New York. She was immediately re-fitted and re-furnished in accordance with Navy practice and was ordered to load a general cargo consisting of forage, steel and general supplies. She was ordered to proceed on the 17th in convoy for Nantes. Owing to the fast speed of the convoy she was forced to drop out and proceed to Halifax arriving there on the 20th. From Halifax she was ordered to join a slow convoy for Brest sailing on the 28th of April. This convoy arrived its destination on the 13th of May. Owing to the conjestion of the dock facilities at this port she was sent on the 14th to Rochefort arriving there on the 15th. At this port she discharged her complete cargo, loaded ballast and sailed on the 26th for New York arriving there on June 10th. After under-going repairs at this port she was ordered to load 3339 tons of general cargo and join convoy sailing June 18th for Brest. This convoy arrived its destination on the 4th of July. She was delayed three days awaiting convoy to Rochefort at which port she arrived on the 8th. Here she discharged her complete cargo and sailed to La Pallice on the 18th arriving the same day. She was delayed at this port three days awaiting convoy to Verdon. She arrived Verdon on the 21st and after awaiting convoy was ordered there to join convoy sailing on the 24th for New York. This convoy arrived its destination on the 9th of August. at which time she was sent to Pier 1 Hoboken where she underwent repairs and loaded 3006 tons of general cargo, sailed on the 17th of August for Rochefort arriving on the 5th of September. She discharged her cargo at this port and proceeded on the 16th to Verdon arriving there on the 17th. At this port she was ordered to join convoy sailing on the 22nd which convoy arrived at New York on October 9th. Here she was sent to Pier 5, Bush docks where she discharged ballast and entered dry dock. On the 23rd of November repairs were completed and she was ordered to load a full cargo of army supplies and sailed for Havre arriving there on the 8th of December. At this port she was delayed 9 days awaiting berth and finally on the 17th discharging was commenced. On January 4th she had completed discharge and loaded 1380 tons of general cargo and sailed on the 4th of January for Plymouth, England where she was to bunker and sail to Baltimore. She arrived Baltimore on the 28th of January at which port she discharged her complete cargo and was then ordered to be placed in line for demobilization. On the 14th of February, 1919 repairs were 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.

Cargo ship.
Length over all 347'7". Beam 46'9". Number decks 2. Number holds 3. Complement 10 officers, crew 53. Cubic cargo capacity (grain) 250,287 cu.ft. Bale 236,120 cu.ft. Refrigerating space 540 cu.ft. Armament 1 6 lb forward. 1 5/51 aft. Total dead weight 4650 tons. Net registered tonnage 1942 tons. Cargo dead weight 4850 tons.

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

Draft loaded 20'5". Speed loaded 9 knots. Total cargo transported abroad 11,145 tons, This is the average type of cargo ship used in transporting the army program of supplies abroad.

History of the U.S.S. ISANTI.

The Isanti was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel September 30th, 1918 at San Francisco, California there she was immediately re-fitted and re-furnished in accordance with the Navy practice and on the 2nd of October she was ordered to proceed to South Vallijo which is just across the Bay from San Francisco. At this port she was ordered to load 4580 tons of flour, 75 tons of stores and supplies, 244 tons of Red Cross supplies, 26 tons of Supply Officer's supplies. This operation was completed on the 5th of October at which time she proceeded to San Pedro arriving there on the 8th. At this port she loaded 3222 tons and sailed on the 10th for New York via the Panama Canal. She arrived at this port on the 3rd of November at which time she was sent to Pier 16, Brooklyn where she discharged 26 tons of Navy supplies. While at this port she retained her general cargo of food stuffs which was consigned to the Northern Food Administration. At this port she was given a complete over-hauling and sailed on the 22nd of November for Cherbourg arriving there on the 9th of December. From this port she was sent to Dunkirk the same day arriving on the 10th. Here she discharged her complete cargo and after re-filling her fuel tanks sailed on the 24th of January for New York arriving on the 15th of February. Upon her arrival at New York she was sent to Martin's dock Long Island where she underwent repairs and then was sent on the 24th to Pier 4 Erie Basin where she was ordered to be placed in line for demobilization. On the 24th of February repairs had been completed, inventories taken and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length over all 427'. Beam 54'. Number decks 2. Number holds 4. Complement 11 officers, 71 crew. Cubic cargo capacity 464,041 cu. ft. Bale 416,411 cu.ft. Refrigerating space 1014 cu.ft. Total dead weight 9650 tons. Net registered tonnage 4446 tons. Cargo dead weight 416,411 cu.ft. Draft loaded 24'. Speed loaded 9 knots. Total cargo transported abroad 7802 tons. This is the average type of cargo ship used in transporting the army program of supplies abroad.

HISTORY OF THE U. S. S. J. B. WALKER

The J. B. WALKER is a seagoing barge purchased by the Navy from the Luskenbach Steam Ship Company for $38,181. She was placed in commission and assigned to N.O. T. S. (NAVAL OVERSEAS TRANSPORTATION SERVICE) August 8, 1918. Upon being commissioned she immediately began operating coastwise carrying coal from Norfolk to New England Ports. She remained in this servide until March 27, 1919 at which time she was detached N. O. T. S. and assigned to the Fifth Naval District for operation.

General Characteristics.

Barge.
Length 247' 1", beam 42' 2".
Gross tonnage 2,136.
Net tonnage 1, 984.

HISTORY OF THE USS J.M.GUFFY.

The USS J?M. GUFFY was taken over and commissioned as an N.O.T.S. vessel on the 14th of October 1918 at Invergordon Scotland.

Prior to this she had been operating on Bare Boat charter to the British Ministry of Shipping, and it was requested that she be manned by the Navy, as her present masters did not desire to remain with the ship, and the remaining members of the crew were willing to enroll in the United States Naval Reserve Force.

She was delayed at Invergordon until the 24th of January awaiting for boiler tubes and finally sailed on this date for Philadelphia. She was obliged to put into St. Johns N.F. on the 17th of February for repairs to her boilers which were leaking badly, and was delayed here until the 4th of April, at which date she sailed under escort of the USS IROQUOIS ~~at which time she sailed~~ for Philadelphia via Halifax, arriving there on the 14th of April and it was decided at this time to place her in line for demobilization.

On the 17th of June 1919, extensive repairs ~~having been~~ were completed and inventories taken, she was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General characteristics.

Tanker.
Length : 292' beam 40' 2".
Mean draft 22 ', speed 10 knots.
Total deadweight tonnage 3900 tons, net tonnage 1593 tons.
Complement : Officers 10, crew 52.

October 6, 1919.

History of the U.S.S. JAN VAN NASSAU.

The Jan Van Nassau was among the Dutch tonnage seized by the President's proclamation of March 20th, 1918. At this time the Jan Van Nassau was lying at San Juan, Portorico and was immediately seized by the Navy officials and was placed in commission as an N.O.T.S. (Naval Overseas Transportation Service) vessel March 20th, 1918. She was ordered to proceed from Sa n Juan to the Canal Zone there to discharge her original cargo and proceed to South America Nitrate port to load a cargo of nitrate. The Jan Van Nassau sailed from San Juan on the 3rd of April arriving Cristobal on the 8th of April. After discharging her cargo at this port and after obtaining suitable Navy personnel to man this vessel sailed on the 10th for Iquique, Chile arriving there on the 13th. At this port she loaded 4500 tons of nitrate and proceeded on the 25th of April to Balboa arriving there on the 3rd of May. At this port she was ordered to bunker and proceed to New York for discharge. She sailedfrom Balboa on the 4th traversing the Canal on the 5th arriving New York on the 13th of May. Upon her arrival at this port she was ordered to discharge her cargo and then was placed in line for demobilization. On the 17th of May, 1918 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 346'8". Breadth 44'3". Depth 25'3". Gross tonnage 3330.

History of the U.S.S. JASON.

The Jason was detached from the service of the U. S. Atlantic Fleet and assigned to temporary duty in the N.O.T.S. (Naval overseas Transportation Service) on June 7th, 1918. At this time she was in European waters. On the 18th of June she sailed from Humber River in convoy for Norfolk arriving on the 3rd of July. Upon her arrival at this port she was ordered to load a cargo of coal and proceed to New York for discharge. She remained in the coastwise service transporting approximately 10,500 tons of coal each trip from and to Norfolk, Boston and New York. Upon her arrival at New York on the 26th of January she was ordered to discharge her cargo of coal and under-go a few repairs and proceed to Norfolk there to load a full cargo of coal for trans-Atlantic voyage. This operation was completed at New York on the 15th of February at which time she sailed for Norfolk arriving on the 16th. At this port she proceeded on the day assigned and sailed on the 22nd of February for Brest arriving there on the 6th of March. At this port she discharged her complete cargo and loaded a cargo consisting of 330 cases containing propellers, shifts, boilers, struts, listening devices and general G.S.K. stores. 15341 boxes of 3"/5- 4"/50 ammunition, 9 motor dories, 59 cases of demago, coaling machinery, one case of horizontal boring mill, 197 boxes of ordnance, 5307 packages totaling 358 tons of supplies for U. S. Naval operating base Hampton Roads, 1075 empty paint and coffee drums. 39 boxes of ordnance material, 6 crates of trucks, freight troy trailers, 75 cases of aviation material. Miscellaneous supplies consisting of 175 trucks. This operation was completed on the 27th of March at which time she sailed for Hampton Roads arriving there on the 10th of April. She was ordered to discharge her cargo at this port and was then ordered to load a full cargo of coal and Navy stores and proceed to Messina, Italy for discharge. On the 24th of April this operation was completed, she had loaded 10500 tons of cargo and sailed to Gibraltar arriving there on the 7th of May. After undergoing a few minor repairs at this port she proceeded on the 10th to Spalato arriving there on the 16th. She discharged her cargo of Navy stores and coal at this port and returned to Gibraltar on the 10th of June. She sailed from Gibraltar on the 15th of June arriving at Norfolk on the 28th. She was ordered to proceed to Boston for discharge and to under-go urgent repairs and then proceed to Hampton roads there to await orders. These operations were completed on the 21st of July at which time the U.S.S. JASON arrived at Norfolk. It was decided by the Department at this time to detach the Jason from the service of N.O.T.S. and assign her to the Pacific train operating on the Pacific coast. On the 22nd of July 1919 she was officially detached N.O.T.S. and assigned to the Pacific fleet.

General Characteristics.

Collier.
Length over all 536'. Beam 65'. Number decks 2. Number holds 6.
Complement 16 officers, crew 185. Refrigerating space 2472 cu.ft.
Armament 4-4" Model 2 Mark 7. Total dead weight 16,385 tons.
Net registered tonnage 5800 tons. Cargo dead weight 10,585 tons.

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

Draft loaded 30'. speed loaded 13 knots. Oil cargo capacity 772,379 gals. Total cargo transported abroad 21,000 tons. This is the average type of collier used in carrying coal for vessels operating on the East coast.

HISTORY OF THE U.S.S. JEAN.

The Jean was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel August 30th, 1918 at Newport News, Va. At this port she was ordered to load a cargo of army supplies and proceed to Sydney, Nova Scotia there to join convoy sailing the 7th of October. The Jean sailed October 7th from Sydney for Bordeaux with a cargo of 2,181 tons and 1359 tons of bunkers. She was diverted to Brest arriving there on the 21st of October. The Jean sailed from Brest on the 22nd for La Pallice arriving there on the 23rd after discharging a part cargo at this port she made local movements to the following ports Bordeaux, Verdon on the 24th, Bordeaux on the 26th, Pauillac on the 26th, Verdon on the 3rd of November, she sailed from Verdon on the 3rd for Newport News arriving on the 24th. The Jean loaded a cargo of 3164 tons and 1165 tons of bunkers and sailed on December 30th for Barbados arriving there on the 9th of January, 1919 from here she proceeded to Rio de Janeiro arriving there on the 27 th here she loaded a cargo of coffee for discharge at New York. From Rio de Janeiro she proceeded to Santos and on the 24th of February sailed for New York arriving there on the 20th of March. Upon her arrival at this port she was ordered to discharge her cargo and then was placed in line for demobilization. On April 15th repairs were 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.

Cargo ship.
Length over all 328'. Beam 46'. Number decks 1. Number holds 3. Complement 11 officers, crew 67. Cubic cargo capacity (grain) 201,294 cu.ft. Bale 200,644 cu.ft. Refrigerating space 605 cu. ft. Armament 2- 3"50 cal. Total dead weight 9184 tons. Net registered tonnage 2391 tons. Cargo dead weight 4800 tons. Draft loaded 20'8". Speed loaded 8½ knots. Total cargo transported 8490 tons. This is the average type of cargo ship used in transporting the army program of supplies abroad.

History of the U.S.S. JEANETTE SKINNER.

The Jeanette Skinner was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel April 12th, 1918 at Baltimore. There she was re-fitted and re-furnished in accordance with Navy practice and ordered to load a cargo of general supplies and proceed to Norfolk to bunker. Upon her arrival at Norfolk on April 28th she was ordered to bunker and proceed to New York to join convoy sailing from there May 3rd for Brest. This convoy arrived its destination May 18th from which port she was sent the same day to St. Nazaire arriving there on the 20th of May. At this port she discharged her complete cargo and sailed on the 5th of June to Verdon there to bunker and ballast and join convoy sailing on the 10th of June for New York. This convoy arrived its destination on June 25th and after discharging a part cargo at this port proceeded on the 29th to Norfolk there to complete discharge and proceed to Baltimore there to load a cargo of general army supplies. These operations were completed on July 19th at which time she sailed to Norfolk this convoy sailed from there on the 21st. This convoy arrived its destination on August 9th. At Brest she discharged a part cargo and sailed to Bordeaux arriving there on the 18th. She completed discharge at this port and sailed to Verdon arriving there on the 21st. At this port she bunkered and took ballast and sailed on the 21st of August to Baltimore arriving there on the 5th of September. At this port she loaded 6949 tons of army supplies and sailed on the 22nd of September for New York there to join convoy sailing on the 26th. This convoy arrived La Pallice on the 13th of October. There she waited convoy to Bordeaux at which port she arrived on the 17th of October. After discharging her cargo at this port she proceeded on the 2nd of November to Pauillac. While making entrance to Paulliac she collided with the army transport Ceylon Maru which was at anchor. The Jeanette Skinner sustained but little damage and after undergoing minor repairs she was able to sail on the 19th of November for Brest there to join convoy sailing on the 21st for Baltimore. While on this convoy the Jeanette Skinner was forced to put into Bermuda December 8th at which port she fueled and sailed on the 9th for Baltimore arriving on the 13th. At this port she discharged her cargo but was delayed owing to the lack of available scows. Her cargo finally discharged she was then sent to dry dock where she under-went two months repairs. On the 7th of March 1919 she loaded 6419 tons of subsistance consisting of wheat, oats and lard and sailed for Gibraltar arriving there on the 30th. At this port she was ordered by the Southern Food Administration to proceed to Sette there to discharge cargo and return to Gibraltar for orders. These movements were completed on the 10th of May at which time she arrived on her return trip at Gibraltar. After bunkering at this port she sailed on the 12th for New York but was forced to put into Ponta Del Gada, Azores on the 20th there to bunker. She sailed from there on the 22nd arriving at Baltimore July 2nd. Upon her arrival at this port she was ordered to discharge her cargo and then was placed in line for demobilization. On the 10th of July, 1919 repairs were completed, inventories had been taken and she was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

U.S.S. JEANETTE SKINNER (cont'd).

General Characteristics.

Cargo ship.
Length over all 423'9". Beam 54'. Number decks 3. Number holds 4. Gross tonnage 5715 tons. Net tonnage 4384 tons. Total dead weight 8700 tons. Cubic cargo capacity (grain) 476,265 cu.ft. Bale 437,752 cu.ft. Armament 1 - 6"/50 aft. 1 - 6pdr. fwd. Complement 7 officers, crew 35 (approximately). Total cargo transported abroad 22,253 tons. This is the average type of cargo ship used in transporting the army program of supplies abroad

History of the U.S.S. JOHN M. CONNELLY.

The John M. Connelly was taken over and commissioned at Philadelphia May 8th, 1918. (9 May) She was ordered at this time to load a full cargo of fuel oil and proceed to Bermuda and the Azores for discharge and also to escort submarine chasers to the Azores. On the 14th of May she sailed from Philadelphia arriving at Bermuda on the 18th, at the Azores on the 6th of June. After discharging a part cargo of fuel oil at the Azores it was decided to sent her to Gibraltar where she was to discharge the remaining portion of fuel oil and return to Philadelphia. She arrived at Gibraltar on the 26th and sailed on the 28th arriving at Philadelphia on the 16th of July. Upon her arrival at Philadelphia she was ordered to load a cargo of fuel oil and a deck load of seaplanes and proceed to New York to join convoy sailing from there on August 5th for Davenport, England. This convoy arrived at its destination the 20th of August at which port she discharged her cargo of fuel oil and proceeded on the 21st for Plymouth, England at which port she discharged her cargo of fuel oil and sailed on the 25th in convoy for Philadelphia arriving on the 9th of September. Upon arrival at Philadelphia she under-went repairs and was ordered to load a cargo of fuel and a deck load of six Packard trucks for the Northern Bombing group. These operations were completed on the 18th of September and she sailed for New York to join convoy sailing on the 22nd for Davenport. This convoy arrived at its destination on the 7th of October. After discharging her cargo at this port she sailed on the 11th for New York arriving on the 26th of October. From New York she was sent to Philadelphia on the 27th arriving there on the 28th. At this port she was ordered to load 6235 tons of fuel oil and proceed to Melville, Rhode Island for discharge. She arrived at this port on the 31st of October and after discharging her cargo sailed on the 2nd of November for Philadelphia arriving on the 3rd. After under-going repairs at this port she loaded 5900 tons of fuel oil and proceeded to New York there to join convoy sailing on the 9th for Portland, Maine. This convoy arrived at its destination on the 25th of November, after discharging part cargo at this port she sailed on the 27th for the Azores arriving on the 4th of December. At this port she discharged her cargo of fuel oil into the vessels awaiting oil and sailed on the 8th for New York arriving on the 20th. Upon her arrival at New York she was sent to dry dock where her engines were over-hauled and her tanks were complete cleaned. At this time it was decided to place her in line for demobilization and on the 18th of January, 1919 repairs had been completed, inventories were taken and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Tanker.
Length over all 380'. Beam 50'9". Number of decks 1. Number tanks 16. Complement 10 officers, 67 crew. Refrigerating space 650 cu.ft. Armament 1 - 6 pdr fwd. 1 6/50 aft.

Total Dead weight 7200. Net registered tonnage 2969. Draft loaded 24'6". Speed loaded 10 knots. Oil cargo capacity 2,287,320 gallons. Total cargo transported abroad 24,502 tons. This is the average type of tank vessel used in transporting the army program of fuel oil abroad.

HISTORY OF THE U. S. S. JOSEPHUS.

The U. S. S. JOSEPHUS was purchased by the Navy from the Luckenbach Steam Ship Company for $27, 273. She was commissioned November 8, 1917 and operated in the 3rd. Naval District until August 8, 1918 when she was assigned to N. O. T. S. (NAVAL OVERSEAS TRANSPORTATION SERVICE) and was operated coastwise from Norfolk to New England Ports until March 27, 1919 when she was assigned to the Fifth Naval District. She was sold September 11, 1919 to the Neptune Line for $6,000.

General Characteristics.

Barge.
Length 213'0", beam 39' 2".
Gross tonnage 1,406.
Net tonnage 1,340.

HISTORY OF THE USS JULIA LUCKENBACH.

The USS JULIA LUCKENBACH was taken over and commissioned as N.O.T.S. vessel on the 15th of August 1918 at Hoboken, N.J.

She was immediately refitted and refurnished in accordance with Navy practice, underwent repairs and simultaneously loaded a cargo consisting of general Army supplies. She proceeded on the 10th of September for Marseilles via Gibraltar. She put into Gibraltar on the 22nd for fuel and proceeded the following day to Marseilles arriving there on the 26th. At this port she discharged her cargo consisting of 860 tons of Army supplies, bunkered and proceeded on 27th to New York. She put into Gibraltar for fuel on the 28th and sailed on the same day arriving at her destination on the 8th of November. At New York she again underwent minor repairs, loaded a cargo of general Army supplies and proceeded on the 21st for Marseilles. She put into Gibraltar on the 2nd of December and proceeded on the same day for Marseilles arriving there on the 5th. Here she discharged her cargo, bunkered and sailed on the 24th for New York. She arrived at Gibraltar on the 27th for fuel and sailed on the same day for New York arriving there on the 6th. of January. At this time it was decided to place the JULIA LUCKENBACH in the service of the Cruiser and Transport force to assist in bringing the American Expeditionary Forces home from France, and on the 7th of January, 1919, she was detached from N.O.T.S. and transferred to the Cruiser and Transport Forces.

General characteristics.

Cargo ship.
Length: 456 ', 5". beam 57'.
Decks 3, holds 4.
Complement: Officers 15, crew 103.
Cubic cargo capacity (grain 642,697 cubic feet).
(bale 584,270 cubic feet).
Armament: 1-3-50 fwd. 1-4-50 aft.
Total deadweight tonnage 12,250 net registered 6141 tons.
Oil burner bunkers 636,468 gallons.
Draft loaded 31' 8" speed loaded 12,5 knots.
This ship carries a deck load of auto trucks.
Cargo transported overseas, 17,934 tons.

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

October 4, 1919.

History of the U.S.S. JUPITER.

The Jupiter was assigned N.O.T.S. (Naval Overseas Transportation Service) January 9th, 1918, at New York. At this port she completed discharge and underwent six days repairs to her main turbine bearings. Upon completion of repairs she proceeded to Hampton Roads where she was ordered to load a full cargo and bunkers and proceed immediately to New York for discharge, the Jupiter arrived at New York January 24th and upon completion of discharge was ordered to proceed to Hampton Roads to load a full cargo of coal. Upon completion of loading was ordered to proceed to New York for complete discharge. On February 9th she was ordered to proceed to Melville, Rhode Island for discharge and return to Hampton Roads. The Jupiter was engaged in coal trade on the Atlantic Coast ports until November 14th when she sailed from New York for Marseilles with a full cargo of army supplies. She arrived at Gibraltar on November 28th and sailed from there for Marseilles where she discharged her cargo and loaded ballast and sailed from Marseilles December 18th for Gibraltar arriving there on December 23rd where she loaded building and repair ship machinery and sailed on January 8th for Newport News. In addition to her army cargo she carries eleven hundred fifty tons of miscellaneous Navy cargo. The Jupiter arrived Newport News January 23rd. At this port she was detached N.O.T.S. service and assigned to Train Atlantic Fleet. Here she underwent urgent necessary repairs until February 26th. She was deatched from the service of the Atlantic Fleet and assigned to N.O.T.S. for temporary duty February 24th, 1919. While at this port she loaded a full cargo of coal and bunkers and sailed for Brest France March 8th and arrived at this port March 21st. While at this port she was regularly assigned to coal trade in European waters to expedite the turn-arounds of troop transports. According to our latest movement sheet the Jupiter is operating out of Brest, France.

General Characteristics.

Collier.
Length over all 520.2. Beam 65'2". Number decks 4. Number holds 14. Complement 15 Officers, 177 crew. Armament 4 4"/50 cal. Total dead weight 12,213 tons. Net registered tonnage 6165.06 tons. Cargo dead weight 11,377 tons. Draft loaded 27.6'. Speed loaded 14.9 (maximum). This is the average type of collier used in transporting coal to European Waters.

HISTORY OF THE USS K.I.LUCKENBACH.

The USS K.I.LUCKENBACH was taken over and commissioned as a N.O.T.S. vessel on the 8th of August 1918 at Brooklyn, New York.

She was fitted out for an animal transport and upon completion of loading a general cargo of Army supplies sailed on the 13th from New York to Marseilles. She put into Gibralter on the 28th for fuel and arrived at Marseilles on the 1st of September. At Marseilles she discharged her 9299 tons of cargo and proceeded in convoy on the 20th to New York. She put into Gibraltar on the 23rd for fuel and sailed on the following day for New York arriving there on the 7th of October. At New York she underwent repairs, loaded 8716 tons of general cargo and proceeded on the 27th for Quiberon arriving there on the 15th of November. From Quiberon she proceeded on the same day to Gibraltar arriving there on the 20th; and from Gibraltar on the 22nd to Marseilles, at which port she discharged her cargo, loaded 2200 tons of steel rails and ballast and proceeded on the 6th of December for New York. She put into Gibraltar on the 8th for fuel and sailed on the following day for New York, arriving there on the 21st.

At this time it was decided to assign her to the Cruiser and Transport Force to assist in bringing the American Expeditionary Forces home from France, and, on the 21st of December 1918, she was detached from N.O.T.S. and assigned totthe Cruiser and Transport Forces.

General characteristics.

Cargo ship.
Length : 468' 3", beam 55' 11".
Decks 2, holds 4.
Complement : Officers 11 crew 82.
Cubic cargo capacity: (bale 584,300 cubic feet.)
Armament 1-3-50 fwd. 1-6-5- aft.
Total deadweight tonnage 12,500 net registered 5123.
Permanent bunkers 630,924 gallons oil.
Draft loaded 30 ' 6", speed 11.5 knots.
Cargo transported overseas : 28,157 tons.

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

October 4, 1919.

HISTORY OF THE USS KAMESIT.

The KAMESIT was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on January 29th, 1919, at San Francisco, California.

There she was immediately refitted and refurnished in accordance with Navy practice and was ordered to load a full cargo of Barley at Porta Costa and prepare for a trip to the East coast. These operations were completed on the 13th of February and she had loaded 7469 tons of Barley and sailed for Newport News via the Canal. The KAMESIT arrived at Balboa on the 27th of February at which port she was delayed 24 hours for minor repairs. She arrived at Newport News on the 8th of March, at which place she was ordered to bunker, under go a few minor repairs, and sailed from Newport News on the 18th, of March, arriving at her destination on the 6th of April. At this port she discharged her complete cargo, loaded ballast and sailed on the 18th of March for New York. When a few miles out of port she was compelled to return to Hull on account of a disabled steering gear. Repairs were completed on the 26th of April, at which time she sailed for Philadelphia, arriving on the 18th of May. Upon her arrival at this port she was placed in line for demobolization. On the 23rd of May, 1919, repairs were completed, inventories taken, and she was placed out of commission and returned to the Shipping Board.

General Characteristocs.

Cargo ship.
Length 416'6" Beam 53'
Complement; Officers 10, crew 72.
Cubic cargo capacity (Grain) 496677, (Bale) 490723.
Armament - None.
Total deadweight 12,614 tons. Net registered 4605.
Oil burning - cargo deadweight 7766.
Draft loaded 26' 5" - Speed loaded 10 knots.
Total amount cargo transported overseas 7469 tons.
This is the average type of vessel used to transport the Army program of supplies and ammunition abroad.

July 28, 1919.

HISTORY OF THE USS KANAWHA.

At the beginning of N.O.T.S. history January 1918, the Navy oil tanker KANAWHA was assigned to that service. At this time she was in the port of New York, at which place she was refitted and refurnished in accordance with Navy practice, loaded a full cargo of fuel oil and proceeded to Bayonne to complete loading, and from here proceeded on the 19th to New York to join a convoy sailing on the 21st for England. She was delayed at Halifax from the 23rd to the 27th awaiting this convoy, and finally arrived at Scapa England on the 14th of February. Here she discharged her cargo, loaded ballast, bunkered and sailed on the 17th for Port Arthur. She put into Halifax on the 1st of March for fuel and proceeded on the 3rd to Port Arthur, at which port, she arrived on the 11th. At Port Arthur it was necessary to undergo urgent repairs to her steering gear, and she sailed for Halifax on the 16th via New York, arriving there on the 24th. At Halifax she joined a convoy sailing the next day for Scapa. Here she discharged her oil, bunkered and sailed on the 14th for New York, at which port she arrived on the 26th, and she immediately went into dry dock for necessary and urgent repairs. These repairs were completed, she loaded a cargo of fuel oil and sailed on the 11th of May in convoy to Devonport at which place she arrived on the 23rd. She sailed from there on the 1st of June for New York at which port she arrived on the 13th. Here she again underwent repairs and sailed on the 2nd of July to Philadelphia, there to load a full cargo of fuel oil, bunkered and proceeded to Halifax to join a convoy sailing from there on the 11th of July. These operations were completed as per schedule, and she arrived at Queenstown on the 21st. At Queenstown she discharged her oil and seaplanes, bunkered and sailed on the 25th to New York at which port she arrived on the 4th of August. From New York she proceeded to Norfolk for repairs; and from Norfolk to Philadelphia to load a cargo of oil and seaplanes. From Philadelphia she sailed on the 16th for New York there to join a convoy which sailed on the 18th for Queenstown. This convoy arrived at Queenstown on the 30th and sailed from there on the 5th of September for New York at which port she arrived on the 15th. The KANAWHA made three other trips to English and French ports carrying cargoes consisting of oil and seaplanes and arriving at New Yorkon the 1st of May 1919, on her last trip. At this time it was decided to assign her to operate with the Train, and on the 12th of May 1919 she was detached from N.O.T.S. and assigned to the Train, Atlantic Fleet.

General characteristics.

Tanker.
Length : 475' 8", beam 56' 3"/
Decks 3, holds 2.
Complement: Officers 15, crew 143.

 Charactistics . continued.

Armament : 4-4-50
Displacement: 14,570 tons. net registered 5579.
Oil burner bunkers 469,800 gallons.
Draft loaded 26' 4", speed 14 knots.

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

)
October 7, 1919.

HISTORY OF THE U. S. S. KATHERINE W. CULLEN.

The U. S. S. KATHERINE W. CULLEN is one of the barged bought by the Navy from the Luckenbach Steam Ship Company. The purchase price being $34,000. She was taken over September 28, 1918 at New York as an N. O. T. S. Navy Account vessel and was operated coastwise carrying coal from New York to New England Ports until December 11, 1918 when she was detached from N. O. T. S. and assigned to the First Naval District. She sank December 30, 1918 while in tow of the U. S. S. HERON approximately fifteen miles southeast of Boston light vessel.

General Characteristics.

Barge.
Length 144' 9", beam 30' 2".
Gross tonnage 703.
Net tonnage 703.
Coal capacity 1,150.

HISTORY OF THE USS KATRINA LUCKENBACH.

The USS KATRINA LUCKENBACH was taken over and commissioned as N/O.T.S. vessel on the 18th of May 1918 at Boston/

She was immediately refitted and refurnished in accordance with Navy practice, repairs were completed and she underwent a successful trial trip and loaded a cargo of general Army supplies and proceeded on the 14th of June to New York, there to join a convoy sailing on the 18th for Marseilles/ She put into Gibraltar on the 3rd of July for fuel and proceeded the following day to Marseilles, at which port she arrived on the 7th./ At Marseilles she discharged her cargo, bunkered and sailed on the 27th for Norfolk/ She put into Bermuda on the 30 th for fuel and proceeded the following day to Norfolk where she underwent extensive repairs to her main engines and boilers and proceeded on the 11th of December 1918 to New York, at which time it was decided to assign her to the Cruiser and Transport Forces, to assist in bringing the American Expeditionary Forces home from France.

On the 14th of December 1918, the USS KATRINA LUCKENBACH was detached from N.O.T.S. and transferred to the Cruiser and Transport Force/.

General characteristics/

Cargo ship/
Length: 468', beam 56' 1".
Decks 3, holds 4.
Complement: 12, crew 63 .
Cubic cargo capacity: 584,300 cubic feet/ (bale)
Armament : 1-5-51 1-6 pdr.
Total deadweight tonnage 11,552, net registered 5122.
Draft loaded 30 ' 6 1/2 " speed 13 knots/.
Cargo transported overseas, 9394 tons.

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

October 4, 1919/

History of the U.S.S. KERESAN.

The Keresan was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel September 18th, 1918 at Pier 38, Brooklyn, New York. Here she was immediately re-fitted and re-furhished in accordance with Navy practice and was ordered to load a cargo of ammunition and prepare for trans-Atlantic voyage. On the first of October she had loaded 5826 tons of supplies and sailed in convoy for Nantes, France arriving there on the 23rd of October. At this port she was delayed three days awaiting berth. Her cargo was discharged on the 8th of November, she was then ordered to load ballast and join convoy sailing on the 11th. While on this voyage over she stopped over at Bermuda on the 4th of December at which port she bunkered and sailed on the 9th for New York arriving there on the 13th. She was then sent to Pier 3, Bush docks where she discharged her ballast and under-went extensive repairs to her boiler and engine room. She was sent on the 22nd to Pier 29 Brooklyn where she loaded 5450 tons of general cargo and sailed on the 4th of January for South America. She put into Barbadoes on the 14th of January at which port she bunkered and sailed on the 15th for Buenos Aires arriving there on the 6th of February. At this port her discharge was delayed until the 28th of March on account of a strike which had hampered shipping at that port. Her discharge was completed on the 22nd of April at which time she was ordered to load 5904 tons of maize. This operation was completed on the 7th of May at which time she sailed for New York. She stopped at Montevideo on the 8th where she bunkered and sailed on the 9th for Barbadoes arriving on the 28th, departing on the 29th. She arrived New York on the 5th of June. She was sent to the south side of Pier 39 Brooklyn where she discharged her complete cargo and was then ordered to be placed in line for demobilization. On the 26th of June 1919 repairs were completed, inventories had been taken and she was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General Characteristics.

Cargo ship.
Lengthover all 380'6". Beam 50'1". Number decks 2. Number holds 4. Complement 10 officers, crew 74. Cubic cargo capacity (grain) 375,854 cu.ft. Bale 358,717 cu.ft. Total dead weight 6770 tons. Net registered tonnage 2891 tons. Cargo dead weight 5872 tons. Draft loaded 22'8½". Speed loaded 8 knots. Total cargo transported 5815 tons. This is the average type of cargo ship used in transporting coal to European waters.

History of the U.S.S. KERESASPA.

The Keresaspa was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel October 31st, 1918 at Brooklyn, New York. There she was immediately re-fitted and re-furnished in accordance with Navy practice and was ordered to load a cargo of provisions consisting of 2842.28 tons and 400 horses and mules. These operations were completed on the 28th of November at which time the Keresaspa sailed for La Pallice. Owing to the heavy storms encountered on her voyage over 52 horses were lost and had to be thrown over-board. She arrived La Pallice on the 16th of December at which port she discharged her cargo and loaded 1296 tons of general cargo and sailed on the 27th of December for Baltimore arriving there on the 20th of January. At this port she was sent to Pier 3, Canton where she discharged her complete cargo, underwent a few minor repairs and it was then decided to place her in line for demobilization. On the 11th of February 1919 repairs were completed, inventories had been 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 360 B.P. Beam 48'. Number decks 2. Number holds 4. Complement 10 officers, 76 crew. Cubic cargo capacity (grain) 384,470 cu.ft. Bale 347,600 cu.ft. Refrigerating space 950 cu.ft. Armament 5/51 aft. Total dead weight 6930 tons. Net registered tonnage 3019tons. Cargo dead weight 347,600 cu.ft. Draft loaded 24'5". Speed loaded 9 knots. This is the average type of cargo ship used in transporting the army program of supplies abroad.

HISTORY OF THE USS KERKENNA.

The USS KERKENNA was taken over and commissioned as a N.O.T.S. vessel on the 28th of September 1918 at Brest. Prior to her commissioning, the KERKENNA was a private owned vessel chartered by the Army and was engaged in carrying Army supplies. She remained in this status after being commissioned and operated between French and English ports, carrying Army supplies, until the 24th of February 1919.

At this time she sailed from Inverness for Hampton Roads with a cargo of miscellaneous mines and mine material. She was diverted to New York at which place she arrived on the 19th. Here she discharged her cargo, proceeded on the 22nd to Norfolk where it was decided to place her in line for demobilization. on the 16th of April 1919, repairs had been completed, inventories taken and the USS KERKENNA was placed out of commission and returned to her Shipping Board for simultaneous return to her owners.

General characteristics.

Cargo ship.
Length : 380 ' 7". beam 45' 7".
Decks 1 holds 4.
Complement : Officers 10 crew 55.
Cubic cargo capacity: (grain 272,000 cubic feet).
(bale 248,492 cubic feet).
Total deadweight tonnage 5500 net registered 2337.
Coal burner bunkers 600 tons.
Draft loaded 22, speed 7 knots.

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

October 7, 1919.

HISTORY OF THE USS KERLEW.

The KERLEW was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 13th of November, at Cardiff, Wales.

At Cardiff she was refitted and refurnished in accordance with Navy practice and was assigned to the Army coal trade, basing at Cardiff, Wales. Vessels assigned to this trade were engaged in carrying coal from British coaling ports to French ports. She remained in this status until the 29th of January, 1919, at which date she arrived at Invergordon. At this port whe was ordered to load a cargo consisting of mines, summarized as follows: 1280 anchors, 1288 devices D-4, 1497 devices, K-1, 2249 mine cases, 4008 plummets cast iron, 55 tool boxes, 100 boxes of plummet spools, 83 boxes of miscellaneous parts and 27 bundles of miscellaneous mine cargo. She sailed from this port on the 19th of February for Norfolk, arriving there on the 9th of March. At this port her cargo was delayed in discharge owing to the poor method of stowing at Invergordon. This operation was completed on the 20th of March. She was then held at Norfolk awaiting orders from the Department. It was decided to place this vessel in line for demobolization. On the 12th of April, 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 336' Beam 41'9"
Decks 2 Holds 5
Complement, Officers 10; Crew 67.
Cubic cargo capacity (Grain) 262436 (Bale) 243008.
Armament- 1-4" Amer. quick firing.
Total deadweight 4750 tons. - net registered 2313 tons.
Coal burner - cargo deadweight 4000.
Draft loaded 25' - speed loaded 8
This is the average type of vessel used to transport the Army program of supplies and munitions abroad.

July 28, 1919.

HISTORY OF THE USS KERMANSHAH.

The USS KERMANSHAH was taken over from the Kerr Navigation Company on the 1st. of August 1918 at New York and placed in commission on the 3rd of August 1918.

She was immediately refitted and refurnished in accordance with Navy practice, and ordered to load a cargo consisting of general supplies for the Army and sailed on the 17th of August in convoy for Bordeaux at which place she arrived on the 3rd of September. Here she discharged her cargo, underwent a few repairs, and loaded 800 tons of ~~puirite~~ pyrites and sand and sailed on the 14th of September for New York, arriving there on the 29th. At New York she discharged her ballast underwent repairs again loaded another cargo consisting of General Army supplies and sailed on the 12th of October for Bordeaux, at which port she arrived on the 31st. Here she discharged her cargo, loaded ballast, bunkered and proceeded on the 10th of November to Verdon, there to join a convoy sailing on the same date for New Yorkat which port she arrived on the 24th. She made one more trip to Quiberon sailing from New York on the 7th of December and arriving there on the 23rd of December. Sailed from Nantes on the 23rd of January with a cargo of 200 tons of sand ballast and 1330 tons of schrapnel for New York, where she arrived on the 13th of February. At New York it wasdecided to place her in line for demobilization.

On the 5th of March 1919 repairs ~~being~~ were completed and inventories ~~having been~~ taken, she was placed out of commission and returned to the Shipping Board, for simultaneous return to her owners.

General charactistics.

Cargo ship.
Length: 390', beam 52' 6".
Decks 2, holds 4.
Complement: Officers 10 crew 74.
Cubic cargo capacity: (grain 399,660 cubic feet).
(bale 444,660 cubic feet).
Armament 1-4-40, 1 6pdr.
Total deadweight tonnage 8100tons net registered 3124.
Coal burner bunkers 250 tons.
Draft loaded 24' "2" speed 9 knots.
This is the average type of ship used to transport the Army program of ammunition and supplies abroad.

This ship also carries a deck load of 20 auto trucks.

History of the U.S.S. KERMOOR.

The Kermoor was taken over and commissioned at Cardiff, Wales November 1st, 1918. Upon her being commissioned she was re-fitted and re-furnished in accordance with Navy practice and assigned to service in European waters with her home port at Cardiff, Wales. The Kermoor was allocated to carry coal from English ports to French ports to expedite the turn-arounds of vessels operating from these ports. She remained in this status until the first of March 1919 at this time she arrived Queenstown Ireland, here she was detached from cross Channel service and ordered to load a cargo of Naval Aviation supplies for return to the United States. On the 6th of March she had loaded 3549 pounds of USAT stores for the Navy yard New York, 3 - 35' motor boats, 2 - 45' motor sailors, 2 Motor dories and one wherry and 3 packages of search light shutters for the U.S.S. CALDWELL, one package of Army signal outfit for the U.S.S. WILKS and sailed for Baltimore arriving rhere on the 26th of March. Upon her arrival at Baltimore she was ordered to discharge her cargo with the exception of the USAT stores consigned to the Navy Yard New York. These operations were completed at Baltimore on the 21st of April at which time she sailed for New York arriving there on the 23rd of April. Upon her arrival at New York she was ordered to discharge her cargo and was then placed in line for demohilization. On the 5th 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 331'. Beam 48'3". Number decks 1. Number holds 6. Complement Officers 10, crew 62. Cubic cargo capacity (grain) 244,067 cu.ft. Bale 231,347 cu.ft. Total dead weight 5,300 tons. Net registered tonnage 2,321 tons. Cargo dead weight 4,800 tons. Draft loaded 24'. Speed loaded 8 knots. This is the average type of cargo ship used in transporting coal for cross channel service.

History of the U.S.S. KEROWLEE.

The Kerowlee was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel October 17th, 1918 at Cardiff, Wales. At this port she was re-fitted and re-furnished in accordance with Navy practice and was assigned to the European coal trade basing at Cardiff, Wales. Vessels in this status are engaged in carrying coal from English coaling ports to French ports for the purpose of expediting the turn-arounds of troop transports and for coaling facilities for other vessels operating in European Waters. The Kerowlee remained in this status until the 11th of April at which time she was assigned to the Food Administration. The Kerowlee at this time was at Rotterdam and she was ordered to proceed to St. Nazaire there to load a cargo of food stuffs deposited by one of the Food Administration vessels and proceed to Danzig to discharge. She arrived at St. Nazaire on the 19th of April and sailed from there on the 5th of May arriving Danzig on the 13th of May. After her discharge at this port she was transferred from the Food Administration to the account of the Shipping Board and was ordered to proceed to St. Nazaire there to load a cargo of army supplies and return to the U. S. She arrived St. Nazaire on the 19th of June at which port she loaded 1900 tons of army cargo, under-went a few minor repairs and sailed on the 8th of July for Norfolk arriving there on the 25th. Upon her arrival at this port it was decided to place her in line for demobilization. At the present time the U.S.S. Kerowlee is at Norfolk under-going repairs prior to her being placed out of commission. It is expected she will be placed out of commission within the next week at which time she will simultaneously be returned to her owners, the Kerr Steamship Company.

General Characteristics.

Cargo ship.
Length over all 336'. Beam 41'9". Number decks 2. Number holds 5. Complement 10 officers, 67 crew. Cubic cargo capacity (grain) 262, 436 cu.ft. Bale 243,008 cu.ft. Armament 1-4" Amer quick firing. Total dead weight 4750 tons. Net registered tonnage 2313 tons. Cargo dead weight 4000 tons. Draft loaded 25'. Speed loaded 8 knots. This is the average type of cargo ship used in transporting army supplies in European waters.

July 28, 1919.

History of the U.S.S. KERWOOD.

The Kerwood was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel November 5th, 1918 at Cardiff, Wales there she was re-fitted and re-furnished in accordance with Navy practice and was assigned to Army coal trade with her home port at Cardiff. Vessels in this status were used to transport coal from British coaling stations to French ports for the use of American Naval forces operating out of those ports. She remained in this status until the 28th of December at which time she arrived Bordeaux, there she was ordered to load a cargo of Army stores consisting of 1000 tons. This operation was completed at Bordeaux on the 18th of January at which time she was ordered to proceed to Cardiff there to bunker for trans-Atlantic trip. She sailed from Cardiff on the 27th of January arriving at Norfolk on the 27th. Upon her arrival at this port it was decided to place her in line for demobilization. On the 19th of March 1919 repairs were completed, inventories had been 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 331'. Beam 48'3". Number decks 1. Number holds 6. Complement 10 Officers, 62 crew. Cubic cargo capacity (grain) 244, 067 cu.ft. Bale 231,347 cu.ft. Total dead weight 5300 tons. Net registered tonnage 2321 tons. Cargo dead weight 4800 tons. Draft loaded 24'. Speed loaded 8 knots. This is the average type of cargo ship used in transporting coal in European waters.

History of the U.S.S. KIOWA.

The Kiowa was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel February 26th, 1918 at the port of New York. Here she was re-fitted and refurnished in accordance with Navy practice and ordered to proceed upon completion of repairs to Norfolk there to load a cargo of coal for discharge at Boston. The Kiowa completed these operations as per schedule and returned to Hampton Roads from Boston on the 13th of April. At this port she was ordered to load a full cargo of mine material for discharge at Oban which at that time was headquarters for the Mine laying squardon operating in the North Sea. She sailed from Hampton Roads on the 30th of April to Halifax to join convoy sailing from there on the 6th of May. This convoy arrived its destination on the 20th of May and after discharging a part cargo at Oban she sailed on the following day to Kyle at which port she continued discharging and proceeded on the 26th to Clyde arriving on the 27th. At this port she completed discharge, loaded ballast and sailed on the first of June for Norfolk arriving on the 18th of June. Upon arrival at Norfolk she was ordered to load a full cargo of mine laying material consisting of principally mines and ordered to join convoy sailing from Sidney, N. S. on the 9th of July. The Kiowa completed this schedule and sailed in convoy above mentioned arriving at Oban on the 24th of July. After discharging a part cargo at this port she proceeded to Clyde at which port she completed discharge and loaded ballast and returned to Norfolk arriving there on the 26th of August. She again loaded a cargo of mine laying material and proceeded to the North Sea ports for discharge returning to Norfolk on the 8th of November 1918. At this time she was ordered to load a full cargo of coal at Norfolk for discharge at Charleston South Carolina. She sailed from Norfolk on the 14th of November arriving at Charleston on the 16th of November. She returned after discharging her cargo to Norfolk on the 4th of December at this time she was ordered to load a full cargo of coal and proceed to the Bermudas for discharge. She sailed from Norfolk on the 6th of December arriving at Bermuda on the 9th. After discharging there sailed on the 19th for Norfolk arriving on the 22nd. Upon her arrival she was given extensive repairs and it was decided to place her in line for demobilization. On the 16th of January 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 261'. Beam 43'6". Number decks 1. Number holds 2. Armament 1 3"/50 forwd. 1 5"/40 aft. Complement, Officers 10, crew 65. Gross tonnage 2039 tons. Total dead weight 4800. Cargo dead weight 3000. Draft loaded 8.16. This is the average type of cargo ship used in carrying supplies for the mine laying squadron.

History of the U.S.S. KITTERY.

The Kittery ex-Praesident an ex-German vessel was seized by the Custom Officials April 6th, 1917. At this time the Kittery was lying at New York and was immediately turned over to the Shipping Board who in turn transferred her to the Navy Department. She was immediately re-fitted and re-furnished in accordance with Navy practice. Upon her being taken over she was assigned to service between ports of the West Indies and Charleston, South Carolina At the present time the U.S.S. KITTERY is employed as a cargo and troop transport to and from the West Indies. The Kittery sailed from Charleston, South Carolina on the 20th, which date she sails from Charleston each month. At the present time her itinery is as follows: From Charleston, Guantanamo, San Diago de Cuba, Port au Prince, Cape Haitian, Monte Cristi, Porto Plata, Sanchez, St. Thomas, San Domingo City, San Pedro de Macoris, Charleston, South Carolina. In addition to the cargo transported by this vessel she carries as passengers officers of the Navy and Marine Corps traveling under orders or when on authorized leave. Also enlisted men of the two services, members of the immediate families of the Navy or Marine corps personnel, Civilian employes of the government of the Islands and U. S. Government civilian employes are provided with transportation if such is available after military passengers have been provided for. The troop capacity of the Kittery is about 10 Officers, 650 men. The Kittery has made 15 round trips to the West Indies to date. On her south bound voyage besides military personnel she transports supplies for the American forces operating in the West Indies ports. On her northern trip she usually brings back a full cargo of sugar and other dominican products. At the present time our latest movement sheet shows the U.S.S. Kittery as departing Charleston, South Carolina July 21st for Guantanamo. From Guantanamo she sailed on the 26th for San Diego.

General Characteristics.

Cargo ship.
Length over all 282'2". Beam 40'6". Number decks 1. Number holds 3. Complement Officers 10, crew 130. Cubic cargo capacity Bale 63,373 cu.ft. Refrigerating space 1600 cu.ft. Total dead weight 1690 tons. Net registered tonnage 1198 tons. Cargo dead weight 1000 tons. Draft loaded 15'. Speed loaded 9.5 knots.

July 29, 1919.

History of the U.S.S. KONINGEN DER NEDERLANDEN.

This vessel was among the Dutch tonnage that was seized by the Custom Officials acting under the Executive Order of the President issued March 20th, 1918. At this time the Koningen der Nederlanden was lying in San Francisco Bay and was immediately seized by the Custom Officials and turned over the same day to the Navy Department. Uponher being taken over she was placed in commission as an N.O.T.S. (Naval Overseas Transportation Service) vessel April 4th, 1918. She was immediately re-fitted and re-furnished in accordance with Navy practice and was detained at San Francisco while plans were prepared necessary for converting her into a troop transport. These operations were completed on the 5th of May at which time she sailed to Balboa, Canal Zone. At this port she was to be re-fitted into a troop-transport. These operations were completed on the 14th of July at which time she sailed to Norfolk. There to bunker and ballast and prepare for trans-Atlantic trip. Upon her arrival at Norfolk on the 21st of July she was inspected and found suitable for transporting troops. On the 6th of August 1918 she was detached from the service of N.O.T.S. and assigned to the Cruiser and Transport Force under which force she has made 8 trips to France returning 11,801 soldiers of the A.E.F. forces. At the present time our latest movement sheet shows the Koningen der Nederlanden as arriving Brest on the 25th. Upon completion of duty in connection with the transport service she will be re-delivered to her Dutch owners at a Dutch port.

General Characteristics.

Troop transport.
Length over all 455'2". Gross tonnage 8,225 tons. Net tonnage 5020 tons, Speed 14.5 knots. Armament 4 6", 50 cal. 2 lpdr. 2 machine. Complement Officers 29, crew 221.

July 28, 1919.

HISTORY OF THE USS. LAKE ARTHUR

Prior to being commissioned the LAKE ARTHUR was operating for the Army, manned by the Shipping Board. In this status she transported 987 tons of general Army cargo overseas. Upon completion of discharge of this cargo she was taken over and assigned to the Army coal trade, engaged in carrying coal from Cardiff, Belfast, and French ports, basing at Cardiff. She was commissioned as a N. O. T. S. (Naval Overseas Transportation Service) vessel on September 17th, 1918 at Brest, France.

She remained in this status until the 18th of February, 1919, at which time she sailed from Cardiff for Philadelphia with a cargo of 700 tons of Army stores and 300 tons of schrapnel. She arrived at Philadelphia on the 33th of March, and upon completion of unloading her cargo it was decided to place her in line for demobolization. On the 3rd 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.
Length 261' Beam 43'6"
Complement; Officers 10, crew 42.
Draft loaded 17'9" - speed loaded 9 knots.
deadweight tonnage 3000 - net tonnage 115".
This is the average type of vessel used to transport the Army program of coal in European Waters.

July 28, 1919.

HISTORY OF THE USS LAKE BENBOW

The LAKE BENBOW was taken over and commissioned as a N. O.T.S. (Naval Overseas Transportation Service) vessel on the 17th of August, 1918 at Montreal. She was immediately assigned to the Army coal trade, and was engaged in transporting coal from Cardiff and Belfast to French ports, with her home port at Cardiff. She was ordered to proceed to Sydney, there to join a convoy for Brest. She sailed from Sydney on the 5th of September, arriving at Brest on the 19th. The LAKE BENBOW remained in this status until the 25th of June, 1919 at which time she sailed from Barry Roads for Newport News, with a cargo of 1350 tons of Army ordnance material, arriving at Newport News on the 13th . After discharging her cargo at this port she was placed in line for demobolization. On the 17th of July, 1919, repairs had been made, inventories taken, and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 261' Beam 43'6"
Mean draft 21' - speed loaded 9.5 knots.
Complement; Officers 10, Crew 42.
Total deadweight tonnage3500 - net tonnage 1445.
Total amount cargo transported overseas 2384 tons.
This is one of the distinct types of Lake vessels which were built for that service, and were requisitioned by the Shipping Board and ordered to proceed to European Waters.

July 29, 1919.

HISTORY OF THE USS LAKE BERDAN.

The LAKE BERDAN was taken over and commissioned as a N. O. T. S. (Naval Overseas Transportation Service) vessel on the 24th of September, 1918 at Montreal. She was immediately assigned to the Army coal trade, operating in European waters, and was ordered to proceed to Sydney to join a convoy for a trans-Atlantic trip. She sailed on the 7th of October for Spithead, arriving there on the 22nd. While in the Army coal trade she was engaged in carrying coal from Belfast and Cardiff to French ports, with her home port at Cardiff. She remained in this status until the 6th of March, 1919, at which time she sailed from Cardiff for Philadelphia, with a cargo of 500 tons of Army stores. She was forced to stop at the Azores on account of lack of coal and arrived there on the 14th, but sailed again on the 16th , arriving at Philadelphia on the 29th of March. Upon completion of discharge at this port it was decided to place her in line for demobolization. On the 8th 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.
Length 261' Beam 43'6"
Mean draft 21' - speed loaded 9.5 knots.
Complement; Officers 10, crew 42.
Total deadweight tonnage 3500 - net tonnage 1413
Cargo transported overseas 2503.
This is one of the distinct types of Lake vessels which were built for that purpose and were wequisitioned by the Shipping Board and were ordered to proceed to European Waters.

July 29, 1919.

HISTORY OF THE USS LAKE BLANCHESTER.

The LAKE BLANCHESTER was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 10th of August, 1918, at Montreal. She was immediately assigned to the Army coal trade, operating in European Waters and was ordered to proceed to Sydney to join a convoy for Brest. She sailed from Sydney on the 20th of August, arriving at St. Nazaire on the 2nd of September and Brest on the 7th. While in this service she was engaged in carrying coal from Belfast and Cardiff to French ports, with her home port at Cardiff. She remained in this status until the 15th of February 1919, when she sailed from Southampton for Philadelphia with a cargo of 700 tons of Army material. She arrived at Philadelphia on the 16th of March, and after discharging her cargo at that port it was decided to place her in line for demobolization. On the 3rd of April, 1919, repairs had bbn completed, inventories taken, and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 261' Beam 43'6"
Mean draft 21' - speed loaded 9 knots./
Complement; Officers 10, crew 42.
Total deadweight tonnage 3500 - net tonnage 1436.
Cargo transported overseas 1207 tons.
This was one of the distinct types of Lake vessels which were built for that purpose and were requisitioned by the Shipping Board and ordered to proceed to European Waters.

July 29, 1919.

HISTORY OF THE USS LAKE BLOOMINGTON

The LAKE BLOOMINGTON was taken over and commissioned as a N. O. T. S. (Naval Overseas Transportation Service) vessel on the 12th of September, 1918, at Montreal. She was immediately assigned to the Army coal trade in European Waters, and was ordered to proceed to Sydney and join a convoy for a trans-Atlantic voyage. She arrived at Sydney on the 23rd of September, but was obliged to wait until the 7th of October for a convoy. She sailed on that date for Brest, arriving there on the 21st of October. While engaged in this service she carried coal from Belfast and Cardiff to French ports, with her home port at Cardiff. On the 11th of December, 1918, while going from Penarth to Bordeaux with a full cargo of coal, the LAKE BLOOMINGTON was stranded at Point de la Combre, and ship and cargo were a total loss.

General Characteristics.

Cargo ship.
Length 261' Beam 43'6"
Mean draft 21' - speed loaded 9.5 knots.
Complement; Officers 10, Men 42.
Total deadweight tonnage 3500 - net tonnage 1413.
This is one of the distinct types of Lake ships which were built for that service and were requisitioned by the Shipping Board and ordered to proceed to European Waters.

July 29, 1919.

HISTORY OF THE U.S.S. LAKE BORGNE.

The LAKE BORGNE was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) on September 2nd 1918 at Montreal.

Immediately upon being commissioned, she was assigned to the Army Coal Trade operating in European waters and was ordered to proceed to Sidney to join a convoy for her trans-atlantic voyage. She sailed from Sidney on the 22nd of September arriving at St. Nazaire on the 7th of October. While in this service she was engaged in carrying coal from Cardiff and Belfast to French ports with her home port at Cardiff.

On the 22nd of October 1918 the LAKE BORGNE struck a rock off Brest and was sunk. The crew were saved but the cargo and ship were reported a total loss.

General Characteristics.

Cargo Ship.
Length 347' 7" Beam 46' 9"
Complement: Officers 10, crew 46.
Gross tonnage 2100,- total deadweight 3350,- .
Mean draft : 21ft. Speed: loaded 10 knots.
Cargo transported overseas 2124 tons.
This is one of the distinct types of Lake vessels which were built for that purpose and were requisitioned by the Shipping Board and ordered to proceed to European waters.

August 1, 1919.

HISTORY OF THE USS LAKE BRIDGE.

The USS LAKE BRIDGE was taken over and commissioned as a N.O.T.S. vessel on the 16th of February 1918 at New York.

She was immediately refitted and refurnished in accordance with Navy practice, repairs were completed, and she was ordered to proceed to Newport News, there to load a cargo of coal for discharge at Key West. These operations were completed as per schedule, and she sailed from New York on the 17th of February arriving at Hampton Roads on the 18th. From Norfolk she sailed on the 21st to Key West arriving there on the 25th. Here she discharged her cargo and proceeded on the 1st of March for Norfolk there to load a cargo of coal, bunker, and proceed on the 7th to Bermuda , at which port she arrived on the 10th. At Bermuda she discharged her cargo, bunkered and sailed on the 17th for Hampton Roads, at which port she arrived on the 22nd, underwent repairs, loaded a full cargo of coal, bunkered and sailed on the 24thmto Halifax, at which port she arrived on the 28th. At Halifax, she discharged her cargo and proceeded on the 5th of April to Norfolk there to bunker, repair, and load a cargo of coal and mines for discharge at Clyde Scotland. These operations were completed, she loaded a cargo consisting of mines and coal and sailed on the 25th of May arriving at Kyle on the 14th of June. From here she proceeded on the 18th to Clyde arriving there on the 20th. At Clyde she discharged her cargo, bunkered and sailed on the 26th for Norfolk, at which port she arrived on the 14th of July. Here she again underwent repairs, loaded a cargo consisting of mines and general supplies, bunkered and sailed on the 2nd of August for Clyde. She put into Halifax on the 7th and was delayed there until the 12th awaiting convoy. She arrived at Kyle on the 25th and from there proceeded on the 29th to Glasgow. Here she discharged her cargo, bunkered and sailed on the 9th of September for Norfolk, at which port she arrived on the 25th. At Norfolk she again loaded a cargo consisting of general supplies, underwent a few minor repairs and proceeded on the 8th of October for Kyle. She put into Bermuda on the 14th to join a convoy and sailed on the following day, ~~arriving at~~ Kyle on the 29th. Here she discharged her cargo and proceeded on the 6th of November to Glasgow, there to join a convoy sailing on the 14th for Norfolk. She arrived at Norfolk on the 4th of December, loaded a cargo of coal and proceeded on the 26th to Boston, where she discharged her cargo and sailed on the 3rd of January 1919 for Norfolk at which port she arrived on the 6th. Here she again loaded a cargo of coal for discharge at Guantanamo and sailed from Norfolk on the 13th. She arrived at Charleston on the 16th, St. Thomas on the 25th; Puerto Plata on the 29th; Port Au Prince on the 31st; and Guantanamo on the 3rd of February. Here she discharged her remaining cargo of coal, retaining on board 500 tons for discharge at San Domingo, and proceeded on the 11th for New York via San Domingo. She arrived at New York on the 26th of February. At New York she loaded a cargo for discharge at Charleston and sailed on the 5th of March arriving at Charleston on the 9th at which place she discharged her cargo and loaded a part cargo of coal for

discharge at Guantanamo. She sailed from Charleston on the 14th and arrived at Guantanamo on the 20th. At this port she discharged her cargo and proceeded on the 24th to San Domingo at which port she loaded a cargo of sugar, and sailed on the 15th of April for New York, at which port she arrived on the 23rd. From New York she proceeded on the 28th to Hampton Roads there to undergo repairs and load a full cargo of fuel for discharge at the Azores. She sailed from Norfolk on the 3rd of May and arrived on the 14th at the Azores. Here she discharged her coal and sailed on the 24th for Norfolk arriving there on the 6th of June. At Norfolk she was placed in dry dock for repairs, loaded a cargo of gasoline for discharge at Boston and sailed on the 19th arriving at Boston on the 21st, discharged her cargo and proceeded on the 24th to Hampton Roads. She arrived at Hampton Roads on the 26th, at which port she loaded a full cargo of coal and gasoline and sailed on the 2nd of July for Guantanamo arriving there on the 7th. At this port she discharged her cargo and sailed on the 12th for Hampton Roads arriving there on the 17th. Here she loaded a full cargo of coal and sailed on the 19th for Melville, arriving there on the 21st. Upon completion of the discharge on the 31st she proceeded to Hampton Roads arriving there on the 2nd of August. At this time it was decided to place her in line for demobilization. On the 5th of August 1919 repairs ~~being~~ completed, inventories ~~having been~~ taken, the USS LAKE BRIDGE was placed out of commission and returned to the Shipping Board.

General characteristics.

Mine Carrier.
Length 261 ', beam 43' 6".
Decks 1, holds 2
Complement Officers 10, crew 56.
Armament 1-5-51.
Total deadweight tonnage 3000, net tonnage 1190.
Coal burner , bunkers 425 tons.
Mean draft 18' 6", speed 9 knots.

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

October 8, 1919.

HISTORY OF THE USS LAKE CAPENS..

Prior to her being commissioned the LAKE CAPENS was manned by the Shipping Board, in the service of the Army. While in this status she transported 1634 tons of Army cargo overseas. Upon completion of discharge of this cargo, and after making a few local movements, the LAKE CAPENS was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 16th of October, 1918 at Cardiff. She was immediately assigned to the Army coal trade, and was engaged in carrying coal between French and English ports, basing at Cardiff, Wales. Our latest movement sheet shows the LAKE CAPENS sailing from Bordeaux on the 10th of July for Barry Roads. It is expected that in the near future she will be released from her present service, returned to the United States for redelivery to the Shipping Board. (Sep 27 1919 Ret)

General Characteristics.

Cargo ship.
Length 261' Beam 43'6"
Mean draft 17'9" - speed loaded 9.5
Complement; Officers 10, crew 42.
Deadweight tonnage 3200 - net tonnage 1200
Cargo transported overseas 1634 tons.
This is the average type of vessel used to transport the Army program of coal in European Waters.

July 29, 1919.

History of the U. S. S LAKE CATHERINE.

Prior to the Lake Catherine being placed in commision she was operated by the Shipping Board for the Army and was engaged in carrying supplies in European Waters. She was taken over and commisioned as an N. O. T.S. (Naval Overseas Transportation Service) vessel October 4th, 1918 at New York. She was immediately re-fitted and re-furnished in accordance with Navy practice and simultaneously loaded 1972 tons general cargo then proceeded Norfolk, Virginia to complete loading and bunker? From there she was ordered to proceed New York to await convoy sailing from there October 19th for St. Nazaire which port she arrived November 7th. Upon her arrival there she was assigned to the Army coal trade operating between England and France with her home port as Cardiff, Wales. Vessels in this status were engaged in carrying coal for the use of the American Naval Forces operating in European Waters, also for the use of the A. E. F. forces. She remained in this service until February 26th, when she was ordered to proceed Rotterdam and load a cargo of food discharged there by vessels operating for the United States Food Administration. At the present time this vessel is still operating for the Food Administration between Rotterdam and Danzig.

General Characteristict.

Cargo Ship.
Lenght 261'. Beam 43'6". Draft loaded 18' 6". Number decks 1. Number of holds 4. Net tonnage 1193. Deadweight tonnage 2950. Cargo capacity (grain) 131510 cu. ft. Bale 122,500 cu. ft. Complement 10 officers. Crew 48. Total cargo transported abroad 2207 tons. This is the average type vessel used in transporting coal in cross channel service.

HISTORY OF THE USS LAKE CHAMPLAIN.

The USS LAKE CHAMPLAIN WAS taken over and commissioned as N.O.T.S. vessel on the 24th of January 1918 at Boston.

She was immediately refitted and refurnished in accordance with Navy practice, repairs were completed and she was ordered to proceed to NewPort News on the 29th to load a full cargo of coal and bunker. This cargo she discharged at New York and sailed from there on the 15th of February for Hampton Roads there to load another cargo of coal for discharge at Boston. At Boston she simultaneously underwent repairs and discharged her cargo and proceeded on the 28th to Hampton Rds, there to load a full cargo of coal for discharge at Clyde Scotland. These operations were completed as per schedule. From Hampton Roads she proceeded on the 12th of March for Clyde Scotland, ~~and~~ put into Halifax on the 17th for fuel and sailed from there on the 19th, arriving at her destination on the 1st of April. From here she proceeded on the same date to Corpack, at which port she arrived on the 5th, and from here sailed on the 10th to Clyde, arriving there on the 11th. From Clyde she proceeded to Lamlash where she underwent necessary repairs, bunkered and sailed in convoy for Norfolk, at which port she arrived the 6th of May. Here she loaded a full cargo of coal and proceeded on the 10th to New York, arriving there on the following day at which port she discharged her cargo and coal and proceeded on the 18th to Boston, where she underwent extensive repairs to her engine and was ordered to proceed to Norfolk to join a convoy sailing for Clyde. These operations were completed as per schedule and she sailed on the 6th of June from Boston to Norfolk arriving at her destination on the 10th. From Norfolk she sailed on the 16th in convoy to Oban. She put into Halifax on the 21st for coal and sailed from there on the 23rd and arrived at her destination on the 8th of July. From Oban she proceeded on the same day to Kyle; and from Kyle to Clyde, at which port she discharged her coal, bunkered and sailed on the 24th for Hampton Roads arriving there on the 11th of August. At Norfolk she again underwent repairs, loaded a cargo of coal and sailed on the 21st. for Clyde, at which port she arrived on the 26th and proceeded on the 28th to Oban, arriving there on the 10th of September. From Oban she proceeded to Glasgow and from Glasgow to Lamlash. From Lamlash she sailed on the 27th of September for Norfolk, at which port she arrived on the 20th of October. Here she loaded a cargo consisting of Mines and general supplies, bunkered and sailed on the 2nd of November for Inverness, arriving there on the 23rd. At this port she discharged her cargo, bunkered and sailed on the 11th for Norfolk, arriving there on the 7th of January. At Norfolk she was ordered to load a cargo of Mines and coal for discharge at Guantanamo. Repairs were completed and on the 1st. of February 1919 she sailed for Guantanamo arriving there on the 7th. Here she discharged her cargo and sailed on the 5th of March for Norfolk arriving there on the 10th. At this time it was decided to place her in line for demobilization. On the 20th of March 1919 repairs ~~being~~ complete and inventories ~~having been~~

HISTORY OF THE USS LAKE CHAMPLAIN.

continued.

cc

taken, the USS LAKE CHAMPLAIN was placed out of commission and returned to the Shipping Board.

General characteristics.

Mine Carrier.
Length: 261' beam 43' 6".
Complement : Officers 10, crew 55.
Cubic cargo capacity (grain 137,100 cubic feet.)
(bale 127,092 cubic feet).
Armament ; 1-5-51 1-6pdr.
Total deadweight tonnage 3095 net registered 1246.
Coal burner: Bunkers 450 tons
Draft loaded 18 ' 9", speed 8 knots.
This ship also carries a deck load of 22,000 cubic feet.

This is the average type of ship used to transport the Navy program of amunition and coal abroad.

October 7, 1919.

HISTORY OF THE USS LAKE CHARLOTTE

The LAKE CHARLOTTE was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 17th of October 1918 at Cardiff, Wales. Prior to being commissioned the LAKE CHARLOTTE was manned by the Shipping Board in the service of the Army. While in this status she transported 2729 tons of general Army cargo overseas, arriving at Brest on the 17th of August, 1918. She was immediately assigned to the Army coal Trade, engaged in transporting coal from English to French ports, basing at Cardiff. On the 29th of April, 1919, while on her way to Barry Roads the LAKE CHARLOTTE was slightly damaged by a Collision with the Br. Steamer USKMOUTH. After a few days repairs at Barry Roads she sailed on the 5th of May for Verdon, arriving there on the 6th. Our latest movement sheet shows this vessel sailing from Avonmouth on the 14th of July for Southampton. It is expected in the near future that this vessel will be released from the Coal trade, and will be returned to the United States for re-delivery to her owners.

General Characteristics.

Cargo ship.
Length 261' Beam 42'6"
Mean draft 19'9" - speed loaded 10 knots.
Complement; Officers 10, crew 42.
Total deadweight tonnage 3500 - net tonnage 1341.
This is the average type of vessel used in transporting the Army program of coal in European Waters.

July 29, 1919.

HISTORY OF THE U.S.S. LAKE CLEAR.

Prior to her being commisioned the Lake Clear was operated by the Shipping Board in the service of the army. In this status she transported 1,854 tons of general army cargo overseas. Upon completion of discharge of this cargo she was taken over and commiaioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel November 15th, 1918 at Cardiff.

She was immediately re-fitted and re-furnished according to Navy practice and assigned to army coal trade operating between French and English ports, with her home port at Cardiff. Vessels in this status were engaged in carrying coal for the use of the American Naval Forces operating in European waters, also for the use of the A. E. F. forces. On January 31 she was in a collision with the British steamer BARMOOR which caused two days delay for repairs. She remained in this status until February 11th, when she was ordered to proceed Rotterdam and load a cargo of food discharged there by large American vessels operating for the Food Administration. At the present time this vessel is still operating for the Food Administration between Rotterdam and Danzig. Our latest movement sheets show her arriving at St. Nazaire on July 20th, 1919. (To S.B. Aug 27-1919)

General Characteristics.

Cargo Ship.
Length 251'. Beam 43' 6".
Complement; Officers 10, crew 42.
Gross tonnage 2,054 - net tonnage 1,251 - total deadweight 3,000.
Speed 9.5.knots.
This vessel transported 1,854 tons of cargo abroad.
She is the average type vessel used in transporting the army program of coal abroad.

Jan 29, 1919:

HISTORY OF THE U.S.S. LAKE CONESUS.

Prior to her being commissioned the Lake Conesus was manned by the Shipping Board , in the service of the army. In this status she transported 2986 tons of general army cargo overseas. Upon completion of discharge of this cargo she was taken over and commissioned as an N. O. T. S. (Naval Overseas Transportation Service) vessel on the 14th of November 1918 at Cardiff, Wales.

She was immediately assigned to the army coal trade and was engaged in transporting coal from Cardiff and Belfast to French ports, with her home port at Cardiff. On March 29th she returned to Plymouth with a broken propeller remaining there for twelve days until repairs could be made. At the present time she is operating for the army and our latest movement sheets show her arriving at Barry Roads July 14th. (To S. B Oct 11-1919)

General Characteristics.

Cargo Ship.
Length 251'. Beam 43' 6".
Complement; Officers 10, crew 42.
Gross tonnage2,292 - net tonnage 1,367 - total deadweight 3,300.
Speed 9.5 knots.
Total ammount of cargo transported to Europe 2798 tons.
This is the average type of vessel used in transporting the army program of coal abroad.

July 29, 1919.

HISTORY OF THE USS LAKE CRESCENT.

The USS LAKE CRESCENT , prior to her commissioning was operating in European waters as Army Cargo Transport account.of the Shipping Board. She was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel on the 19th of October 1918, at Cardiff, Wales.

She was immediately assigned to the Army Coal Trade engaged in trans transporting coal from Cardiff and Belfast to French ports with a home port at Cardiff. She remained in this status until the 14th of February 1919, at which time she was ordered to bunker for a return trip to the United States, and was allocated to carry a cargo between New Orleans and the Panama Canal Zone. She sailed from Penarth on the 14th of February formNew Orleans arriving there on the 15th of March with a cargo of 470 tons of Army stores. Upon her arrival at this port she discharged her cargo, underwent repairs, loaded a cargo for the Army account and sailed on the 22nd of March for the Canal Zone arriving at Cristobal on the 30th. She returned to New Orleans, arriving there on the 9th of April and was again ordered to load Army supplies for another trip to Cristobal. She sailed from New Orleans on the 17th of April arriving at Cristobal on the 24th, proceeded from there on the 28th for New Orleans arriving on the5th of May. She made two more trips to the Canal Zone while in this status, returning to New Orleans on the 9th of July.

It was decided, at this time to place her in line formdemobilization. On the 25th 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: 251', 46".
Mean draft: 17' 6", speed loaded 10 knots.
Total deadweight tonnage: 3000, net registered tonnage 1253.
Complement: Officers 10, crew 42.

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

September 29, 1919.

HISTORY OF THE USS LAKE DAMITA.

The USS LAKE DAMITA WAs taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on August 2nd 1918, at Montreal.

She was immediately refitted and refurnished in accordance with Navy practice, and was ordered to proceed to Sydney to join a convoy sailing from there on the 20th of August for Hævre, at which place she arrived on the 3rd of September. She was immediately assigned to European waters engaged in carrying coal from Cardiff and Belfast to French ports, with a home port at Cardiff. She remained in thismstatus until the 6th of November 1918, at which date while entering the port of Brest, she struck a rock and was beached in the Beertaume Bay.

Our latest report on the LAKE DAMITA shows this vessel turned over to the Army account for salvaging purposes. It is expected that upon completion of salvaging, she will be sold to the highest bidder.

General characteristics.

Cargo ship.
Length 251 '. beam 43' 6".
Mean draft: 21 ', speed 9 knots.
Deadweight tonnage 3500, net tonnage 1447 tons.
Complement: Officers 10, crew 42.

This is one of the distinct types of Lake Vessel which were built for thatsservice, and were requisitioned by the Shipping Board and ordered to proceed to European waters.

September 29, 1919.

HISTORY OF THE U.S.S. LAKE DANCEY.

The LAKE DANCEY was taken over and commissioned as N.O.T.S. (Naval Overseas Transportation Service) vessel on the 28th of October 1918 at Montreal. Immediately upon being commissioned she was assigned to the Army coal trade and operating in European waters, and was ordered to proceed to Sidney there to join a convoy for her trans-atlantic voyage.

She sailed from Montreal on the 31st of October and from Sidney on the 8th of November arriving at Quiberon on the 25th of November. While engaged intthis service, she transported coal from Belfast and Cardiff to French ports, with her home port at Cardiff. She remained in this status until the 6th day of February 1919, at which time she was released from the Army Coal Trade and assigned to the food administration. While operating for the food administration, she is engaged in transporting food between Rotterdam, Danzig and French ports.

Our latest movement sheet shows this vessel departing Danzig on the 10th of July 1919 for Libeau. It is expected that in the near future the LAKE DANCEY will be released from her present status and returned to the United States for re-delivery to the Shipping Board.
(T.S.B. Sept 9-1919)

General Characteristics.

Cargo Ship.
Length: 261 '- Beam: 43' 6"
Mean draft: 21 ' 2"- Speed loaded 10 knots.
Complement: Officers 10 crew 42.
Total deadweight: 3530.- Net tonnage, 1407.
Total cargo transported overseas: 2631.

This is the average type of vessel used to transport the army program of coal in European waters.

HISTORY OF THE U.S.S. LAKE DARAGA.

The USS LAKE DARAGA was taken over and commissioned on the 27th of July 1918 at Montreal. She was ordered to proceed from this port to Sidney there to join a convoy for a trans-atlantic voyage. She sailed from Sidney on the 20th of August and arrived at Havre on the 3rd of September. She was immediately assigned to the army coal trade operating between Cardiff and Belfast, with her home port at Cardiff. She remained in this status until the 14th of March 1919, at which time she was transferred to the Navy account. In this status she carried coal for the Navy instead of the Army until the 1st day of May 1919, when she was again transferred to the Army account.

Our latest movement sheet shows this vessel sailing from Bordeaux on the 6th of July 1919 for Barry Roads, arriving there on the 8th of July. It is expected that in the near future, the LAKE DARAGA will be released from the army coal trade and returned to the United States for re-delivery to the Shipping Board.
(To S.B. Nov 24 - 1919)

General Characteristics.

Cargo Ship.
Length: 261ft. - Beam 43' 6".
Mean draft: 21ft. -2 "- Speed loaded 9 knots.
Complement: Officers 10 Crew 42.
Total deadweight: 3500,- Net tonnage 1447 tons.
Total cargo transported overseas 2631 tons.

This is the average type of vessel used to transport the army program of coal in European waters.

HISTORY OF THE USS LAKE DYMER.

The USS LAKE DYMER was taken over and commissioned on the 16th. of September 1918, at Montreal. She was ordered to proceed to Sydney to join a convoy sailing for Brest on the 7th. of October.

She arrived at her destination on the 21st. and was immediately assigned to European waters, in which status she was engaged in transporting coal from Cardiff and Belfast to French ports with a home port at Cardiff. She remained in this status until the 15th. of March 1919, at which time she was transferred to the Navy account.

It was, at this time decided to return her to the Shipping Board and she sailed from Cardiff on the 29th of May, 1919 for New York, arriving at her destination on the 13th. of June.1910n the 23rd. 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: 251' beam 43' 6".
Mean draft: 22', speed loaded 10 knots.
Total deadweight tonnage 3530, net registered tonnage 1429.
Complement: Officers 10. crew 42.

This is one of the distinct types of Lake vessels which were built for that service and were requisitioned by the Shipping Board in order to proceed to European waters.

September 29, 1919.

HISTORY OF THE U.S.S. LAKE ECKHART.

The Lake Eckhart was taken over and commisioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel April 20th,a1918 at Montreal.

She was immediately re-fitted and re-furnished in accordance with Navy practice and ordered to Sydney there to join a convoy sailing on the 5th of September for St. Nazaire. She was then assigned to the army coal trade operating in European waters between French and English ports, with her home port at Cardiff. Vessels in this status were engaged in carrying coal for the use of the American Naval Forces operating in European waters, also for the use of the A. E. F. forces. She remained in this status until February 11th,1919 when she was ordered to proceed Rotterdam and load a cargo of food discharged there by large American vessels operating for the Food Administration. Upon completion of duty assigned she was ordered to proceed Barry Roads there to load 560 tons of coal and 60 tons of Navy stores,athen sail for New York, arriving there July 21st. At the present time this vessel is in New York undergoing repairs prior to her being delivered to her owners. (To S.B. July 31-1919)

General Characteristics.

Cargo ship.
Length 251'. Beam 43' 6".
Cpplement; Officers 10, crew 42.
Gross tonnage 2,337, net tonnage 1,432 - total deadweight 3,500.
Speed 9 knots.
Total amount of cargo transported to Europe 2,453 tons.
This is the average type vessel used in transporting the army program of coal abroad.

July 30, 1919.

HISTORY OF THE U.S.S. LAKE ELIKO.

The LAKE ELIKO was taken over and commissioned as N.O.T.S. (Naval Overseas Transportation Service) vessel on the 4th of September 1918 at Montreal. She was immediately assigned to the Army coal trade operating in European waters, and was ordered to proceed to Sidney to join a convoy sailing for Brest. She left Montreal on the 7th of September arriving at Sidney on the 12th. Here she was delayed in waiting for a convoy and departed on the 22nd for Brest.arriving there on the 5th of October.

While engaged in this service she transported coal from Cardiff and Belfast to French ports with her home port at Cardiff. She remained in this status until the 15th of June 1919 at which time she sailed from Cardiff for Newport News arriving there on the 1st of July. On completion of discharge of her cargo at this port, 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 261 ft. Beam : 43' 6".
Mean draft: 21ft. - Speed loaded 9knots.
Complement: Officers 10 crew 42.
Total deadweight tonnage: 3500- Net tonnage 1435.
Total cargo transported overseas: 2551 tons.

This is the average type of ship used to transport the Army program of coal in European waters.

HISTORY OF THE U.S.S. LAKE ELIZABETH.

Prior to her being commisioned the Lake Elizabeth was manned by the Shipping Board, in the service of the army. In this status she transported 1298 tons of general army cargo overseas. Upon completion of discharge of this cargo she was taken over and commisioned as an N. O. T. S. (Naval Overseas Transportation Service) vessel on the 26th of September, 1918 at Brest, France.

She was immediately assigned to the army coal trade and was engaged in transporting coal from Cardiff and Belfast to French ports, with her home port at Cardiff. She remained in this status until March 1st, 1919 when she was assigned to the Red Cross by the Shipping Board to carry supplies from France to Greece. On July 25th she underwent repairs at Gibraltar and prepared for a trans-Atlantic voyage. She departed Gibraltar for Hampton Roads via the Azores June 24th, arriving Norfolk on July 12th. On the 19th of July repairs were completed, inventories were taken, she was then placed out of commision and returned to the Shipping Board.

General Characteristics.

Cargo Ship.
Length 251'. Beam 43' 6".
Complement; Officers 10, crew 42.
Gross tonnage 2,308 - net tonnage 1,378 - total deadweight 3,300.
Speed 9.5 knots.
Total amount of cargo transported to Europe 1298 tons.
This is the average type vessel used in transporting the army program of coal abroad.

July 28, 1919.

HISTORY OF THE U.S.S. LAKE ELSINORE.

Prior to her being commisioned the Lake Elsinore was operated by the Shipping Board in the service of the army. In this status she transported 2439 tons of general army cargp pverseas. Upon completion of discharge of this cargo she was taken over and commisioned as an N. O. T. S. (Naval Overseas Transportation Service) vessel on the 13th of September, 1918.

She was immediately re-fitted and re-furnished in accordance with Navy practice and assigned to Cross Channel coal trade operating from Belfast and Cardiff to French ports, with her home port at Cardiff. She remained in this status until May 5th 1919, at which time she was transfered to Army account. At the present time she is operating for the army and our last movement sheets show her arriving at Barry Roads July 1st.

General Characteristics.

Cargo ship.
Length 261'. Beam 43' 6".
Complement; Officers 10, crew 42.
Gross tonnage 2,330 - net tonnage 1,435 - total deadweight 3,500.
Speed loaded 9 knots.
Total amount of cargo transported to Europe 2439 tons.
This is the average type of vessel used to transport the Army program of coal abroad.

July. 28, 1919.

HISTORY OF THE USS LAKE ERIE.

Tho USS LAKE ERIE was one of the ~~eight~~ distinct types of lake ships which were taken over by the Navy department and assigned to the service of transporting mines overseas. She was commissioned as N.O.T.S. vessel on the 17th of January 1918 at Boston.

She was immediately refitted and refurnished in accordance with Navy practice, and sailed on the 27th of January to Hampton Roads, there to load a full cargo of coal for discharge at Melville. She sailed from Norfolk on the 31st and arrived at Newport on the 4th of February. Here she discharged her cargo and proceeded on the 11th for Hampton Roads, at which port she arrived on the 13th, loaded a full cargo of coal, bunkered and sailed on the 19th for Halifax. She arrived at Halifax on the 24th. Here she discharged her cargo and sailed on the 2nd of March for Norfolk arriving there on the 6th. She proceeded on the 7th for New York, there to load a cargo and sailed on the 23rd for Norfolk to complete loading. These operations were completed, she bunkered and sailed on the 5th of April in convoy for Brest, arriving there on the 28th. On the 28th of April while entering Brest the USS LAKE ERIE went aground. She was temporarily floated, discharged her cargo and underwent repairs until the 23rd of June at which time she sailed for Verdon to join a convoy sailing from there on the 27th for Norfolk, at which port she arrived on the 11th of July. At Norfolk she underwent repairs, loaded a cargo consisting of general supplies and mines, bunkered and sailed on the 29th for Oban arriving there on the 16th. From here she proceeded on the 19th to Glasgow, arriving there on the 20th and from Glasgow to Lamlash; on the 24th. She sailed from Lamlash on the 25th for Hampton Roads at which port she arrived on the 10th of September. Here she underwent repairs, loaded a cargo consisting of mines and general supplies and sailed on the 29th in convoy for Oban, at which port she arrived on the 15th of October. From Oban she proceeded to Kyle; from Kyle to Glasgow; from Glasgow to Lamlash; and from Lamlash on the 30th to Norfolk. She arrived at Norfolk on the 15th of November. Here she underwent repairs, bunkered, proceeded on the 20th to New York on the 20th to load a cargo for discharge at Boston. She arrived at Boston on the 20th, and sailed from there on the 23rd for Cardiff. On January 16th 1919 the USS LAKE ERIE was reported sunk in collision with the Steamship HAZELBRANCH . Her cargo was jettisoned. No loss of life was reported.
Our latest movement sheet shows this vessel as having been salvaged and owing to the high cost of repairs, it was decided to sell sher to the highest bidder.

General characteristics.

Cargo ship.
Length: 263' beam 43' 6".
Decks 1 holds 2.
Complement Officers 10, crew 57.
Cubic cargo capacity: 126,000 cubic feet. (grain)
(bale 116,000 cubic feet).

HISTORY OF THE USS LAKE ERIE.

continued.

Armament: 1-3-50 fwd 1-5-50 aft.
Total deadweight tonnage 3100, net registered 1157.
Draft loaded 17' 6", speed loaded 9 knots.
This ship carries a deck load of 20 autoctrucks.

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

October 8, 1919.

History of the U. S. S. LAKE FERN WOOD.

Prior to the Lake Fernwood being placed in commision she was operated by the U. S. Shipping Board for the Army and was engaged in carrying supplies in European waters. She was taken over September 23, 1918 and commisioned as an N. O. T. S. (Naval Overseas Transportation Service) vessel September 27th at Brest, France. There she was re-fitted and re-furnished in accordance with Navy practice and assigned to Army coal trade operating between England and France with her home port as Cardiff, Wales. Vessels in this status were engaged in carrying coal for the use of the American Naval Forces operating in European waters and also for the use of the A. E. F. forces. She remained in this service until January 26th, 1919. Arriving at St. Nazaire this date she was ordered to discharge her cargo and load 700 tons of army stores and prepare for trans-Atlantic voyage. She saided for Newport, England where she bunkered then sailed on February 22nd for Philadelphia arriving there March 16th, at this port she discharged her cargo and proceeded New York on April 5th, arriving there April 6th. At this time it was decided to place her in line for demoblization. On the 8th of April, 1919 repairs were completed inventories were taken and she was placed out of commision and returned to the Shipping Board.

General Characteristics

Cargo Ship.
Length 261'. Beam 43' 6". Draft Loaded 17' 9-1/4". Number decks 1. Number of holds 4. Gross tonnage. Net tonnage 1245. Dead weight 2725. Cargo capacity (grain) 131445 cubic feet. Bale 121857 cu. ft. Speed loaded 8.5. Complement 10 Officers. Crew 42. Total cargo transported abroad 2258 while operated by the Shipping Board. This is the average type of vessel used in transporting coal in ocean channel service.

HISTORY OF THE USS LAKE FOREST.

The U.S.S. LAKE FOREST was one of the 8 Lake Ships taken over by the Navy and used to carry Mines overseas. She was Taken over on the 24th of January, a1917 at New York, was immediately refitted and refurnished in accordance with Navy practice and was placed in full commission on the 15th of January 1918 at New York. Here she loaded a cargo of coal for discharge at Boston, sailed on the 7th of February for Boston, at which port she arrived on the 11th, discharged her coal and proceeded on the 13th for Hampton Roads, arriving there on the 16th. At Norfolk she underwent repairs, loaded a full cargo of coal and proceeded on the 21st to Bermuda, arriving there on the 24th, at which port she discharged her cargo and sailed on the 5th of March for Hampton Roads, arriving there on the 9th. Here she loaded a full cargo of coal and sailed on the 14th for another trip to Bermuda, arriving there on the 17th. Here she again discharged her cargo, and sailed on the 26th for Hampton Roads, arriving there on the 29th, at which port she loaded a cargo of coal for discharge at Boston, bunkered and sailed on the 2nd of April, arriving at Boston on the 5th. At this port she discharged her coal and proceeded on the 22nd to Norfolk, arriving there on the 25th, at which port she was plaged in dry dock for urgent repairs to her crew's quarters and simultaneously loaded a cargo of coal and sailed on the 14th of May in convoy to Clyde, Scotland. She put into Halifax on the 18th for fuel, sailed from there on the 22nd and arrived Clyde on the 9th of June. At this port she discharged her cargo, loaded ballast and sailed on the 17th for Hampton Roads. On the 27th she encountered a Submarine and anumber of shots were fired. No casualties were reported on the LAKE FOREST, while the Submarine was reported as having been sunk. She arrived safely at Norfolk on the 4th of July, underwent repairs made necessary by shots fired by the Submarine, loaded a full cargo and sailed on the 18th in convoy for Clyde, at which port she arrived on the 12th, discharged her cargo, loaded ballast, bunkered and sailed on the 25th of ~~October~~ for Norfolk, arriving there on the 10th of ~~February~~. Here she loaded a cargo consisting of supplies for the Red Cross Commission, underwent repairs and sailed on the 22nd of October for Funchal, Maderia Islands, at which place the people were reported as starving and living on half rations. She arrived at her destination on the 5th of November, discharged her cargo of food, loaded a Commercial return cargo and sailed on the 17th for New York, arriving there on the 30th of December. From New York she proceeded on the 4th Norfolk, there to load a cargo for discharge at Melville, and sailed on the 10th. She was reported as going aground on the 12th near Could Island, assistance was sent to her and she was successfully hauled off, sailing on the same day, arriving at Melville on the 13th. No damage was reported, she discharged her cargo and sailed on the 15th for Norfolk, where she underwent a few minor repairs, loaded a full cargo of fuel and sailed on the 21st to Guantanamo, at which port she arrived on the 30th. Here she discharged her cargo, loaded a return cargo of sugar and sailed on the 15th of January for New York, arriving there on the 22nd. At New York she underwent

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repairs, and sailed on the 29th for Norfolk, arriving there on the 30th. At this time it was decided to place her in line for demobolization. On the 4th of March, 1919, repairs had been completed, inventories taken and the U.S.S. LAKE FOREST was placed out of commission and returned to the Shipping Board.

General Characteristics.

Mine carrier.
Length 261' Beam 43(6"
Decks 1 Holds 4
Complement; Officers 11, crew 68.
Cubic cargo capacity (Grain) 147821 cu.ft. (Bale) 137025 cu.ft.
Armament: 1-6 pdr. fwd; 1-5"51 aft.
Total deadweight tonnage 3000 -net tonnage 1248.
Coal burner -nbunkers 547 tons.
Draft loaded 17 feet - speed loaded 9.5 knots.
This ship carries a deck load of 5 auto trucks.

This si the average type of ship used to transport the Navy program of supplies and mines abroad.

October 8, 1919.

HISTORY OF THE USS LAKE FRANCES

The LAKE FRANCES was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 31st of July, 1918, at Montreal. She was immediately assigned to the Army coal trade in European Waters, and was ordered to proceed to Sydney, there to join convoy for her trans-Atlantic trip. She sailed from Sydney on the 20th of August, arriving at Havre on the 3rd of September. While in this service she was engaged in carrying coal from British to French ports, basing at Cardiff. She has remained in this status up to the present time, and our latest movement sheet shows this vessel sailing from Barry Roads on the 22nd of July, 1919 for Southampton. It is expected that in the near future the LAKE FRANCES will be released from the Army service, returned to the United States for re-delivery to her owners.

General Characteristics.

Cargo ship.
Length 261' Beam 43'6"
Mean draft 18'7" - Speed loaded 10 knots.
Complement; Officers 10, crew 42.
Deadweight tonnage 3000 - net tonnage1193.
Cargo transported overseas 2186.
This is one of the distinct types of Lake vessels which were built for that purpose and were requisitioned by the Shipping Board and ordered to proceed to European Waters.

July 30, 1919.

HISTORY OF THE USS LAKE GAKONA

The LAKE GAKONA was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 22nd of August, 1918, at Montreal. She was immediately assigned to the Army coal trade operating in European Waters, and was ordered to proceed to Sydney to join a convoy for her trans-Atlantic voyage. She sailed from Sydney on the 5th of September and arrived at Brest on the 19th. While in this service she was engaged in transporting coal from Cardiff and Belfast to French ports, with her home port at Cardiff. She has remained in this status until the present time, and our latest movement sheet shows the LAKE GAKONA arriving at Antwerp on the 21st of July, 1919. It is expected that in the near future she will be returned to the United States for re-delivery to the Shipping Board.

General Characteristics.

Cargo ship.
Length 261' Beam 43'6"
Mean draft 21' Speed loaded 9 knots.
Complement; Officers 10; crew 42.
Deadweight tonnage 3500; net tonnage 1445.
Cargo transported overseas 2441 tons.
This is one of the distinct types of Lake vessels which were built for that purpose and were requisitioned by the Shipping Board and ordered to proceed to European Waters.

July 30, 1919.

HISTORY OF THE USS LAKE GARZA.

The LAKE GARZA was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 24th of September, 1918 at Montreal. Immediately upon being commissioned she was assigned to the Army coal trade operating in European Waters and was ordered to proceed to Sydney to join a convoy for Brest. She sailed from Montreal on the 30th of September and when a few miles out from Sydney was in a collision with the S.S. St. Michel. It was necessary for her to remain at Sydney, under going temporary repairs to her bow until the 12th of October, at which time she sailed for New York for complete repairs prior to her trans-Atlantic trip. She arrived at New York on the 17th, and it was necessary to remain there until the 4th of November, at which time, after a trial trip, she joined a convoy at New York and sailed for St. Nazaire, arriving there on the 22nd of November. While in the Army coal trade she was engaged in transporting coal from Cardiff and Belfast to French ports, basing at Cardiff. She remained in this status until the 27th of June, 1919, at which time she sailed from St. Nazaire for New York with a cargo of 1500 tons of Army ordnance material, arriving there on the 12th. Upon completion of discharge it was decided to place the LAKE GARZA in line for demobolization, and on the 21st of July, 1919, repairs had been completed, inventories taken, and she was placed out of commission and returned to the Shipping Board. (T.J.B. Jul 21-1919)

General Characteristics.

Cargo ship.
Length 261' Beam 43'6"
Mean draft 21'1" Speed loaded 9 knots.
Complement; Officers 10, crew 42.
Total deadweight tonnage 3500 - net tonnage 1433.
This is one of the distinct types of Lake vessels which were built for that purpose and were requisitioned by the Shipping Board and ordered to proceed to European Waters.

July 30th, 1919.

HISTORY OF THE USS LAKE GASPAR.

The LAKE GASPAR was taken over and commissioned on the 10th of October, 1918 at Montreal. She was immediately assigned to the Army coal trade operating in European Waters, and was ordered to proceed to Sydney to join a convoy for Brest. She sailed from Sydney on the 23rd of October, arriving at Brest on the 5th of November. While in this service she operated between English and French ports, with her home port at Cardiff. On the 5th of March, 1919 the LAKE GASPAR was released from the Army, and sailed on that date from Penarth for New York, arriving at New York on the 24th of March. Upon completion of discharge at that port it was decided to place her in line for demobolization. On the 31st of March, 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 261' Beam 43'6"
Mean draft 21'2" - speed loaded 9.3 knots.
Complement; Officers 10, crew 42.
Deadweight tonnage 3540 - net tonnage 1433.
Cargo transported overseas 2455 tons.
This is one fo the distinct types of Lake vessels which were built for this purpose and were requisitioned by the Shipping Board and ordered to proceed to European Waters.

July 30, 1919.

HISTORY OF THE USS LAKE GEDNEY

The LAKE GEDNEY was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 6th of September, 1918 at Montreal. Immediately upon being commissioned she was assigned to the Army coal Trade, operating in European Waters, and was ordered to proceed to Sydney to join a convoy for her trans-Atlantic voyage. She sailed from Montreal on the 12th of September for Sydney, arriving there on the 17th. On the 22nd she proceeded from Sydney to La Pallice, arriving there on the 8th of October. While in this service she transported coal from Belfast and Cardiff to French ports, with her home port at Cardiff. She remained in this status until the 16th of July, 1919, at which time she sailed from Bordeaux for Philadelphia with a cargo of 2547 tons of ammunition. It is expected that she will arrive at Philadelphia on the 3rd of August, and upon completion of unloading her ammunition, she will be inspected, repaired, and placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 261' Beam 43'6"
Mean draft 21'1" - speed loaded 9 knots.
Complement; Officers 10, crew 42.
Total deadweight tonnage 3500. - net tonnage 1428.
Total cargo transported overseas 2379.
This is one of the distinct types of Lake vessels which were built for that purpose, and requisitioned by the Shipping Board and ordered to proceed to European Waters.

July 30, 1919.

HISTORY OF THE USS LAKE GENEVA

The LAKE GENEVA was commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on September 22, 1918 at Montreal.

She was ordered to proceed to St. Nazaire on the 23rd of October, arriving there on the 11th of November. Immediately upon her arrival she was assigned to European Waters, engaged in carrying coal from Carfiff and Belfast to French ports, with her home port at Cardiff. She remained in this status until the 21st of June, 1919, at which time she sailed from Cardiff for Charleston, with a cargo of 1500 tons of Army ordnance material. She was diverted to Newport News, arriving there on the 12th of July. After discharging her cargo she was immediately placed in line for demobolization. On the 17th of July repairs had been completed, inventories taken, and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 261' beam 43'6"
Decks 3 Holds 2
Complement, Officers 10, crew 48.
Cubica cargo capacity (Grain) 124,185 (Bale) 119,910
Armament 1-3"50.
Total deadweight tonnage 3100 tons - net registered tonnage 1179
Coal burner permanetn bunkers 425 tons.
Draft loaded 17' - speed loaded 8.5 knots.
This is the average type of vessel used to transport the Army program of coal overseas.

July 24, 1919.

HISTORY OF THE USS LAKE HARNEY

The LAKE HARNEY was taken over and commissioned onthe 27th of July, 1918, as a N.O.T.S. (Naval Overseas Transportation Service) Vessel, at Montreal.

She sailed from Sydney on the 3rd of August for St. Nazaire, arriving at Brest on August 17th. Immediately upon her arrival she was assigned to European Waters, engaged in carrying coal from Cardiff and Belfast to French ports, for the use of the Army, with her home port at Cardiff. At the present time she is still in this status, and our latest movement sheet shows this vessel sailing Barry Roads on July 20th for Bordeaux.

General Characteristics.

This is one of the distince types of Lake vessels which were built for that service and were requisitioned by the Shipping Board and ordered to proceed to European Waters.

Cargo ship.
Length 261' Beam 43'6"
Total deadweight tonnage 3000 - gross tonnage 2013
Net tonnage 1242.
Complement, Officers 10, crew 46.
Draft loaded 9' - speed loaded 9.5 knots.
Total amount of cargo transported to Europe 2079.
This is the average type of vessel used to transport the Army program of coal overseas.

July 24, 1919.

HISTORY OF THE USS LAKE HARRIS.

The LAKE HARRIS was commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 8th of August, 1918, at Montreal.

She sailed from there on the 17th of August and was immediately Assigned to European waters, engaged in transporting coal from Cardiff and Belfast to French ports, for the use of the Army, with her home port at Cardiff. She remained in this status until July 10th, 1919, when she sailed from Barry Roads for Philadelphia, expecting to arrive there on the 23rd of July. Upon her arrival she will be inspected and repaired for delivery to the Shipping Board, navy crew to be removed and she will be placed out of commission.

General Characteristics.

Cargo ship.
Lenght 261'10" Beam 43'6"
Decks 2 Holds 4
Complement, Officers 10; crew 44.
Cubica cargo capacity (Grain) 130880, (Bale) 125420
Total deadweight tonnage 3293 - net registered 1340
Cargo deadweight 2818. - coal burner.
Draft loaded 19'8" - speed loaded 10 knots.
This is the average type of ship used to transport the Army program of coal overseas.

July 24, 1919.

HISTORY OF THE USS LAKE HELEN

The LAKE HELEN was commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on October 10th at Montreal.

Immediately upon her being commissioned she sailed for European Waters and was assigned to the Army coal trade, engaged in carrying coal from Cardiff and Belfast to French ports for the use of the Army, with her home port at Cardiff. She remained in this status until the 12th of July at which time she sailed from St. Nazaire with 5000 tons of army ordnance material. Upon her arrival at New York on the 26th of July she will be immediately repaired and inspected for redelivery to the Shipping Board. Navy crew to be removed and placed out of commission.

General Characteristics.

Cargo ship.
Length 261' Beam 43'6"
Decks 3 Holds 2
Complement, Officers 10; crew 50
Cubica cargo capacity (Grain) 124,185 cu.ft. (Bale) 117,010 cu.ft.
Armament 1-3"51.
Total deadweight tonnage 3000 tons - net registered 1179.
Cargo deadweight 1998. Coal burner- permanent bunkers 400 tons.
Draft loaded 17'7" - speed loaded 10 knots. (Estimated)
This is the average type of ship used to transport the Army program of coal overseas.

July 24, 1919.

HISTORY OF THE USS LAKE HURON.

The USS LAKE HURON was one of the eight Lake vessels which were taken over by the Navy Department and assigned for operation as Mine Carriers.

She was commissioned on the 11th of January 1918 at Norfolk Va. At this port she was immediately refitted and refurnished in accordance with Navy practice, loaded a full cargo consisting of general supplies and mines and sailed on the 19th of February, to Greenoch England, at which port she arrived on the 12th of March. From here she proceeded on the 26th to Clyde at which port she arrived on the 28th; Lamlash on the 11th; and from there on the 17th proceeded to Norfolk. At Norfolk she underwent repairs until the 8th of June at which time she had loaded a full cargo of coal bunkered and sailed for Halifax arriving there on the 16th. At this port she discharged her coal and sailed on the 21st to New York, where she arrived on the 24th, and sailed the same day for Norfolk. At Norfolk she underwent repairs, loaded a cargo consisting of general supplies and mines, bunkered and sailed in convoy from Sydney on the 9th of July. She arrived at Corpack and from here proceeded on the 28th to Clyde at which port she discharged her cargo and sailed on the 9th of August to Norfolk, arriving there on the 27th. At Norfolk she again underwent repairs loaded a cargo consisting of mines and general supplies, bunkered and sailed on the 22nd for Sydney, there to join a convoy sailing on the 29th for Oban. She arrived at Oban on the 15th and sailed the following day for Corpack. From Corpack she proceeded to Glasgow; from Glasgow on the 24th to Cardiff at which port she arrived on the 10th of November. From Cardiff to Corpack on the 17th; and from Corpack on the 22nd to Oban; from Oban on the 23rd to Kirkaldy. She sailed from this port on the 17th of December for Norfolk, put into Azores on the 1st of January and sailed the following day arriving at her destination on the 15th. At this time it was decided to place her in line for demobilization. On the 24th of February 1919, repairs ~~being~~ were complete, inventories ~~having been~~ taken she was placed out of commission and returned to the Shipping Board.

General characteristics.

Mine Carrier.
Length : 261 ' beam 43'.
Decks 1, holds 2.
Complement: Officers 10, crew 54.
Armament : 1-3-50, fwd. 1-5-50, aft.
Total deadweight tonnage 2100, net tonnage 1267
Coal burner: bunkers 460 tons.
Draft loaded: 17' 6", speed loaded 7.5 knots.

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

October 9, 1919.

HISTORY OF THE U. S. S. LAKE LARGA.

The LAKE LARGA was taken over and commissioned as a N. O. T. S. (NAVAL OVERSEAS TRANSPORTATION SERVICE) vessel on the 21st. of November 1918 at Cardiff, Whales. Prior to being commissioned the LAKE LARGA was manned by the Shipping Board in the service of the army. While in this status she transported eleven hundred and twenty tons of general army cargo overseas. Upon discharge of this cargo she was immediately assigned to the Army Coal Trade, engaged in transporting coal from English to French Ports, basing at Cardiff. She remained in this status until March 12, 1919 at which time she was ordered to bunker for a return trip to the United States. She sailed from Gibraltar on the 12th of March for Philadelphia arriving there April 3rd. with a cargo of 100 tons of army ordnance cargo. Upon her arrival at this Port she discharged her cargo and was turned back to the Shipping Board April 21, 1919.

General Characteristics.

Cargo ship.
Length 250' 2", beam 43' 8".
Gross tonnage 2,371.
Net tonnage 1,447.
Deadweight tonnage 3,500.
Speed 9 knots.
Armament 1 2", 50 cal.
Complement: Officers 10, crew 42.

HISTORY OF THE USS LAKE LASANG

Prior to her commissioning the LAKE LASANG was operated for the Army, manned by the Shipping Board. In this status she transported overseas 2994 tons of general Army cargo. Upon completion of discharge of this cargo she was taken over and commissioned at Brest, on the 10th of September, 1918, as a N.O.T.S. (Naval Overseas Transportation Service) vessel. She was immediately assigned to European Waters, engaged in carrying coal from Cardiff and Belfast to French ports, for the Army, with her home port at Cardiff.

She remained in this status until the 14th of July, 1919, at which time she sailed from Barry Roads for New York, due to arrive at New York on the 30th of July. Upon her arrival and discharge of cargo she will be repaired, inspected and she will be placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 261' beam 43'6"
Speed loaded 9.5 knots.
Deadweight tonnage 3500 tons.
Complement, Officers 10; crew 46.
Total amount of cargo transported to Europe 2994 tons.
This is the average type of vessel used to transport the Army program of coal overseas.

July 24, 1919.

HISTORY OF THE USS LAKE LEMANDO.

Prior to her commissioning, the USS LAKE LEMANDO was operating in European waters for the Army manned by the Shipping Board. On the 2nd of November 1918, she was driven ashore at Mounts Bay. Tugs were sent to her rescue. She was reported in no immediate danger and, on the 17th of November she was successfully floated. On the 21st of November 1918, she was taken over and commissioned as an N.O.T.S. (Naval Overseas Transportation Service) vessel, and it was reported that it would require four and one half months to complete repairs. She remained in Cardiff repairing until about the 1st. of September 1919, at which time she was ordered to return to the United States, for redelivery to the Shipping Board. She sailed from Barry Roads on the 9th of Se September, and our latest movement shows this vessel arriving at Philadelphia on the 27th of September 1919.

General characteristics.

Cargo ships.
Length: 251', beam 43' 6".
Mean draft: 21', speed 9 knots.
Total deadweight tonnage 3500, net registered tonnage 1451.
Complement: Officers 10, crew 42.

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

September 29, 1919

HISTORY OF THE USS LAKE LILLIAN

The LAKE LILLIAN was one of the N.O.T.S. (Naval Overseas Transportation Service) vessels which were assigned to European Waters. She was commissioned on October 2, 1918, and from that date was engaged in transporting coal from Cardiff and Belfast to French ports for the use of the Army, with her home port at Cardiff.

She remained in this status until May 31st, at which time she sailed from Cardiff for New York, arriving there on the 18th of June. At New York she was sent to Pier 3, Bush Docks, where she unloaded her cargo of 1700 tons of Army cargo. She was sent to Shewan's Drydock where she was placed in line for demobolization. On the 27th of June repairs had been completed, inventories taken and she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 261'
Beam 43'6" - speed loaded 9.5 knots.
Draft loaded 3000 - total deadweight.
Complement; Officers 5; crew 40.
This is the average type of vessel used to transport the Army program of coal overseas.

July 24, 1919.

HISTORY OF THE USS LAKE MARY

Prior to her commissioning this ship was manned by the Shipping Board, in the service of the Army. In this status she transported 2582 tons of general Army cargo overseas. Upon completion of discharge she was taken over and commissioned on the 29th day of November, 1918 at Cardiff, Wales.

She was immediately assigned to the Army coal trade and was engaged in carrying coal from Belfast and Cardiff to French ports, with her home port at Cardiff. She remained in this status until the 6th day of February 1919, when she was assigned to the Food Administration, operating between French ports and Rotterdam, Danzig and Newcastle. She was released from the service of the Food Administration on the 10th of June, 1919. She was then ordered to proceed Barry Roads and load a cargo of supplies for her return trip. She sailed from Barry Roads on the 3rd of July, 1919, for New York, arriving there on the 19th of July. At the present time she is at Pier 4, Army Base, Brooklyn, unloading her cargo. Upon the completion of this operation she will be repaired, inspected, Navy crew will be removed, and whe will be retutned to the Shipping Board. (T. J. B. July 26 -1919)

Gnneral Characteristics.

Cargo ship.
Length 261' Beam43'6"
Mean draft 19'6" - speed loaded 9.5 knots.
Total deadweight tonnage 3300 - gross tonnage 2292
Complement; Officers 8, crew 40
Total amount of cargo transported overseas 2582 tons.
This vessel is the average type of ship used to Transport the Army program of coal and food supplies abroad.

July 25, 1919.

HISTORY OF THE USS LAKE MICHIGAN.

The USS LAKE MICHIGAN was one of the eight lake ship-type of vessels which were taken over and commissioned by the Navy and used to carry mines overseas. She was placed in commission on the 30th of January 1918 at New York.

She was immediately refitted and refurnished in accrodance with Navy practice, loaded a full cargo of coal at Hampton Roads for discharge at Portsmouth, at which port she arrived on the 10th of February/ At this port she discharged her cargo and sailed on the 17th for Norfolk at which port she arrived on the 20th. Here she again loaded a cargo of coal for discharge at Philadelphia. These operations were completed and she sailed from Norfolk on the 22nd arriving at Philadelphia on the 23rd, discharged her cargo and proceeded on the 4th of March to Norfolk arriving there on the 5th. At Norfolk she underwent repairs, bunkered, loaded a full cargo and sailed on the 7th for Queenstown, at which port she arrived on the 27th. From here she proceeded on the 31st to Dublin, at which port she completed loading ballast, bunkered and sailed on the 17th ofrApril for New York arriving there on the 7th of May. From New York she sailed on the 19th to Norfolk there to load a cargo consisting of gemeral supplies and mines and sailed in convoy on the 31st for Kyle via Halifax, at which port she arrived on the 3rd of June; sailed on the 7th and arrived at her destination on the 22nd of June. From Kyle she proceeded to Oban arriving there on the 26th; and from Oban to Clyde arriving there on the same day. From Clyde she proceeded on the 6th of July to Norfolk, at which port she arrived on the 25th. At Norfolk she underwent a few minor repairs, loaded a cargo consisting of general supplies and mines, bunkered and proceeded on the 21st of August to Sydney, at which port she arrived on the 26th. At Sydney she joined a convoy sailing on then28th for Oban at which port she arrived on the 10th and sailed the same day for Portland England. She arrived at Portland on the 10th. From Portland she proceeded to Glasgow arriving there on the 19th; from Glasgow on the 25th and proceeded to Lamlash; from Lamlash she sailed on the 27th for Norfolk, at which port she arrived on the 19th of October. At Norfolk she again loaded a gargo consisting of general supplies and mines and sailed on the 2nd of November to Inverness arriving there on the 23rd. From Inverness she proceeded on the 6th of December to Norfolk at which port she arrived on the 24th. Here she was ordered to load a cargo of coal for discharge at Melville. These operations were completed, she underwent a few minor repairs and sailed on the 15th of January 1919 arriving at Melville on the 17th. Here she discharged her cargo and sailed on the 20th for Hampton Roads, at which port she arrived on the 23rd. At Hampton Roads she bunkered and proceeded on the 29th to New York there to load a full cargo of coal for discharge at /Guantanamo. She arrived at New York on the 31st, sailed from there on the 9th of February arriving at Guantanamo on the 15th. Here she discharged her cargo and returned to Norfolk on the 20th arriving at her destination on the 25th. At Norfolk she loaded a full cargo of coal

continued.

for discharge at the Azores, underwent repairs bunkered and sailed on the 2nd of March. She arrived at Bermuda on the 5th, proceeded on the 8th to Azores at which port she arrived on the 16th, discharged her cargo of gasoline and sailed on the 22nd for Norfolk arriving there on the 6th of April. Here she was ordered to again load a cargo of fuel for discharge at Melville. She sailed from Norfolk and arrived at Melville on the 13th at which port she discharged her cargo and proceeded on the 16th to Norfolk arriving there on the 18th. At Norfolk she again loaded a full cargo of coal, underwent a few minor repairs, bunkered and sailed on the 20th to the Azores arriving there on the 4th of May. Here she discharged her cargo, proceeded on the 14th to Norfolk arriving there on the 26th. At this port she again underwent repairs loaded a full cargo of coal and proceeded on the 6th of June to Boston, arriving there on the 9th, discharged her cargo and proceeded on the 11th to Norfolk arriving there on the14th. At Norfolk she loaded a cargo of coal and sailed on the 16th for Boston arriving there on the 19th , discharged her cargo and proceeded on the 21st to Norfolk, arriving there on the 23rd. Here she underwent repairs, bunkered & loaded a full cargo of coal and sailed on the 15th of July to the Azores arriving there on the 26th. /She remained at the Azores until the 10th of September at whichntime she sailed for New York arriving there on the 25th. At this time it was decided to place the USS LAKE MICHIGAN in line for demobilization. On the 4th of October 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: 261' beam 43' 6".
Decks 1, holds 2.
Complement: Officers 10 crew 54.
Cubic cargo capacity: (grain 159,352 cubic feet.)
(bale 147,720 cubic feet).
Total deadweight tonnage 3095, net registered tonnage 12,059 tons.
Coal burner, bunkers 470 tons
Draft loaded 17 feet speed 8.5 knots.

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

October 8, 1919.

HISTORY OF THE USS LAKE MOORE?.

The USS LAKE MOORE was taken over and commissioned on January 4th. 1918 at Norfolk Va.

She was immediately refitted and refurnished in accordance with Navy practice and was ordered to proceed to Melville Rhode Island. She sailed on the 26th of February arriving at her destination on the 28th. She proceeded from Melville on the 4th. of March for Hampton Roads arriving there on the 6th. Here she underwent repairs, loaded a cargo of Navy supplies and sailed on the 24th. for Lamlash.

On the 11th. of April, 1918, while entering the north end of the Irish Sea, the USS LAKE MOORE was torpedoed and sunk .

General characteristics.

Cargo ship.

September 29, 1919.

HISTORY OF THE USS LAKE ONTARIO.

The USS LAKE ONTARIO was one of the eight lake ships taken over by the Navy and commissioned as N.O.T.S. vessel on the 22nd of December 1917, at New York. She was immediately refitted and refurnished in accordance with Navy practice, repairs were completed and she sailed on the 20th of February for Hampton Roads where she loaded 7500 barrels of fuel oil, bunkered and proceeded on the 26th for Tampico Mexico, at which port she arrived on the 7th of March, discharged part of her cargo and sailed on the 9th for Key West, at which port she arrived on the 13th, completed discharge and sailed on the 16th for Norfolk at which port she arrived on the 20th. At Norfolk she underwent repairs, bunkered, loaded a full cargo of fuel and sailed on the 29th for Clyde, Scotland. She put into Halifax on the 2nd of April, sailed from there on the 4th and arrived at Clyde on the 18th. She sailed on the following day for Kyle, at which port she arrived on the 21st. From Kyle she proceeded on the 24th to Clyde and from Clyde on the 28th to Lamlash; From Lamlash she sailed on the 1st of May for Norfolk, at which port she arrived on the 15th. At Norfolk she underwent necessary repairs, bunkered, loaded a full cargo of fuel and mines and sailed on the 11th of June for Kyle, at which port she arrived on the 29th. Here she discharged her cargo, sailed on the 2nd of July for Clyde to join a convoy sailing from there on th the 6th for Norfolk, at which port she arrived on the 25th. At Norfolk she underwent a few minor repairs, bunkered, loaded a cargo consisting of mines and general supplies and proceeded on the 21st of August to Oban, at which port she arrived on the 10th. From here she sailed on the same day to Glasgow at which port she arrived on the 14th, and from there to Lamlash at which port she arrived on the 17th. From Lamlash she proceeded in convoy on the 20th to Norfolk, at which port she arrived on the 7th of October. At Norfolk she underwent minor repairs, again loaded a cargo consisting of mines and general supplies, bunkered and sailed on the24th for Sydney, at which port she arrived on the 30th. She joined a convoy sailing the next day to Oban at which port she arrived on the 12th of November. From here she proceeded on the same day to Corpack; and from Corpack on the 19th to Glasgow. From Glasgo she proceeded on then24th to Norfolk at which port she arrived on the 14th of December. At Norfolk she again loaded a cargo, underwent a few minor repairs, bunkered and proceeded on the 27th to Bermuda at which port she arrived on the 30th. Here she discharged her cargo and sailed on the 19th of January 1919 for Norfolk arriving there on the 23rd. At this time it was decided to place her in line for demobilization. On the 26th of February 1919 repairs were completed, inventories taken and the USS LAKE ONTARIO was placed out of commission and returned to the Shipping Board.

General characteristics.

Mine Carrier.
Length: 261 ' beam 43' 7".
Decks 1, holds 2.

HISTORY OF THE USS LAKE ONTARIO.

continued.

Complement: Officers 10, crew 53.
Cubic cargo capacity : (grain 96,000).
(bale 96,000(.
Armament: 1-3-50 fwd 1-5-50 aft.
Total deadweight tonnage 3323, net 1211.
Coal burner: Bunkers 270 tons.
Draft loaded 19' 6", speedm9 knots.

This is the average type of ship used to transport the Navy Program of Mines and supplies abroad.

October 8, 1919.

HISTORY OF THE USS LAKE OSWEYA

The LAKE OSWEYA was commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 17th of October, 1918 at Montreal.

She was ordered to proceed to Sydney, and sailed from Montreal on the 22nd of October, arriving at Sydney on the 27th. From there she proceeded on the 9th of November to St. Nazaire, arrivingat St. Nazaire on the 24th of November. Immediately upon her arrival she was assigned to European Waters, engaged in transporting coal from Cardiff and Belfast to French ports, with her home port at Cardiff, for the use of the Army. She remained in this status until the 17th of July 1919, at which time she sailed from St. Nazaire for New York, due to arrive there August 1st. Upon her arrival at New York, she will be repaired, inspected, and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 261' beam 43'6"
Decks 3 Holds 2
Complement, Officers 10, crew 50
Cubical cargo capacity (Grain) 169,323 cu.ft. (Bale) 161,230 cu.ft.
Armament 1-3"50 aft.
Total deadweight tonnage 3500 - net registered 1432.
Cargo deadweight 2029 - coal burner.
Draft loaded 20'7" - speed loaded 9 knots.
Total amount of cargo tranpported overseas 2108 tons.
This is one of the distinct types of Lake vessels which were built for that service and were requisitioned by the Shipping Board and ordered to proceed to European Waters.

July 24, 1919.

HISTORY OF THE USS LAKE OTISCO.

Prior to her being commissioned the LAKE OTISCO operated for the Army, manned by the Shipping Board. In this status she transported 1158 tons of general Army cargo overseas. She was commissioned on the 5th day of October, 1918, and was immediately assigned to European Waters, engaged in transporting Army coal from Cardiff and Belfast to French ports, with her home port at Cardiff.

She remained in this status until the 5th day of March, 1919, when she sailed from Inverness for Norfolk, arriving there on the 20th of March. After discharging her cargo at Norfolk she was ordered to proceed to Baltimore, arriving there on the 3rd of April. At this port she was placed in line for demobolization, repairs, were completed, inventories taken and she was placed out of commission and returned to the Shipping Board on the 4th day of April, 1919.

General Characteristics.

Cargo ship.
Length 261' Beam 43'6"
Decks 3 Holds 4
Complement, Officers 8, Crew 42.
Cubica cargo capacity (Grain) 131,445 cu.ft. (Bale) 121,857 cu.ft.
Total deadweight tonnage 2860 - net registered 1246.
Cargo deadweight 2200 - coal burner.
Draft loaded 17'6" - speed loaded 8 knots.
This is the average type of vessel used to transport the Army program of Coal in European Waters.

July 24, 1919.

HISTORY OF THE USS LAKE PEPIN

The LAKE PEPIN was commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on September 4th, 1918, at Montreal. Immediately upon her being commissioned she was assigned to the Army Coal Trade, engaged in transporting coal from Cardiff and Belfast to French ports for the use of the Army, with her home port at Cardiff.

She remained in this status until May 16, 1919, at which time she sailed from St. Nazaire for Newport News with a cargo of 2000 tons of Army ordnance material. She arrived at Ponta del Gada, Azores on the 25th of May and sailed on the 28th for New York, arriving there on June 10th. At New York she was sent to Pier 6, Bush Docks where she unloaded her cargo, and from there was ordered to proceed to Shewan's Drydock, where repairs were made, inventories were taken , and on the 18th of June, 1919 she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 261' Beam 43'6"
Complement, Officers 10; crew 48
Cubica cargo capacity (Grain) 124,185 cu.ft. (Bale) 120,010 cu.ft.
Refrigerating space 334.5 cu.ft.
Total deadweight tonnage 4997 - net registered 1192.
Cargo deadweight 3000.
Coal burner 18070 cu.ft. permanent bunkers.
Speed loaded 10/16 knots.
This is the average type of ship used to transport the Army program of coal overseas.

July 24, 1919.

HISTORY OF THE USS LAKE PEWAUKEE

Prior to her commissioning the LAKE PEWAUKEE was manned by the Shipping Board in the service of the Army. In this status she transported 1747 tons of general Army cargo overseas. Upon completion of discharge she was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on September 7th, 1918 at Brest, France.

Immediately upon being commissioned she was assigned to the Army Coal Trade, engaged in carrying coal from Cardiff and Belfast to French ports, with her home port at Cardiff. She remained in this status until the 19th of February, 1919, at which time she sailed from Brest for New York, arriving there on the 11th of March. Upon her arrival at New York she discharged her cargo of 600 tons of Army cargo and it was decided to place her in line for demobolization. On the 22nd of March, 1919, repairs had been completed, inventories taken and she was placed out of commission and returned to the Shipping Board on that date.

GENERAL CHARACTERISTICS.

Cargo ship.
Length 261' Beam 43'6"
Decks 1 Holds 4
Complement, Officers 7; crew 43.
Cubic cargo capacity (Grain) 138400 cu.ft. (Bale) 132657 cu.ft.
Total deadweight 3300 tons - net registered 1211
Cargo deadweight 2700 - coal burner.
Draft loaded 2084" - speed loaded 8.5 knots.
This ship is the average type used to transport the Army program of coal in European Waters.

July 24, 1919.

HISTORY OF THE USS LAKE PLACID.

The USS LAKE PLACID was one of the eight Lake ships taken over by the Navy and assigned to service as a Mine carrier. She was taken over at New York on the 3rd of January 1918, and sailed on the 8th for Philadelphia arriving there on the 10th. She was placed in full commission on the 11th of January. At this port she was immediately refitted and refurnished inn accordance with Navy practice and sailed on the 16th of February to Norfolk, there to load a cargo of coal for discharge at Philadelphia. She sailed from Norfolk on the 23rd arriving at Philadelphia the following day. At Philadelphia she loaded a full cargo of coal and bunkered for a trip to Halifax. She sailed from there on the 3rd to join a convoy sailing on the 28th for Brest, at which port she arrived on the 12th of April. From Brest she proceeded on the following day to Paulliac, at which port she arrived on the 16th, discharged her cargo and sailed on the 13th of May to New York arriving there on the 29th.
From New York she proceeded on the 30th to Norfolk there to load a cargo of coal for discharge at Glasgow. At this port she also underwent extensive repairs until the 29th of July at which time she sailed for Oban, arriving there on the 16th of August. From Oban she proceeded on the following day to Kyle and from Kyle on the 22nd to Glasgow; and from Glasgow on the 23rd to Lamlash at which port she arrived on the 28th. From Lamlash she sailed on the 2nd of September to Norfolk arriving there on the 17th. At this port she again underwent a few minor repairs, loaded a full cargo of mines and general supplies and sailed on the first of August for Oban, at which port she arrived on the 20th. From here she proceeded on the following day to Kyle; and from Kyle on the 28th to Glasgow, at which port she arrived on the 30th. From Glasgow she sailed on the 3rd of November for Norfolk arriving there on the 22nd, underwent a few minor repairs, loaded a full cargo and sailed on the 15th of December for Guantanamo. She arrived at Guantanamo on the 21st, discharged her cargo, loaded 1500 tons of sugar and sailed on the 15th of January for New York, at which port she arrived on the 11th. At this port she unloaded her sugar. From New York she proceeded on the 14th to Norfolk, there to load a cargo for discharge at Portsmouth. She sailed from Norfolk on the 29th of January and arrived at Portsmouth on the 1st of February. At this port she discharged her cargo, sailed on the 6th for Norfolk arriving there on the 9th. At Norfolk she bunkered, underwent a few minor repairs and sailed on the 17th for Pensacola, there to discharge a seaplane. She arrived at Pensacola on the 25th, and sailed from there on the 1st of March to Key West, at which port she arrived on the 3rd. From Key West she sailed on the 8th to Norfolk arriving there on the 12th. At this time it was decided to place the USS LAKE PLACID in line for demobilization. On the 18th of March, 1919, repairs ~~being~~ completed, inventories ~~having been~~ taken she was placed out of commission and returned to the Shipping Board.

General characteristics.

Mine Carrier.
Length: 261 feet, 43' 6".
D
eoks

Mined off Gothenberg
19.5.1919 (Mck)

HISTORY OF THE USS LAKE PLACID .

continued.

Decks 1, holds 2.
Complement: Officers 10, crew 45.
Total deadweight tonnage 4200, net 1585.
Draft loaded 24' 1", speed ;Loaded 8.5 knots.

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

October 9, 1919.

HISTORY OF THE USS LAKE PLEASANT

The LAKE PLEASANT was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on September 8th, 1918 at Montreal.

She was immediately assigned to operation in European Waters, and was ordered to sail for Sydney to join a convoy for a trans-Atlantic voyage. She sailed from Montreal on September 14th, arriving at Sydeny on the 19th. After waiting three days for a convoy she sailed from there on the 22nd for Brest, arriving there on the 5th of October. While engaged in the Army coal trade she carried coal from Cardiff and Belfast to French ports, with her home port at Cardiff. She remained in this status until the 14th day of June, 1919, at which time she sailed from Cardiff for New York, arriving at Norfolk on the 2nd of July. Upon completion of discharge of her 1092 tons of Army Air Service Material she was ordered to be placed in line for demobolization. On the 7th day 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 261' Beam 43'6"
Armament - None
Gross tonnage 2221 - net tonnage 1344 - total deadweight 3300.
Speed loaded 7 knots.
Complement; Officers 10, crew 46.
Total amount of cargo transported overseas 2190.
This is one of the distince types of Lake vessels which were built for that service and were requisitioned by the Shipping Board and ordered to proceed to European Waters.

July 25, 1919.

(book)

HISTORY OF THE USS LAKEPORT.

The LAKEPORT was one of the distinct types of Lake vessels which were taken over by the Navy and assigned to service as a Mine Carrier. She was commissioned on the 20th of January, 1918, at Boston, Mass.

She was immediately refitted and refurnished in accordance with Navy practice, and sailed on the 21st of January to Hampton Roads, at which port she loaded a full cargo of fuel, simultaneously underwent minor repairs and sailed on the 4th of February for Halifax. She arrived at this port on the 8th, discharged her cargo and proceeded to Norfolk arriving there on the 18th. Here she underwent minor repairs, loaded a full cargo of coal, bunkered and proceeded on the 22nd to Bermuda, at which port she arrived on the 26th, discharged her coal and proceeded on the 5th of March to Norfolk. Here she arrived on the 9th, Mar underwent repairs loaded a full cargo and sailed on the 13th for Bermuda, at which port she arrived on the 16th. From Bermuda she proceeded on the 22nd to New York, arriving there on the 25th, and form there on the 29th to Norfolk, arriving there on the 30th. At this Mar port she loaded a full cargo consisting of one half mines, bunkered, and sailed on the 10th of May for Oban. She arrived at Oban on the 28th; Corpach on the 29th; Clyde on the 2nd of June, and sailed from there on the 7th for Norfolk. She arrived at Norfolk on the 27th, underwent repairs, bunkered, loaded a cargo of general supplies and mines and sailed on the 18th of July to Sydney, there to join a convoy sailing on the 25th for Oban. She arrived at Oban on the 9th of August; Corpach on the 12th; Glascow on the 17th; Lamlash on the 22nd, and from there sailed on the 25th for Norfolk, at which port she arrived on the 11th of September. Here she again underwent repairs, bunkered, loaded a full cargo of general supplies and mines and sailed on the 1st of October for Oban, arriving there on the 20th; Corpach on the 20th; Lamlash on the 10th, and from there sailed the same day to Hampton Roads. Here she arrived on the 29th, underwent minor repairs, bunkered, loaded a full cargo of mines and general and sailed on the 9th for Inverness. She arrived Inverness on the 26th of December; and sailed from there on the 15th of January for Hampton Roads, at which port she arrived on the 2nd of February, loaded a cargo of coal and sailed on the 23rd for Azores. She arrived at the Azores on the 7th of March, discharged her cargo and proceeded on the 22nd for Norfolk, arriving there on the 5th of April. Here she underwent minor repairs, bunkered, loaded a cargo of coal and sailed on the 20th for Melville for discharge. She arrived at Melville on the 22nd, discharged her coal and proceeded on the 25th to Norfolk. Here she again loaded a cargo of coal and sailed on the 29th for discharge at Portsmouth. From Portsmouth she sailed on the 8th of May for Baltimore to load a cargo for discharge at Portsmouth, and sailed on the 13th, arriving at her destination on the 17th. From Portsmouth she proceeded on the 22nd to Hampton Roads there to load a cargo for discharge at Bermuda. From Bermuda she proceeded to Azores and from there on the 5th of July to Norfolk, arriving there on the 17th. At this time it was decided to place her in line for demobolization. On the 30th of July, 1919, repairs were completed, inventories taken, and she was placed out of commission and returned to the Shipping Board.

HISTORY OF USS LAKEPORT, Cont'd.

General Characteristics.

Cargo ship (Mine carrier)
Length 261' Beam 43'6"
Decks 1 Holds 2
Complement; Officers 10, crew 55.
Cubic cargo capacity (Grain) 122, 710 cu.ft. (Bale) 113,345 cu.ft.
Armament: 1-3"51; 1-5"51
Total deadweight tonnage 3000 - net tonnage 1148.
Draft loaded 16'8" - apeed loaded 10 knots.
This is the average type of ship used to transport the Navy program of supplies and mines abroad.

October 14th, 1919.

HISTORY OF THE USS LAKE ST. CLAIR

Prior to her commissioning the LAKE ST. CLAIR was manned by the Shipping Board, in the service of the Army. In this status she transported 1271 tons of general army cargo overseas. Upon completion of discharge of this cargo she was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 31st of October, 1918.

She was immediately assigned to the Army coal trade and was engaged in transporting coal from Cardiff and Belfast to French ports, with her home port at Cardiff. She remained in this status until the 19th of February, 1919, at which time she was assigned to the Food Administration, operating between French ports and Rotterdam, Danzig and Newcastle. At the present time she is still operating for the Food Administration, and our latest movement sheet shows this vessel arriving at Rotterdam on the 22nd of July, 1919. (To S.B. Sept 11-1919)

General Characteristics.

Cargo ship.
Length 261' Beam 43'6"
Mean draft 19'8" - speed loaded 10/3 knots.
Total deadweight tonnage 3300 tons - gross tonnage 2308.
Complement; Officers 8, crew 40
Amount of cargo transported overseas 1271 tons.
This vessel is the average type of ship used to transport the Army program of coal and supplies abroad.

July 25, 1919.

HISTORY OF THE USS ST. REGIS

Prior to her commissioning the LADE ST. REGIS was manned by the Shipping Board, in the service of the Army. In this status she transported 1667 tons of general Army cargo overseas. Upon completion of discharge of this cargo she was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 17th of October, 1918.

She was immediately assigned to the Army coal Trade and was engaged in transporting coal from Cardiff and Belfast to French ports, with her home port at Cardiff. She remained in this status until the 13th of February, at which time she was assigned to the Food Administration. While in this service she operated between French ports and Rotterdam, Danzig and Newcastle. On the 31st day of May, 1919 she was released from the Food Administration and on the 5th day of July, 1919, she sailed from Barry Roads for New York, arriving there on the 20th. At the present time she is at Pier 4, Army Base Brooklyn, unloading her cargo. Upon completion of this operation repairs will be made, she will be inspected, placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship.
Length 261' Beam 43'6"
Complement; Officers 10, crew 46.
Gross tonnage 2238 - net tonnage 1336 - total deadweight 3300
Speed loaded 9.5 knots.
Total amount of cargo transported to Europe 1667 tons.
This is the average type of vessel used to transport the Army program of Coal and Food abroad.

July 25, 1919.

HISTORY OF THE USS LAKE SHORE.

The USS LAKE SHORE is one of the distinct types of ship (Lake) which which were taken over by the Navy and assigned to service as a Mine carrier. She was commissioned on the 11th of January 1918 at Philadelphia. At this port she was immediately refitted and refurnished in accordance with Navy practice, repairs were complet completed and she sailed on the 2nd of February for Hampton Roads, but was delayed on account of ice in the river, and was obliged to return to Philadelphia on the 3rd. She was delayed here until the 7th at which time she again sailed for Hampton Roads, there to load a full cargo of coal, bunker and sailed for Boston. She arrived at Boston on the 17th, discharged her cargoand proceeded on the 20th to Hampton Roads, at which port she arrived on the 27th. At this port she again loaded a full cargo of coal and mines and sailed on the 7th for Lamlash, at which port she arrived on the 29th. From here she proceeded on the 31st for Kyle; and from Kyle on the 9th of April to Clyde; from Clyde she proceeded on the 17th to Lamlash; and from Lamlash sailed on the same day to Norfolk, at which port she arrived on the 5thnof May. At Norfolk she loaded a full cargo of coal and proceeded on the 8th to Portsmouth, at which port she arrived on the 12th, discharged her cargo and sailed on the 18th to Boston, arriving there the following day. At Boston she underwent extensive repairs which included the installation of guns and sailed on the 17th of June to New York. From New York she sailed ontthe 20th to Norfolk at which port she bunkered, loaded a full cargo of mines and general supplies and sailed in convoy on the 27th to Corpack, at which port she arrived on the 15th of July. From Corpack she proceeded on the 20th to Clyde, and from Clyde on the 26th to Norfolk at which port she arrived on the 18th of August. At Norfolk she again loaded a full cargo of general supplies and mines, bunkered and sailed in convoy on the 13th for Oban at which port she arrived on the 28th. From Oban she proceeded to Kyle on the same day; from Kyle on the same day to Glasgow; from Glasgow on the 3rd ofmOctober to Lamlash. From Lamlash on the 12th she sailed for Hampton Roads, at which port she arrived on the 31st. At Norfolk she underwent necessary repairs, bunkered, loaded a full cargo of general supplies and mines and sailed on the 10th of November to St. Nazaire arriving there on the 28th. From St. Nazaire she proceeded to Nantes; from Nantes on the 7th of December to Barry Roads; from Barry Roads on the 22nd to Inverness; and from Inverness on the 10th of January sailed for Hampton Roads. She put into Bermuda on the 2nd for fuel and sailed the following day arriving at her destination on the 6th. At this time it was decided to place her in line for demobilization.

On the 6th of March 1919, repairs ~~having been~~ were completed, inventories taken, the USS LAKE SHORE was placed out of commission and returned to the Shipping Board.

General characteristics.

Mine Carrier.

Length: 261', beam 43' 6".

HISTORY OF THE USS LAKE SHORE.

continued.

Decks : 1, holds 2.
Complement: Officers 11, crew 67.
Armament 1-5-51 1-6pdr.
Total deadweight tonnage 2930, net tonnage 1190.
Draft loaded 18 knots, speed loaded 8,5 knots

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

October 9. 1919.

HISTORY OF THE USS LAKESIDE. (book)

The LAKE SIDE was one of the distinct types of Lake Ships which were taken over by the Navy and assigned to service as a Mine Carrier. She was immediately refitted and refurnished in accordance with Navy practice and sailed on the 25th of January to Hampton Roads (was commissioned as a N.O.T.S. vessel on January 25th, 1918 at New York) at which port she loaded a cargo of coal and sailed on the 4th for Boston. Here she discharged her coal and proceeded on the 13th to Hampton Roads, there to load a cargo for discharge at New York. She sailed from Hampton Roads on the 21st of February, arrived at New York on the 22nd, discharged her cargo and proceeded on the 7th of March for Hampton Roads, there to load a full cargo of coal for discharge at Halifax. She sailed from Hampton Roads on the 13th, arrived at Halifax on the 19th, discharged her coal and sailed on the 25th for Norfolk, at which port she arrived on the 29th. Here she underwent minor repairs, bunkered, loaded a full cargo of coal and sailed on the 6th of April for Tampico. She arrived at Tampico on the 15th, Key West on the 21st, and upon completion of discharge of cargo sailed on the 26th for Norfolk. At Norfolk she again loaded a cargo for discharge at Newport, R.I., sailed from Norfolk on the 3rd of May and arrived at her destination on the 5th. Here she discharged her coal, and sailed on the 14th to Boston for repairs. These repairs to her hull and engines were completed and she sailed for Norfolk on the 12th of June. At this port she loaded a cargo of part coal and part Ordnance material. She sailed on the 20th to discharge her Ordnance material at New York and from there proceeded on the 24th to discharge her coal at Boston. Upon completion of discharge she sailed on the 29th to Norfolk, there to load a full cargo for a trip overseas. Upon completion of loading a cargo consisting of general Army supplies and mines, she bunkered and sailed on the 13th of July for Oban, in convoy. This convoy arrived at Oban on the 1st of August; Coppach on the 1st, Lamlash on the 8th, and sailed from there on the 9th for Norfolk, at which port she arrived on the 27th. Here she underwent a few minor repairs, bunkered, loaded a cargo consisting of general Army supplies and mines and sailed on the 15th of September for Oban. She arrived at Oban on the 3rd of October; Corpach on the 4th; Glascow on the 22nd; Lamlash on the 22nd; Falmouth, England on the 28th, Brest on the 29th, Pauillac on the 1st of November. She was engagnd in carrying supplies for the Army until the 16th of January, 1919 at which time she sailed from Inverness to Hampton Roads, arriving there on the 8th of February. At this time it was decided to place her in line for demobolization. On the 6th of March, 1919, repairs were completed, inventories taken, and the US.S.S LAKESIDE was placed out of commission and returned to the Shipping Board.

General Characteristics.
Cargo ship (Mine carrier)
Docks, 2 Holds, 2.
Length 261'9" Beam 42'6"
Complement; Officers 11, crew 67. Cubic cargo capacity:
Grain 137100 cu.ft. Bale 127092 cu.ft. Armament 1-5"51; 1-6 pdr.
Total deadweight tonnage 3100 tons, net tonnage 1259.

(over)

HISTORY OF THE USS LAKESIDE.

The LAKE SIDE was one of the distinct types of Lake Ships which were taken over by the Navy and assigned to service as a Mine Carrier. She was immediately refitted and refurnished in accordance with Navy practice and sailed on the 25th of January to Hampton Roads (was commissioned as a U.S.T.S. vessel on January 25th, 1918 at New York) at which port she loaded a cargo of coal and sailed on the 4th for Boston. Here she discharged her coal and proceeded on the 13th to Hampton Roads, there to load a cargo for discharge at New York. She sailed from Hampton Roads on the 21st of February, arrived at New York on the 22nd, discharged her cargo and proceeded on the 7th of March for Hampton Roads, there to load a full cargo of coal for discharge at Halifax. She sailed from Hampton Roads on the 13th, arrived at Halifax on the 15th, discharged her coal and sailed on the 25th for Norfolk, at which port she arrived on the 29th. Here she underwent minor repairs, bunkered, loaded a full cargo of coal and sailed on the 6th of April for Tampico. She arrived at Tampico on the 15th, Key West on the 21st, and upon completion of discharge of cargo sailed on the 26th for Norfolk. At Norfolk she again loaded a cargo for discharge at Newport, R.I., sailed from Norfolk on the 3rd of May and arrived at her destination on the 5th. Here she discharged her coal, and sailed on the 14th to Boston for repairs. These repairs to her hull and engines were completed and she sailed for Norfolk on the 12th of June. At this port she loaded a cargo of part coal and part Ordnance material. She sailed on the 20th to discharge her ordnance material at New York and from there proceeded on the 24th to discharge her coal at Boston. Upon completion of discharge she sailed on the 29th to Norfolk, there to load a full cargo for a trip overseas. Upon completion of loading a cargo consisting of General Army supplies and mines, she bunkered and sailed on the 13th of July for Obon, in convoy. This convoy arrived at Obon on the 1st of August; Corpoch on the 1st, Bamban on the 8th, and sailed from there on the 9th for Norfolk, at which port she arrived on the 27th. Here she underwent a few minor repairs, bunkered, loaded a cargo consisting of General Army supplies and mines and sailed on the 15th of September for Obon. She arrived at Obon on the 3rd of October; Corpoch on the 4th; Glasgow on the 22nd; Bamban on the 22nd; Falmouth, England on the 28th, Brest on the 29th, Sevilla on the 1st of November. She was engaged in carrying supplies for the Army until the 10th of January, 1919 at which time she sailed from Dumbarton Roads, arriving there on the 8th of February. At this time it was decided to place her in line for demobilization. On the 6th of March, 1919, repairs were completed, inventories taken, and the U.S.S. LAKESIDE was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo ship (Mine carrier)
Displacement 5217 tons (full load)
Length 301'd Beam 43'6"
Draft loaded 17'6" speed loaded 8 knots.
Complement; Officers 11, crew 67. Cubic cargo capacity:
Grain 137100 cu.ft. Bale 127032 cu.ft. Armament 1-3"51; 1-6 pdr.
Propulsion; Triple expansion reciprocating type; Tonnage 1529.

October 14th, 1919.

HISTORY OF THE USS LAKE SILVER.

The LAKE SILVER was taken over and commissioned on the 15th of August, 1918 at Montreal. She was immediately assigned to the Army coal Trade, and sailed from Montreal on the 20th for Sydney, there to join convoy for her trip overseas. She sailed from Sydney on the 5th of September for Brest, arriving at Brest on the 19th. While engaged in this service she was engaged in carrying coal from Cardiff and Belfast to French ports, with her home port at Cardiff, Wales. She remained in this status until the 27th of June, 1919, at which time she sailed for New York with a cargo of 1000 tons of General Army Cargo. She arrived at New York on the 14th of July, and after discharging her cargo, repairs were made, inventories were taken, and she was placed out of commission and returned to the Shipping Board on the 21st of July, 1919.

General Charactdristics.

Cargo ship.
Length 261' Beam 43'6"
Mean draft 19'6" - speed loaded 11 knots.
Total deadweight tonnage 3500 e net tonnage 1367.
Complement; Officers 10, crew 42.
Cargo transported overseas 2408 tons.
This is one of the distince types of Lake vessels which were built for that service and were requisitioned by the Shipping Board and ordered to proceed to European Waters.

July 28, 1919.

HISTORY OF THE USS LAKE SUNAPEE

Prior to her commissioning the LAKE SUNAPEE was operating for the Army, manned by the Shipping Board. While in this status she transported overseas 1101 tons of general Army cargo. She was taken over and commissioned as a N.O.T/S. (Naval Overseas Transportation Service) vessel on November 19, 1918 at Cardiff, Wales. She was immediately assigned to the Army Coal Trade, engaged in transporting coal from Cardiff and Belfast to French ports, with her home port at Cardiff. She remained in this status until the 7th day of June, 1919 when she sailed from Cardiff for New York, arriving at New York on June 25th. After discharging her ballast, repairs were made, inventories taken, and she was placed out of commission and returned to the Shipping Board on the 3rd of July, 1919.

General Characteristics.

Cargo ship.
Length 261' Beam 43'6"
Mean draft 18'7" - speed loaded 10 knots.
Deadweight tonnage 3000 tons - net tonnage 1197
This is the average type of vessel used to transport the Army program of coal in the Cross Channel service.

July 28, 1919.

HISTORY OF THE USS LAKE SUPERIOR.

The USS LAKE SUPERIOR was one of the distinct types of Lake ship which was taken over by the Navy Deptartment and assigned to service as a Mine carrier. She was commissioned as a N.O.T.S. vessel on the 30th of January 1918, at New York.

She was immediately refitted and refurnished in accordance with Navy practice, loaded 7500 barrels of gasoline, and proceeded on the 16th of February to Bermuda. She arrived at Bermuda on the 20th, discharged her cargo and proceeded on the 1st of March to Norfolk, at which port she arrived on the 5th. At Norfolk she loaded a full cargo of coal, bunkered and sailed on the 9th for Halifax, at which port she arrived on the 13th. At Halifax she discharged her coal and proceeded on the 22nd to Norfolk, at which place she arrived on the 25th. Here she again loaded a full cargo consisting of general supplies and mines, bunkered and sailed on the 10th of May for Oban. She arrived at Oban on the 28th; Kyle on the 29th; Clyde on the 3rd of June, and sailed from there on the 7th for Norfolk, at which port she arrived on the 27th. Here she again loaded a full cargo consisting of Mines and general supplies, bunkered and sailed on the 18th to Sydney there to join a convoy sailing on the 25th for Oban. She arrived at Oban on the 9th of August; Kyle on the 12th; Glasgow on the 17th; Lamlash on the 22nd; and from Lamlash sailed on the 25th to Norfolk. She arrived at Norfolk on the 11th of September, underwent minor repairs, loaded a full cargo consisting of general supplies and mines bunkered and sailed on the 1st of October to Oban. She arrived at this port on the 20th and from here proceeded on the same day to Corpack. At this port she discharged her cargo and proceeded on the 28th to Oban. From Oban she proceeded to Glasgow; from Glasgow to Norfolk on the 9th of November. She put into Halifax on the 26th for fuel and sailed from there on the 30th arriving at her destination on the 6th of December. Here she loaded a full cargo of coal, underwent minor repairs, bunkered and sailed on the 14th to Bermuda, at which port she arrived on the18th, discharged her cargo of coal and proceeded on the 26th to Hampton Roads. She arrived at this port on the 31st, underwent minor repairs, loaded a full cargo of coal, sailed on the 20th of January 1919 to Pensacola and Key West, arriving at Key West on the 9th of /February. She sailed on the 13th for Norfolk arriving there on the 20th. Here she underwent repairs, loaded a cargo consisting of Marine Corp Aviation material and proceeded on the 6th of March for a trip around the West Indies, arriving at Norfolk on the 7th of April. At Norfolk she again loaded a full cargo of coal, bunkered and sailed on the 12th for Guantanamo, at which port she arrived on the 20th. Here she discharged her cargo, proceeded on the 25th to Norfolk arriving there on the 1st of May. At this portshe again underwent minor repairs loaded a full cargo for discharge at Melville. She sailed from Melville on the 6th of May and arrived at Norfolk on the 8th, loaded a full cargo for discharge at Key West and Pensacola, She sailed from Norfolk on the 16th and arrived at Pensacola on the 28th. From here she proceeded to Key West, and from Key West on the 6th of June back to Pensacola; and from Pensacola on the 21st for Norfolk.

HISTORY OF THE USS LAKE SUBERIOR.

continued.

She arrived at Norfolk on the 27th, loaded a cargo and sailed on the 30th for New York. She arrived in New York on the 1st of July, loaded a cargo for discharge at Norfolk and sailed on the 19th, arriving at her distination on the 21st. At this time it was decid, ed to place her in line for demobilization.

On the 31st of July 1919, repairs ~~being~~ were completed, inventories ~~having been~~ taken, the USS LAKE SUPERIOR was placed out of commission and returned to the Shipping Board.

General characteristics.

Mine Carrier.
Length: 261', beam 43' 6".
Complement: Officers 11, crew 54.
Armament: 1-5-5- fwd. ,1-3-50 aft.
Total deadweight tonnage, 29,300
Coal burner: bunkers 400 tons.
Draft loaded 18' 6", speed 9 knots.

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

October 10, 1919.

HISTORY OF THE USS LAKE TRAVERSE.

Prior to her commissioning the LAKE TRAVERSE operated in European Waters, manned by the Shipping Board, in the service of the Army. While in this status she transported overseas 1920 tons of general Army cargo. She was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on October 19, 1918, at Cardiff, Wales. She was immediately assigned to the Army Coal Trade engaged in transporting coal from Cardiff and Wales to French ports. She remained in this status until the 10th day of March, 1919, at which time she was assigned to the Food Administration, to carry food from French ports to Rotterdam and Danzig. Our latest movement sheet shows this vessel arriving at Bordeaux on the 23rd of July, 1919. Upon completion of her discharge at that port she is to be released from the service of the Food Administration, returned to the United States and delivered to the Shipping Board.

General Characteristics.

Cargo ship.
Length 261' Beam 43'6"
Mean draft 17'6" - speed loaded 10 knots.
Deadweight tonnage 2100 - gross tonnage 1993.
Net tonnage 1192.
Complement; Officers 6, crew (?).

July 28, 1919.

HISTORY OF THE USS LAKE TULARE.

The LAKE TULARE was commissioned at Cardiff, Wales, on the 19th of October, 1918. Prior to this she had transported overseas 1257 tons of general Army cargo. She was immediately assigned to the Army coal trade, engaged in carrying coal from Cardiff and Belfast to French ports, with her home port at Cardiff. She remained in this status until the 1st of March, 1919 , at which time she was assigned to the Food Administration, operating between Rotterdam, Newcastle, Danzig and French ports. She was released from the Food Administration on the 14th of July, 1919, and transferred to the Shipping Board account. Our latest movement sheet shows this vessel arriving at Barry Roads on the 18th of July. Upon completion of her discharge she will be returned to the United States, and redelivered to the Shipping Board.

General Characteristics/

Cargo ship.
Length 261' Beam 43'6"
Mean draft 17'9" - speed loaded 12 knots.
Complement; Officers 10; crew 42.
Total deadweight tonnage 3200 - net tonnage 1192.
Cargo transported overseas 1257.
This is the average type of ship used to transport the Army program of Coal and Food overseas.

July 28, 1919.

HISTORY OF THE USS LAKE VIEW.

The USS LAKE VIEW was one of the distinct types of ships (Lake) which were taken over by the Navy Department assigned to service as a Mine carrier. She was taken over as N.O.T.S. on the 9th of January 1918 at New York and placed in full commission on the 23rd of February 1918. She was immediately refitted and refurnished in accordance with Navy practice and sailed on the 27th for Norfolk, there to load a full cargo of coal for discharge at Halifax. She sailed from Norfolk on the 4th of March and arrived at Halifax on the 10th, discharged her cargo and sailed for Hampton Roads, at which port she arrived on the 22nd. Here she again loaded a full cargo of coal, bunkered and sailed on the 26th for Bermuda arriving there on the 29th. At Bermuda she discharged her cargo, loaded a full cargo of potatoes and sailed on the 5th of April for Norfolk arriving there on the 8th. Here she underwent a few minor repairs, loaded a full cargo of coal, bunkered and sailed on the 3rd of May for St. Johns, N.F. at which port she discharged her cargo and proceeded on the 14th to Hampton Roads at which port she arrived on the 19th. At this port she underwent a few minor repairs, loaded a full cargo consisting of general supplies and mines and sailed on the 1st of June for Halifax there to join a convoy sailing on the 7th for Oban. She arrived at Oban on the 21st; Corpack on the 22nd; Clyde on the 26th; and sailed from Clyde on the 6th of July for Norfolk at which port she arrived on the 24th. At Norfolk she again loaded a full cargo of Mines and general supplies and sailed on the 14th of August for Oban. She arrived at her destination on the 2nd of September. At Glasgow on the 8th; Lamlast on the 17th; and sailed on the 27th for Norfolk. She put into Bermuda on the 18th of October for fuel and sailed from there on the 20th arriving at her destination on the 23rd. At Norfolk she underwent minor repairs, loaded a full cargo ofmcoal, bunkered and sailed on the 17th of November for Shelbourne, Nova Scotia, at which port she arrived on the 21st. From here she proceeded on the same day to St. Johns arriving there on the 24th. At this port she was delayed in unloading on account of labor strikes and sailed on the 4th of December for Norfolk at which port she arrived on the 10th. Here she loaded a full cargo of coal and proceeded on the 11th to Key West arriving there on the 16th. At this port she discharged her cargo of coal and sailed on the 20th for Norfolk, at which port she loaded a full cargo of coal and sailed on the 9th of January 1919 to Brest, France. She arrived at Brest On the 25th, discharged her cargo and sailed on the 16th of February for New York. She put into the Azores on the 26th for fuel and proceeded on the 2nd of March to New York. At New York she underwent urgen urgent repairs, bunkered, loaded a full cargo consisting of general supplies and sailed on the 8th of April for Inverness. She arrived at Inverness on the 22nd; Kirkwall on the 29th; She was delayed at this port undergoing extensive and urgent repairs until the 2nd of June at which time she sailed to Barry Roads; from Barry Roads to Cardiff; and from Cardiff on the 21st to New York at which port she arrived on the 5th of July. At New York she loaded a cargo for discharge at Norfolk and sailed on the 15th arriving at Norfolk on the 16th. At this time it was decided to place her in line for demobilization. On the 30th of July 1919, repairs being completed inventories having been taken she was placed out of commission and returned to the Shipping Board.

HISTORY OF THE USS LAKE VIEW?.

continued.

General characteristics.

Mine carrier.
Length: 261' 3" beam 42'.
Decks 1, holds 2.
Complement: Officers 10 crew 54.
Armament 1-5-51 fwd 1-3-5- aft.
Total deadweight tonnage 3323, net 1211.
Draft loaded 18' 6", speed 9 knots.

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

October 9, 1919.

HISTORY OF THE USS LAKE WESTON

Prior to her commissioning the LAKE WESTON was operating for the Army, manned by the Shipping Board. While in this status she transported overseas 1088 tons of general Army cargo. She was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel at Cardiff, Wales, on the 27th of November, 1918. She was assigned to the Army Coal Trade, engaged in carrying coal from Belfast and Cardiff to French ports, with her home port at Cardiff. On the 30th of December, 1918, while on her way to Barry Roads, she went aground near Nash Point, and was so damaged that salvage proved impossible. Everything possible was done to save the LAKE WESTON, but on the 12th of January, 1919 she was sunk. No lives were lost.

General Characteristics.

Cargo ship.
Length 261' Beam 43'6"
Complement; Officers 10, crew 42.
Draft (Mean) 17'8" - speed loaded 10.5
Total deadweight tonnage 3000 - net tonnage 1157.
This is the average type of vessel used to transport the Army program of coal in the Cross Channel Service./

July 28, 1919.

HISTORY OF THE USS LAKE WIMICO

The LAKE WIMICO was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on August 6, 1918 at Montreal. She was immediately assigned to the Army Coal Trade and sailed in convoy from Sydney on the 20th for Havre, arriving there on the 3rd of September. While engaged in this service she carried coal from Cardiff and Belfast to French ports, with her home port at Cardiff. She remained in this status until the 2nd of February, 1919, at which time she was released from the Army and assigned to the Food Administration, and was engaged in carrying food between Rotterdam, Danzig, Newcastle and French ports. She remained in this status until the 9th of June, 1919, at which time she was released from the Food Administration and assigned to the Shipping Board. Our latest movement sheet shows this vessel arriving at Bordeaux on the 6th of July. Upon completion of her discharge she will be returned to the United States for re-delivery to the Shipping Board.

General Characteristics.

Cargo ship.
Length 261' Beam 43'6"
Mean draft 17'10" - speed loaded 10.5
Complement; Officers 10; crew 42.
Total deadweight tonnage 3000 - net tonnage 1242.
Cargo transported overseas 2130 tons.
This is one of the distinct types of Lake vessels which were built for that service and were requisitioned by the Shipping Board and ordered to proceed to European Waters.

July 28, 1919.

HISTORY OF THE USS LAKE WINOOSKI

The LAKE WINOOSKI was taken over and commissioned on the 25th day of November, 1918, at Montreal, as a N.O.T.S. (Naval Overseas Transportation Service) vessel. She was immediately assigned to the European Coal Trade, and sailed on the 1st of December for Sydney to join a convoy for her trans-Atlantic voyage., She sailed from Sydney on the 7th and arrived at Cherbourg on the 21st of December. While engaged in transporting coal for the Army, her home port was at Cardiff, Wales. She remained in this status until the 19th of March, 1919, at which time she sailed from Inverness for Hampton Roads, with a cargo of 1300 pounds of Mine anchors, and small arms ammunitions. She arrived at Norfolk on the 6th of April, 1919 and upon completion of unloading, repairs were made, inventories were taken, and she was placed out of commission and returned to the Shipping Board on the 11th of March, 1919.

General Characteristics.

Cargo ship.
Length 261' Beam 43'6"
Mean draft 21' speed loaded 10 knots.
Complement; Officers 10, crew 42.
Total deadweight tonnage 3500 net registered 1432.
This is one of the distinct types of Lake vessels which were built for that service and were requisitioned by the Shipping Board and ordered to proceed to European Waters.

July 28, 1919.

HISTORY OF THE USS LAKE WOOD.

The USS LAKE WOOD was taken over and commissioned as N.O.T.S. vessel on the 15th of December 1917 at Norfolk.

She was immediately refitted and refurnished in accordance with Navy practice , loaded a full cargo of supplies and sailed on the 19th of January 1918 to Halifax. On the 31st of Janauary she was reported as aground at the entrance of Buzzards Bay. Assistance was sent to her but all attempts to haul her off failed and it was finally decoded to jettison her cargo. These operations were completed and she was refloated on the 2nd of February ~~and~~ immediately reloaded her cargo and proceeded to Boston arriving there on the 5th. At this port she discharged her cargo, underwent repairs loaded a full cargo of coal, bunkered for a trip to Guantanamo and ~~she~~ sailed from Norfolk on the 22nd of February arriving at Guantanamo on the 27th. Her she discharged her cargo and proceeded on the 2nd of March to Philadelphia at which port she arrived on the 14th. Here she discharged her cargo of sugar, proceeded on the 19th to Norfolk there to load a full cargo of coal for discharge at Clyde. She sailed on the 29th of March to Halifax at which port she arrived on the 2nd and joined a convoy sailing from that place on the 4th arriving at Clyde on the 18th. From Clyde she proceeded on the 26th to Corpack; and from Corpack on the 1st of May to Clyde; and from this port on the 7th to Lamlash; and from Lamlash on the 9th to Norfolk at which port she arrived on the 26th. Here she underwent extensive repairs, loaded a full cargo consisting of mines and general supplies, bunkered and sailed on the 27th of June for Kyle, at which port she arrived on the 15th of July. From Kyle she proceeded on the 20th to Clyde and from Clyde on the 26th to Norfolk at which port she arrived on the 18th. At Norfolk she again loaded a full cargo of mines and general supplies, bunkered and sailed on the 30th to Oban, arriving there on the 20th of September. From Oban she proceeded to Glasgow on the 24th; from Glasgow to Lamlash on the 2nd of October; from Lamlash on the 4th she sailed for Hampton Roads. She was forced to return to Lamlash on account of heavy winds and was obliged to be placed in dry dock on account of a leak in the fore hold. She was delayed here undergoing repairs until the 15th of November at which time she again sailed for Norfolk with 606 tons of sand ballast and arrived there on the 4th of December. At Norfolk she underwent repairs, loaded a full cargo of coal, bunkered and sailed on the 20th to Boston. At Boston she discharged her cargo and sailed on the 28th for Hampton Roads arriving there on the 30th. At this port she again loaded a full cargo of coal and sailed on the 7th of January 1919 for Boston. She arrived at Boston on the 9th but was ordered to proceed on the 10th to Portsmouth for discharge. She arrived atmPortsmouth on the 11th, discharged her cargo and sailed on the 17th for Hampton Roads at which port she arrived on the 19th. At this time it was decided to place the USS LAKE WOOD in line for demobilization. On the 5th of February 1919, repairs ~~being~~ completed inventories taken, she was placed out of commissioned and returned to the Shipping Board.

General characteristics.

HISTORY OF THE USS LAKE WOOD.

continued.

General characteristics.

Mine Carrier.
Length : 261 ', beam 43' 6".
Decks : 1, holds 2.
Complement: Officers 11, crew 54.
Cubic cargo capacity: (grain 147,821).
(bale 137,025).
Armament : 1-5-50 1-3-50.
Total deadweight tonnage 3000, net 1157.
Draft loaded 17' 8",nspeed 9.5 knots.

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

October 9, 1919.

HISTORY OF THE USS LAKE WORTH.

The USS LAKE WORTH was one of the distinct types of Lake ships which were taken over by the Navy Department and assigned to service as Mine carriers. She was commissioned as N.O.T.S. vessel on the 26th of February 1918 at New York. She was immediately refitted and refurnished in accordance with Navy practice. Repairs were completed and she sailed on the 2nd of March to Hampton Roads, there to load a full cargo of coal, bunker and proceed on the 7th to Boston for discharge. She sailed from Boston on the 25th for Norfolk, at which port she arrived on the 28th, loaded a full cargo of coal and proceeded on the 29th to Boston for discharge. She arrived at Boston on the 1st of April, discharged her cargo and sailed on the 3rd to Hampton Roads, at which port she arrived on the 7th. Here she underwent repairs, loaded a full cargo of coal, bunkered and sailed on the 23rd for Bermuda arriving at her destination on the 26th, discharged her coal and proceeded on the 5th of May with a cargo of vegetables for Norfolk, at which port she arrived on the 8th. At Norfolk she again loaded a full cargo consisting of general supplies and mines, bunkered and sailed on the 17th for Halifax there to join a convoy sailing on the 22nd for Oban. She arrived at Oban on the 5th and proceeded on the same day to Kyle; from Kyle on the 9th to Clyde ; and from Clyde on the 17th to Norfolk, at which port she arrived on the 6th of July. Here she again loaded a full cargo consisting of general supplies and mines underwent a few minor repairs bunkered and sailed on the 29th for Oban at which port she arrived on the 16th of August. From Oban she proceeded on the 17th to Kyle; from Kyle on the 25th to Glasgow; and from Glasgow on the 31st to Lamlash; from Lamlash she sailed on the 2nd to Norfolk at which port she arrived on the 22nd. At Norfolk she underwent a few minor repairs, again loaded a full cargo of general supplies and mines, bunkered and sailed on the 1st of October for Oban arriving there on the 20th. From Oban she proceeded on the 21st to Kyle; from Kyle on the 24th to Glasgow; from Glasgow on the 3rd of November to Hampton Roads. She was obliged to put into Bermuda for fuel and provisions and sailed from there on the 1st of December arriving at her destination on the 6th. From Norfolk she sailed on the 7th to Charleston, arriving there on the 10th. At this port she was placed in dry dock and was thoroughly cleaned, painted and underwent necessary repairs to her hull and machinery. These repairs were completed on the 29th of December, at which time she sailed to Norfolk arriving there on the 31st. At Norfolk she underwent a few minor repairs, loaded a full cargo of coal, bunkered and sailed on the 12th of January for Bermuda, at which port she arrived on the 16th. At Bermuda she discharged her coal and sailed on the 28th for Norfolk arriving there on the 2nd of February. Here she again underwent a few minor repairs loaded a full cargo of coal, bunkered and sailed on the 19th to the Azores arriving there on the 3rd of March. At this port she discharged her coal and sailed on the 14th for Norfolk arriving there on the 24th. At Norfolk she again loaded a cargo of coal and proceeded on the 31st to Portsmouth. She arrived at Portsmouth on the 3rd of April, discharged her coal and sailed from there on the 9th for Norfolk, there to load another cargo of coal for discharge at Portsmouth,

HISTORY OF THE USS LAKE WORTH.

continued.

These operations were completed as per scheduleand she sailed from Portsmouth on the 3rd of May to New York, there to load a cargo for discharge at Norfolk. At Norfolk she discharged part of her cargo and supplies loaded a full cargo of coal and sailed on the 21st for Charleston at which port she underwent repairs until the 4th of June. From this place she sailed in order named to the following ports: for discharge: Guantanamo, Santiago, Port Au Prince, Cape Hayti, San Domingo, St. Thomas and finally sailed on the 10th of July from St. Thomas for Norfolk. She arrived at Norfolk on the 16th, and at this time it was decided to place her in line for demobilization. On the 2nd of August 1919, repairs ~~being~~ completed, inventories taken, the USS LAKE WORTH was placed out of commission and returned to the Shipping Board.

General characteristics.

Mine Carrier.
Length: 261' beam 43' 6".
Complement : Officers 11, crew 60.
Cubic cargo capacity: (grain 137,100 cubic feet).
(bale 127, 092 cubic feet).
Armament: 1-3-5-, 1-5-50-.
Total deadweight tonnage 3100, net 1259.
Coal burner: bunkers 434 tons.
Draft loaded 18', speed 8.5 knots.

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

October 9, 1919.

HISTORY OF THE U. S. S. LAKE YAHARA.

The LAKE YAHARA was taken over and commissioned as a N. O. T. S. (NAVAL OVERSEAS TRANSPORTATION SERVICE) vessel on the 28th of December 1918 at Cardiff, Whales. Prior to being commissioned the LAKE YAHARA was manned by the Shipping Board in the service of the army. While in this status she transported five hundred and thirteen tons of general army cargo overseas. Upon discharging this cargo she was immediately assigned to the Army Coal Trade, engaged in transporting coal from English to French Ports, basing at Cardiff. On March 3, 1919 she was released from the coal trade and sailed from Penarth for New York where she arrived March 20th. There she discharged her cargo of 540 tons of army cargo. It was thought that this vessel would be operated for Shipping Board Account but this plan failed to mature so on March 26, 1919 she was delivered to the Shipping Board for re-delivery to her owners.

General Characteristics.

Cargo Ship.
Length 250' 5", beam 43' 5".
Gross tonnage 2,338.
Net tonnage 1,431.

HISTORY OF THE USS. LAKE YBSILANTI.

The LAKE YPSILANTI was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 11th of January 1919 at Cardiff Wales. Immediately upon being commissioned she was assigned to the Army coal trade, operating in European waters. While in this service she was engaged in transporting coal from Cardiff and Belfast to French ports. She remained int this status until 19th of February 1919, at which time she was transferred from the Army coal trade to the Navy coal trade. After being transferred from the Army account to the Navy account, she operated between the same ports but carrying supplies for the Navy. She remained in this status until the 14th of June 1919, at which time she sailed from Cardiff for New York. Upon her arrival at New York, it was decided to place her in line for demobilization. On the 15th of July 1919, repairs were completed , inventories having been taken she was placed out of commission and returned to the Shipping Board.

General Characteristics.

Cargo Ship.
Length: 261' ; Beam 43' 6".
Decks: 1; holds 2.
Complement: Officers 2 crew 41.
Cubic cargo capacity: (Grain 174,227 cubic feet); (bales 161,507 cubic feet).
Total deadweight tonnage: 3600; cargo deadweight 2800.
Draft loaded 21'; Speed loaded 8 knots.

This is the average type of ship used to transport the Army program of coal in foreign waters.

HISTORY OF THE USS LANCASTER.

The USS LANCASTER was taken over and commissioned as a N.O.T.S. (Naval Overseas Transportation Service) vessel on the 15th of June 1918 at Philadelphia. Immediately upon her commissioning, it was decided that she would be used in South American service to be operated by the Luckenbach Steamship Company.

After a successful trial trip, she proceeded from Philadelphia on the 24th of June for New York, arriving there on the 25th. At this port she was ordered to bunker and load a commercial cargo and ammunition for discharge in South American ports. She sailed from New York on the 13th of July arriving at Trinidad Island on the 22nd . From there she was ordered to proceed to Buenos Aires on the 23rd there to discharge her cargo and bunker for a trip to Gibraltar. At Trididad she loaded a complete cargo and sailed on the 6th of October for Gibraltararriving there on the 21st. From here she proceeded to Marseillesat which port she arrived on the 28th. On the 19th of November shesailed from Marseilles for New York via Gibraltar. On the 23rd. she parted chain and drifted ashore at Gibraltar but was floated with apparently no damage. She sailed on the 26th and arrivedat her destination on the 15th of December. On the 17th of December 1918, she was transferred from the N.O.T.S. service to the Cruiser Transport Forces.

General characteristics.

Cargo ship.
Length: 456 ', beam 57' 6".
Decks 3, Holds 4.
Complement: Officers 14, crew 78.
Cubic cargo capacity: (grain 535,661 cubic feet)
(bale 510,154 cubic feet)

Armament : 1-6 pdr.; 1-5' 51.
Total deadweight tonnage 11500, net registered tonnage 5539.
Oil burner' bunkers 532,728 gallons.
Draft loaded 28', speed loaded 10.5 knots.
Cargo transported overseas' 10,110 tons.

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

September 29, 1919.

HISTORY OF THE USS LEVISA.

The USS LEVISA was taken over and commissioned as N.O.T.S. on the 19th of November 1918, at Cardiff.

She was immediately assigned to the Army Coal Trade, and, while in this status was engaged in transporting coal between French and British ports with her home port at Cardiff. She remained in this status until the 22nd of February 1919, at which time she sailed from Penarth for New York with a cargo of 832 tons of Army explosives. She arrived at New York on the 15th of March and at this time, it was decided to place her in line for demobilization.

On the 1st day of April 1919, repairs ~~being~~ were completed, inventories ~~having been~~ taken, she 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 1, holds 2.
Complement : Officers 7, crew 45.
Cubic cargo capacity: (grain 151,524 cubic feet).
(bale 140,161 cubic feet).
Armament 3-50 fwd, 3-50 aft.
Total deadweight tonnage 3100, net registered 1275.
Draft loaded 17', 6" , speed loaded 8 knots.

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

October 3, 1919

HISTORY OF THE U. S. S. LEWIS K. THURLOW.

The LEWIS K. THURLOW was taken over and commissioned as an N. O. T. S. (NAVAL OVERSEAS TRANSPORTATION SERVICE) vessel on the 25th of November 1918 at Cardiff, Whales. Prior to being commissioned the LEWIS K. THURLOW was manned by the Shipping Board in the Service of the Army. While in this service she transported several thousand tons of army cargo overseas. She was assigned to the Army Coal Trade, engaged in transportating coal from England to French Ports, basing at Cardiff. On February 28th she was released from the coal trade and sailed from Bordeaux for Philadelphia with a cargo of one thousand three hundred tons of Army cargo. She arrived there March 18th where she discharged her cargo and sailed on the 26th. for New York. This vessel was returned to the Shipping Board to be returned to her owners March 26, 1919 at New York.

General Characteristics.

Cargo ship.
Gross tonnage 3,316.
Net tonnage 2,104.
Length 313' 5", beam 46' 1".

HISTORY OF THE USS LIBERATOR.

The USS LIBERATOR was taken over and commissioned as a N.O.T.S. vesel on the 2nd of July 1918 at San Francisco.

She sailed on the same day for Mare Island, where she discharged her cargo of flour and sailed on the 5th for Port Costa. At Port Costa she loaded a full cargo of general Army supplies and sailed for New York via the Canal. At New York she was ordered to load a general Army cargo, bunker, undergo a few minor repairs and sail on the 13th of August in convoy for Brest, at which place she arrived on the 28th.

From Brest she proceeded to Paulliac, arriving there on the 8th of September and from Paulliac to Verdon, arriving there on the 8th of October. She sailed on the same day for New York, arriving there on the 22nd. At New York she loaded a cargo of General Army supplies and horses, underwent repairs, bunkered and proceeded on the 13th of November in convoy for Bordeaux, arriving there on the 27th.

At Bordeaux she discharged her cargo, loaded ballast and proceeded on the 6th of December for New York, arriving there on the 21st. At New York, it was decided that the LIBERATOR be assigned to the Cruiser & Transport Forces, to assist in the return of troops from France.

On the 3rd of January 1919, this transfer was completed.

General characteristics.

Cargo ship. (Animal transport).
Length : 410', beam 56'.
Decks 3, holds 4.
Complement: Officers 11, crew 84.
Cubic cargo capacity: (grain 560,419 cubic feet).
(bale 499,250 cubic feet).
Total deadweight tonnage 11,713, net registered 6027.
Oil burner, bunkers 569,100 gallons.
Draft loaded 30' 6", speed 9.5 knots.
This ship carries a deck load of 24 auto trucks.

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

October 2, 1919.

HISTORY OF THE USS LIBERTY.

The USS LIBERTY was taken over and commissioned as N.O.T.S. vessel on the 7th of October 1918 at Hoboken, New Jersey.

She was immediately refitted and refurnished in accordance with Navy practice, loaded a part cargo and sailed on the 13th to Norfolk, there to complete loading, bunkered, and sailed on the 18th for New York to join a convoy sailing on the 19th for Bordeaux.

This ship, however was forced to return to New York and there underwent repairs until the 24th, at which time she again sailed for Brest, arriving there on the 8th of November.

From Brest she proceeded on the next day to St. Nazaire, at which port she discharged her cargo of animals and general, and loaded 800 tons of steel rails and proceeded on the 20th to New York via Bermuda.

She put in to Bermuda on the 12th of December, took on a supply of fuel and sailed on the next day for New York arriving there on the 16th of December. At New York she underwent repairs, bunkered, loaded a cargo of general and food supplies for the Army account and sailed on the 4th of January 1919, arriving at Cherbourg on the 19th. From Cherbourg she proceeded on the same day to Havre, arriving there on the 20th. At this port she discharged her cargo and proceeded on the 31st to Norfolk arriving there on the 22nd of February. At Norfolk she again discharged her ballast and was placed in dry dock for repairs.

Repairs ~~being~~ were completed, she loaded a general army cargo and sailed on the 17th of March for La Pallice, arriving there on the 2nd of April. From La Pallice she proceeded on the same day to Verdon; from Verdon on the 3rd to Bordeaux.

At Bordeaux she discharged her cargo, loaded 436 tons of Army cargo, 2072 tons of steel rails and sailed on the 16th for Newport News, arriving there on the 30th. At this time it was decided to place the USS LIBERTY out of commission. On the 16th of May 1919, repairs ~~being~~ were completed, inventories taken, she was placed out of commission and returned to the Shipping Board.

General characteristics.

Cargo ship.
Length : 411', 6". beam 65'.
Decks 2, holds 5.
Complement: Officers 13, crew 145.
Cubic cargo capacity: (grain 483,213 cubic feet).
(bale 439,285 cubic feet).

HISTORY OF THE USS LIBERTY.

continued.

Armament 3-5-' fwd, 6-5' aft.
Total deadweight tonnage 9600, net registered 4809.
Oil burner, bunkers 374,388 gallons.
Draft loaded 27', speed 9,5 knots.

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

October 3, 1919.

HISTORY OF THE USS LONG BEACH.

The USS LONG BEACH was taken over and commissioned for the N.O.T.S. (Naval Overseas Transportation Service) service on the 20th of December 1917 at Charleston, South Carolina.

She was immediately refitted and refurnished in accordance with Navy practice and proceeded to Jacksonville on the 26th arriving there on the 27th.

Here she underwent a few repairs and sailed on the 5th of January 1918 for Philadelphia, there to load 5000 yellow pine railroad ties. From here she proceeded on the 9th to Norfolk to bunker for a trip overseas. She sailed from Norfolk on the 4th of February in convoy for Queenstown, at which place she arrived on the 26th of February.

At this time it was decided to assign the LONG BEACH to the Army Coal Trade operating between French and English ports, and she remained in this status until the 23rd of April, at which time she sailed for Norfolk with a cargo of miscellaneous aviation material.

She arrived at Norfolk on the 13th of May and from here proceeded on the 19th to Philadelphia, there to undergo urgent repairs. Our latest movement sheet shows this vessel still undergoing repairs at Philadelphia.

General characteristics.

Collier.
Length: 330', beam 41' 11".
Speed 8,5 knots.
Deadweight tonnage: 1967, net tonnage 1824.
Complement: Officers 10 crew 94.

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

October 3, 1919.

HISTORY OF THE USS LOS ANGELES.

At the beginning of the N.O.T.S. on January 9, 1919, the USS LOSANGELES was assigned to that service.

She was immediately refitted and refurnished in accordance with Navy practice, underwent repairs, loaded a cargo of general Army supplies and sailed on the 15th of January, arriving at Scapa, England, on the 4th of February. Here she discharged her cargo and sailed on the 7th for New York arriving there on the 27th. At New York she underwent repairs, bunkered, and proceeded on the 4th of March to Port Arthur, Texas, there to load a full cargo of fuel oil and sailed on the 14th for Hampton Roads, arriving there on the 20th. She sailed the next day from Hampton Roads to join a convoy sailing on the 24th for Portsmouth, England. This convoy sailed as per schedule, and, on the 9th of Aprilshe arrived at Portsmouth, at which port she discharged her fuel oil and proceeded on the 17th for New York, arriving there on the 2nd of May. At New York, she underwent repairs, bunkered, loaded a cargo and sailed on the 17th of May for Devonport, arriving there on the 1st of June. From Devonport she proceeded on the 7th to New York, at which place she arrived on the 21st of June. Here she again underwent repairs, loaded a cargo of fuel oil and sea planes and departed on the 4th of July for Brest, arriving there on the 19th. At Brest she discharged her cargo and sailed on the 28th for New York arriving there on the 15th of August. She proceeded on the 16th to Philadelphia, at which port she again loaded a cargo of fuel oil and seaplanes, proceeded on the 11th of September to New York there to join a convoy sailing for Brest on the 14th. This convoy arrived at Brest on the 29th, The LOS ANGELES discharged her cargo, underwent repairs, and sailed from Brest on the 25th of October for Philadelphia, arriving there on the 10th of November. At Philadelphia she again loaded a cargo of fuel oil and sailed on the 17th for Christabel via the Panama Canal. She departed Panama on the 30th of November for Tuxpan, Mexico, at which port she arrived on the 6th of December. At Tuxpan, she loaded a full cargo of crude oil for discharge at New York. She sailed on the 11th of December and arrived at New York on the 16th.

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 she was placed out of commission and returned to the Shipping Board for simultaneous return to her owners.

General characteristics.

Tanker.
Length: 435', beam 56'.
Decks 1.
Complement Officers 15, crew 72.
Cubic cargo capacity, (bale 120,000 cubic feet).
Armament: 1-3-50fwd. 15-40 aft.

HISTORY OF THE USS LOS ANGELES.

continued.

Total deadweight tonnage: 11,000, net registered 4255.
Oil burner: bunkers 120,120 gallons.
Draft loaded 27', 5", speed loaded 9.5 knots.
Carries a deck load of airplanes.

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

October 2, 1919.

HISTORY OF THE USS LUELLA.

The USS LUELLA was taken over and commissioned as N.O.T.S. (Naval Overseas Transportation Service) vessel on September 16, 1918 at New York.

She was immediately refitted and refurnished in accordance with Navy practice, and was ordered to load a cargo of supplies for the Army. She sailed from New York on the 1st of October for Sydney to join a convoy for Brest. She was forced to undergo repairs at Sydney, and was delayed there until the 8th of November at which time she sailed for Brest, arriving there on the 25th. From Brest she proceeded on the 27th to St. Nazaire, at which port she arrived on the 1st of December, and, after discharging her cargo of frozen beef, proceeded on the 9th to Barry Roads for coal. Upon completion of bunkering and loading 630 tons of Army stores, she sailed from Barry Roads on the 24th of December for New York, arriving there on the 15th of January. At New York she underwent extensive repairs, loaded a cargo of general Army stores and proceeded on the 18th of March 1919 for Brest. She arrived at Quiberon on the 5th of April, and proceeded from there on the 6th to St. Nazaire arriving on the same day. On the 20th of April 1919 the USS LUELLA collided with the Steamship Rosedale. The Rosedale sunk in 8 minutes, ~~and~~ the LUELLA sustained serious damage to her hold, and it was necessary to place her in dry dock at Barry Roads. At Barry Roads, she repaired until the 2nd of August, at which time she sailed for Bordeaux, there to bunker and load 2492 tons of Ordnance material. These operations were completed and she sailed from Bordeaux on the 28th of August for Philadelphia arriving there on the 15th of September. At this time it was decided to place the USS LUELLA in line for demobilization. On the 26th of September 1919, repairs ~~had been~~ completed, inventories ~~were~~ taken and she was placed out of commission and returned to the Shipping Board.

General characteristics.

Refrigerator ship.
Length: 354', beam 49'.
Decks 2, holds 3.
Complement Officers 13, crew 53
Refrigerating space 221,900 cubic feet.
Armament: 1-6 pdr. 1-6-50.
Total deadweight tonnage 8835, net registered 2540.
Coal burner: bunkers 563 tons.
Draft loaded 24', speed loaded 8 knots.

This ship was first commissioned May 27-1918 at Baltimore, Md. and proceeded to New York where she was laid up for a number of months. She had engine trouble and was towed back to the yard. She was recommissioned Sept 16 and delivered to Shipping Board and returned to New York. JPL

This is the average type of ship used to transport the

HISTORY OF THE USS LUELLA.

continued.

Army program of supplies abroad.

October 2, 1919.

HISTORY OF THE USS LYDIA.

The USS LYDIA was taken over as N.O.T.S. vessel on the 23rd of October 1918 at Baltimore. Maryland.

She was immediately refitted and refurnished in accordance with Navy practice, and was commissioned on the 26th of October 1918.

Upon completion of these operations, she loaded a cargo consisting of Aviation steel and general supplies and sailed on the 7th of November for Norfolk, there to join a convoy sailing on the 15th for Nantes. At this port she discharged her cargo, loaded 855 tons of water ballast and sailed on the 14th of December for Baltimore, at which port she arrived on the 4th of January. On the 20th of January, 1919, at Baltimore, she was transferred from Army Account to Shipping Board Account and was ordered to load a cargo of food assigned to the European Food Relief. These operations were completed and she sailed on the 7th of February for Constantinople via Gibraltar. She arrived at Constantinople on the 16th of March, discharged her cargo, loaded 1456 tons of water ballast and sailed for Norfolk via Gibraltar and Seville.

On her arrival at Norfolk on the 9th of May, it was decided to place her in line for demobilization. On the 15th of May 1919, repairs were completed, inventories taken, and she was placed out of commission and returned to the Shipping Board.

General characteristics.

Cargo ship.
Length : 366', beam 48' 2".
Decks: 2 holds 5.
Complement : Officers 11, crew 77 .
Cubic cargo capacity: (grain 288,930).
(bale 267,230).
Total deadweight tonnage 6062, net registered tonnage 2432.
Coal burner: bunkers 323 tons.
Draft loaded 24', speed 10.5 knots.

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

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October 2, 1919