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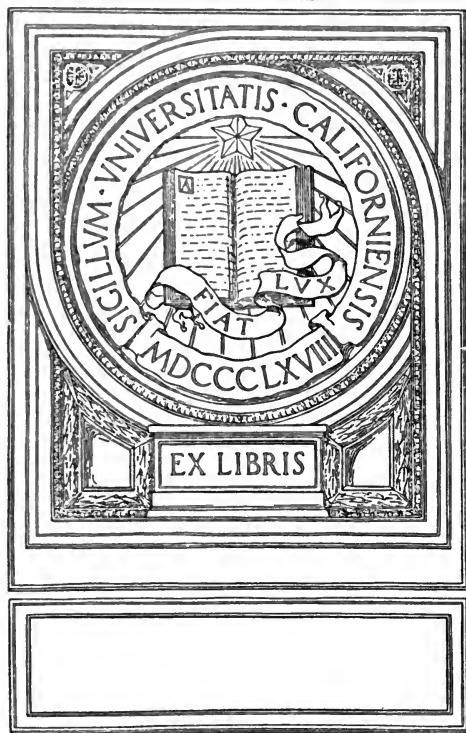
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The Log
of the
U.S.S. MAUI
In the World War

GIFT OF
A. F. Morrison



To
Mr. C. F. Morrison.

It is a great pleasure to send
this little book of the "Maui" to you.

It is not a military record, but was
written by the crew, so that on their
departure for their homes, which were in
nearly every state of the Union, they might
take with them a little "log" to remind
them of some of the events of their war
service and of the men who served with
them on the "Maui".

W. M. Edwards,
Commander, U. S. Navy B. F.

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Maui (U.S. Ship)

BEING THE "LOG"

of the

U. S. S. Maui

In the World War



WITH
PHOTOGRAPHIC ILLUSTRATIONS

Compiled by

Lieutenant W. E. Hennerich, MC.	- -	U. S. N.
Lieutenant J. W. Stewart	- -	U. S. N. R. F.
Lieutenant (j.g.) Wm. P. Reagor, Chaplain	-	U. S. N.
J. F. McKenna, Yeoman, first class	- -	U. S. N.
B. F. Johnson, Yeoman, third class	- -	U. S. N.
H. G. Binder, Ptr., second class, Cartoonist	-	U. S. N.

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GIFT OF

A. F. Morrison

THE UNIVERSITY OF CHICAGO
LIBRARY

To
W. F. M. EDWARDS
"Our Skipper"

M94379

A truer, nobler, trustier heart,
more loving, or more loyal,
never beat within a human
breast.--*BYRON*.

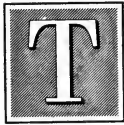


W. E. M. Edwards

LIEUTENANT-COMMANDER, U.S.N.R.F.
COMMANDING OFFICER



FOREWORD

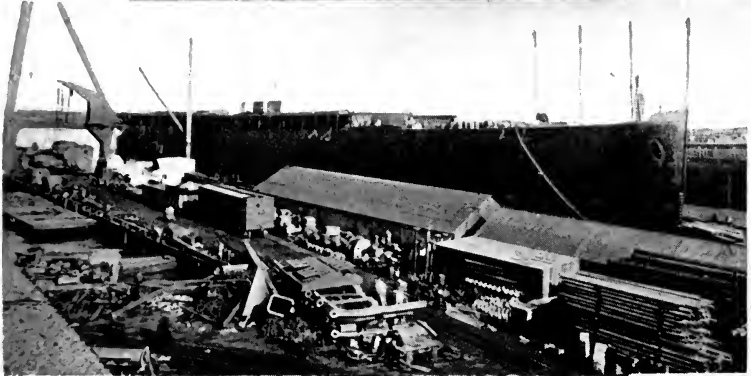


THE name of our good ship, *Maui*, was, perhaps, to most of us the most strange and meaningless of any of the ships in this fleet, and upon first seeing it in print no doubt it seemed unpronounceable. Yet the name has a romance about it that one associates with the sea, for the ship was named after the beautiful Island of Maui, the second largest of the Hawaiian group.

The purpose of our book is to tell in a simple and short manner, and so that we may keep it fresh in our memories in the years to come, the tale of the part played in the great war by the good ship *Maui* and the men who manned her. We, the officers and crew of *The Maui*, were nearly all drawn into the Great Adventure from quiet and peaceful scenes, even as the ship herself came from the quiet trade to the high and beautiful island nestling in the tropical sea and for which she was named.

When our present duty is performed, we, as well as the ship, will eventually return to the scenes of our former occupations. We will take with us, in the form of this little book, the story of our ship in the sterner days when our country called us to her service, and may it often recall to mind the memory of our shipmates and the scenes on board our staunch ship—*The U. S. S. Maui*.

The story leading up to the building of *The Maui* is a true romance of the sea, dating back to the days of sailing ships and to the men of sterling character and ability



MRS. MATSON
LAUNCHING OF THE MAUI

who commanded them. *The Maui* was the last addition to a fleet of merchant steamers conceived and created by the late Captain William Matson, of San Francisco. To his genius the Navy owed the addition, during the war, of three fine transports—*The Maui*, *Matsonia*, and *Wilhelmina*.

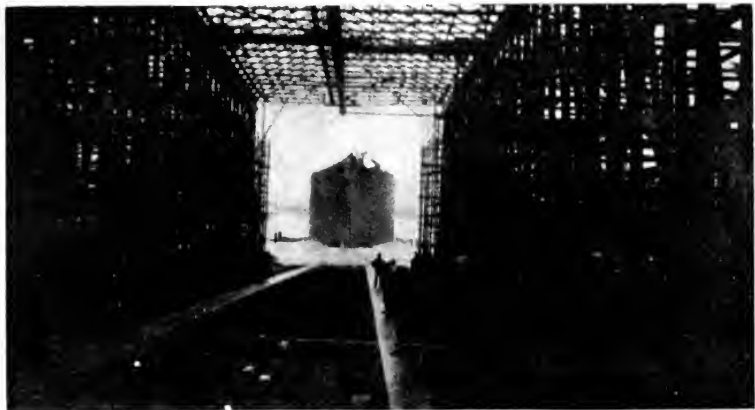
Starting as a young man in the trade from San Francisco to the Hawaiian Islands, which was carried on then almost entirely by small sailing vessels, Captain Matson developed and saw his business grow from one small sailing vessel, which he commanded himself, to the present fleet of splendid steamers. In this sea enterprise and the adventures centered about the life of the late Captain Matson, we have not only a romance of the sea but a glimpse of sea power in its true and broader sense.

The war has given us a new conception of, and a new interest in sea power. Sea power as we have seen it, and also as illustrated by a great seafaring nation in history, does not lie alone in a mighty and purely military Navy, but in the combination of such a navy with a large merchant fleet.

The source of the great wealth of all maritime nations has always been a large and well organized merchant marine. A fraction of the wealth that flows into the maritime nations through their great merchant fleets has supported their powerful navies, which in turn protected their sea commerce and enabled it to expand.

The ships and seamen of a large merchant marine are a reserve from which the navy can draw in time of war. We have readily seen the advantages of sea power in the duty performed by *The Maui* while we served aboard her.

It was due to sea power alone that the great American Army was so successfully carried to France. It is the part in the service to our country played by the ship and the men who manned her that we are proud of, and the commemoration of which is the purpose of this book.



LAUNCHING OF *THE MAUI*

*“In Care of the Postmaster,
New York”*



WHEN GENERAL JOHN J. PERSHING, from France, advised the United States Government to “bridge the Atlantic with ships,” as a move of inestimable importance in the winning of the war, *The Steamship Maui* was in the first year of her existence. She was plying the Pacific between San Francisco and the Hawaiian Islands under the big “M” of the Matson Navigation Company. Her maiden voyage had started on April 7, 1917, the day following formal declaration of war against the German Empire.

On March 6, 1919, she celebrated her first anniversary as *The U. S. S. Maui* while tied up at Army Pier No. 1, Hoboken, New Jersey, after seven round trips to various ports in France.

In the recital of her record no claim is laid to brilliancy, despite the fact that she was a subject of attack, in what probably was one of the most intense and persistent efforts directed by German U-boats against American troopship convoys during the war, and on several other occasions was picked as a victim by the Skippers of under-sea craft. Her career has, however, been of more than casual interest, and, in view of this fact, the story of events—chronologically related or otherwise—has been deemed worthy of some sort of permanency.



Jas P. Rasmussen

LIEUTENANT-COMMANDER, U.S.N.R.F.
EXECUTIVE OFFICER



Alexander Ryan.

LIEUTENANT-COMMANDER, U.S.N.R.F.
CHIEF ENGINEER

At the time of her christening *The S. S. Maui* was the largest passenger vessel built on the Pacific coast. She was constructed for the Matson Navigation Company by the Union Iron Works Company of San Francisco and named for one of the Hawaiian Islands. Her keel was laid in February, 1916, and when Mrs. William Matson, wife of the head of the company, broke a bottle of champagne against the bow plates, on December 23rd, of the same year, she slid down the ways into the waters of San Francisco Bay as a worthy exponent of Class Three type of Naval Reserve vessel. Although privately owned and operated, she was subject to call by the Government in time of emergency.

Her length was 501 feet, her beam 58 feet and her displacement 17,000 tons. Equipped with Westinghouse-Parsons turbines, double reduction gear, driving twin screw propellers, she was capable of 15,000 H. P., her main turbines accounting for 12,500 and her auxiliaries for the remaining 2,500. Her speed was to be sixteen knots.

Having been constructed as an oil burner, *The Maui* was equipped to carry 21,000 barrels of fuel, giving her an approximate steaming radius of 12,000 miles, or enough, figures show, to drive her continuously for eight hundred hours at fourteen knots. She carried eight Babcock & Wilcox boilers.

One of the finest and most thoroughly equipped cold storage plants, for its size, to be found anywhere, was installed. It comprised three ten-ton ice machines of the latest type and fitted in the most improved manner.

The electrical plant, although quite ample in the merchant service, has been a trifle inadequate for the entire



E. Sandelin

LIEUTENANT, U.S.N.R.F.
NAVIGATING OFFICER

ship under naval operation. It is fitted with one 60 K. W. and two 30 K. W. General Electric force lubrication generators. An electrically driven ventilating system forces 91,000 cubic feet of air below decks each minute.

When *The S. S. Maui* sailed from San Francisco, April 7, 1917, on her maiden voyage, to the Hawaiian Islands, she admitted of accommodations for two hundred and twenty-five cabin passengers and sixty third-class passengers. In addition she carried an immense general cargo and continued to do so on her various trips between San Francisco, Honolulu, on the Isle of Oahu, and Hilo, on the Isle of Hawaii.

On December 23, 1917—exactly one year from the day she was launched—*The Maui* sailed through the Golden Gate on a new mission. She was operating under the United States Shipping Board. The departure from San Francisco had been hasty, even the fueling having been postponed until the vessel was out in the stream. Subsequently there was no demonstration of any sort when she left her home port. In Honolulu, however, at the time of her last sailing from there, the inhabitants, knowing that she was to enter the great fleet being organized by the Government in the business of war, had turned out in full force and made a gala day of it.

**Goodbye to
San Francisco
for a While.**

The Maui sailed to the equator and beyond, and put in at Tocopilla, Chile, on January 4, 1918. There, if one is to consider fine points, she gave the German Empire the first of several "jolts" administered during her war career. Although operating under the Shipping Board she entered the South American neutral port with the status of a



A. F. Council.

LIEUTENANT, U. S. N.
ORDNANCE OFFICER

merchant vessel and remained long enough to take on 10,000 tons of nitre.

Leaving Tocopilla on January 12th, *The Maui* proceeded northward again to the Pacific entrance of the Panama Canal, arriving at Panama at 7:18 A. M., January 19th, and after usual formalities entered Miraflores Locks at 11:10 A. M.—left 11:44, entered Pedro Miguel Locks 12:21 P. M. — left 12:42—Gamboa abeam 1:52 P. M. and hit it up across Gatun Lake—entered Gatun Locks 5:30 P. M.—left 6:42 P. M., and as she could not go through the nets and mine fields until morning we anchored at Colon at 7:52 P. M., January 19th. Sailed and all clear of Pilot 7:56 A. M., January 20th. Thus the actual running time from the arrival at Colon was 11 hours and 54 minutes.

Steaming up the Eastern Coast of the United States we proceeded to Hampton Roads for orders, arriving there January 25th. From Hampton Roads she went to Charleston, S. C., and there discharged her cargo.

She sailed from Charleston on February 12th, and next put in at Baltimore, Md., on February 14th. Here she was ordered into service on March 2nd and actually commissioned on March 6th.

According to the Log Entry for that date, the commissioning took place at 2:30 o'clock in the afternoon in the presence of officials of the ship and of the port of Baltimore.

Lieutenant Commander W. F. M. Edwards, U.S.N. R.F., who had taken the vessel on her last trip to the Hawaiian Islands and had brought her around to Baltimore, was in command. He had automatically entered the



Alfred Stieglitz
LIEUTENANT, U.S.N.R.F.

Naval Service with the acquisition of the ship by the Government, as had other members of her merchant crew.

These men have remained with the ship during her entire period of service in the Cruiser and Transport Force of the United States Atlantic Fleet. They are, with their present ranks and ratings:

Part of Merchant Crew Enrolls. Lieutenant Commander James P. Rasmussen, U.S.N.R.F., Executive Officer; Lieutenant Commander Alexander Ryan, U.S.N.R.F., Chief Engineer; Lieutenant R. W. Dunham, U.S.N.R.F., First Assistant Engineer; Lieutenant S. H. Robinson, U.S.N.R.F., Second Assistant Engineer; Lieutenant A. H. Westerberg, U.S.N.R.F., First Lieutenant; Lieutenant J. W. Stewart, U.S.N.R.F., Ordnance Officer; Lieutenant (j.g.) E. C. Reed, U.S.N.R.F.; Lieutenant (j.g.) E. L. Ladieu, U.S.N.R.F.; Lieutenant (j.g.) J. T. Viegas, U.S.N.R.F.; Ensign P. R. Griffin, Pay Corps, U.S.N.R.F.; J. W. McDonald, Chief Radio Electrician, U.S.N.R.F.; C. R. Nelson, Chief Commissary Steward, U.S.N.R.F.; William Anderson, Chief Boatswain's Mate, U.S.N.R.F., and Henry O. Zerbe, Chief Machinist's Mate, U.S.N.R.F.

Lieutenant James Marmion, deceased, had been Fourth Officer of the ship in the merchant service, and was First Lieutenant at the time of his death.

Lieutenant E. H. Sandelin, U.S.N.R.F., Navigating Officer, later was attached to the ship. He had formerly been with *The U. S. S. Wilhelmina*, another of the Matson line which was taken over by the Government.

During the stay of several weeks off Baltimore, the crew came aboard from the Fifth Naval District, there was a general overhauling of the turbines and such improvements and rearrangements were made as would put



Paul Keller

LIEUTENANT, U. S. N.
SENIOR MEDICAL OFFICER

the ship into condition for the work she was about to take up. Four 6-inch guns, two forward and two aft, were mounted on the newly commissioned vessel, together with a similar number of machine guns. A portion of a great cargo was taken aboard.

At 9 o'clock on the morning of March 17th the command of *The U. S. S. Maui* was taken over by Commander C. A. Abele, U.S.N. Lieutenant Commander Edwards assumed the office of Navigator. On the 19th Lieutenant Commander E. B. Woodworth, U.S.N., reported on board. He relieved Lieutenant (j.g.) Westerberg who had been acting executive officer in the temporary absence of Lieutenant James P. Rasmussen. Lieutenant Rasmussen became First Lieutenant and Lieutenant (j.g.) Westerberg, a division officer.

The Maui sailed for New York City on April 2nd. Arriving on the 4th, she tied up at Army Pier No. 4, Hoboken.

During the few days which followed, the loading of cargo and commissary stores was completed; work on the 6-inch batteries was finished and ammunition for all guns was taken aboard.

Late on the afternoon of April 10th *The Maui* slipped from her berth, passed down the channel and out into the Atlantic for a trial run. Foul weather was met with immediately. During the night ready boxes, wire reel and starboard ladder to "B" deck carried away; also part of shells for one of the forward guns, steam pipe to winches, fire main and voice tubing.



Vernon H. Wheeler

LIEUTENANT, U.S.N.
SUPPLY OFFICER

On the evening of the 11th the ship returned and put in again at her Hoboken pier. At 9:15 A. M. on the 15th the first European-bound “doughboy” to be transported on *The Maui* stepped over the gangway. A total of 478 troops, including officers, came aboard for passage to France.

**Troops Embark;
“Voyage One”
Begins.**

Next day, at 10:12 A. M., the bugler sounded “unmoor ship.” At 10:25 o’clock, all clear, *The Maui* headed down North River to the sea; at 12:57 o’clock she passed Ambrose Lightship, one half mile off the starboard beam, and at 1:25 o’clock, under the escort of *The U. S. S. Seattle*, and with *The U. S. S. Pocahontas*, *The U. S. S. Calamares*, *The U. S. S. Madawaska*, *The El Oriente*, and the British transports *Czar* and *Czarita*, actually took departure on her first transatlantic voyage of the war. Later, at an ocean rendezvous, the convoy was joined by the ill-fated *U. S. S. Mt. Vernon*.

The Maui’s first mishap occurred on April 20th. On the 12 to 4 watch in the afternoon her port engine was disabled, and in lieu of possibilities of immediate repairs she was ordered back to New York. The convoy proceeded eastward.

On the same watch next afternoon G. F. Conway, seaman second class, while passing a medicine ball with shipmates on the fantail, plunged between the life lines in the vicinity of No. 4 gun and fell overboard. A life boat being lowered to his assistance capsized, throwing G. S. Cartish, seaman second class, into the choppy seas.

Conway, failing in his efforts to grasp life preservers thrown to him, sank in a very short time and boats’ crews,



W. L. Reagor.

LIEUTENANT (j.g.), U.S.N.T.
CHAPLAIN

at work for two hours and a half, were unsuccessful in their efforts to locate and recover the body.

Cartish was in the water for a number of minutes, managing to keep afloat until rescuers reached him. He took an oar and assisted in pulling back to the ship.

A short time after the accident some adjustment of the engine trouble was effected. *The Maui* turned east again and started after the convoy.

Running at full speed on her starboard engine and half speed on the port, *The Maui* zigzagged her way across the greater part of the Atlantic unaccompanied.

Late in the afternoon on April 28th, she met, at an established rendezvous, the convoy which she had left. Together again, the convoy and escort proceeded into the night, and early next morning the horizon presented the low, rakish lines of American destroyers which had sailed from France to meet and guide them through the zone in which Germany, through her submarines, was expending every effort to terrorize and demoralize the allied marine commerce.

Flanked by the destroyers, the convoy steamed on intact until word came via radio that a veritable nest of U-boats lay in wait, ready to strike their blow in very close proximity to a certain important allied naval base (Brest).

On the morning of April 27th, a submarine was sighted twice by the convoy, and that night *The U-Boat Sighted; Maui, Madawaska, Calamares and The El Convoy Separates.* *Oriente*, with six destroyers, separated from the other ships and headed for St. Nazaire, France.

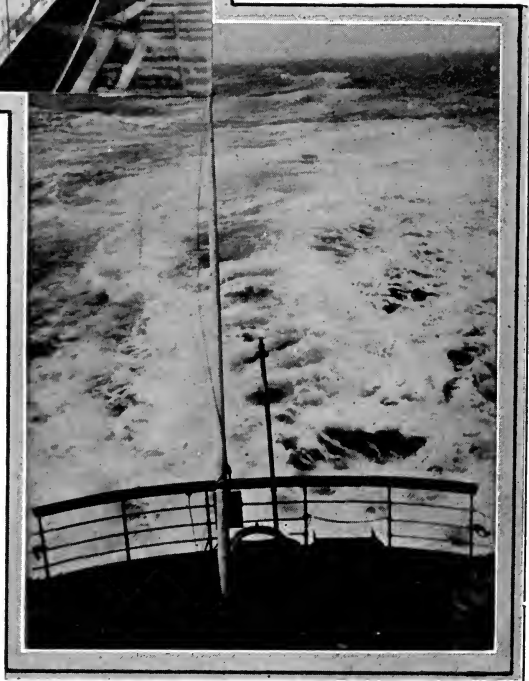
During the night *The El Oriente* and three destroyers were separated from the rest in a fog. Belle Isle was



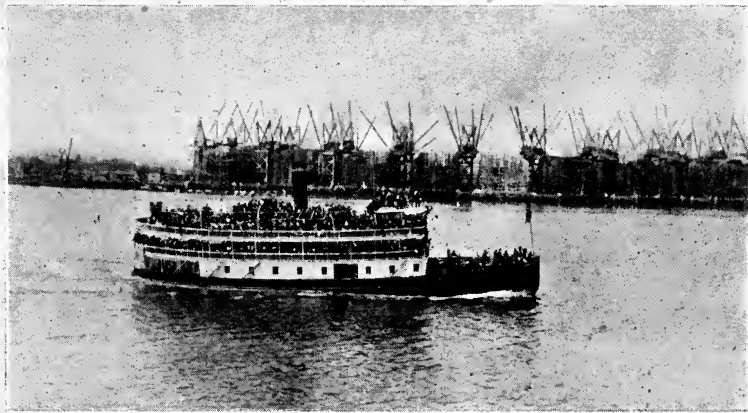
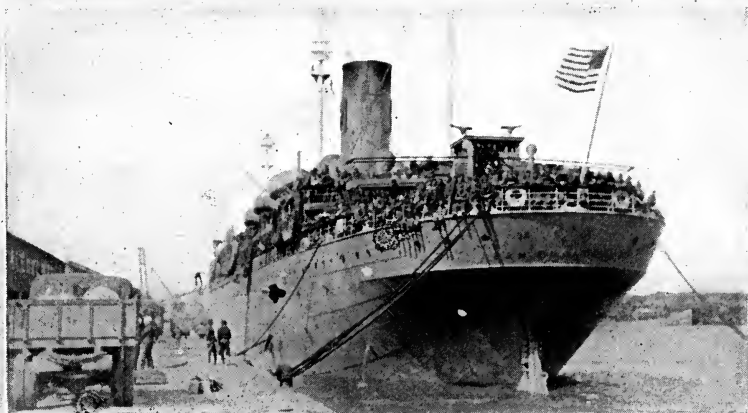
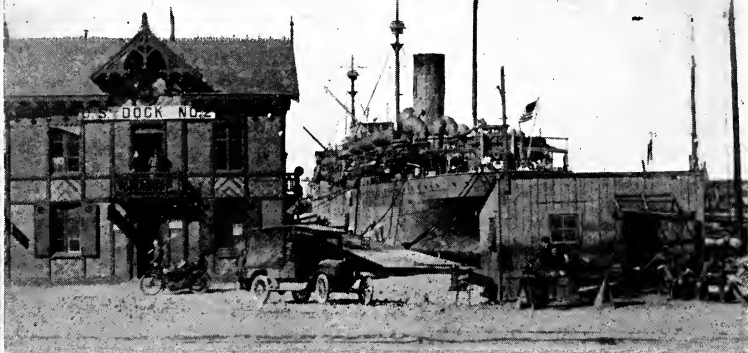
AS IT FEELS ON THE FIRST TRIP ACROSS



AS HER NOSE
LOOKED IN
DRYDOCK



THE
MAUI'S
WAKE



IN THE BASIN AT ST. NAZAIRE
"WE'RE ALL HERE, LET'S GO"
PHILADELPHIANS WELCOME THE MAUI

sighted next morning by *The Maui*, *Madawaska* and *The Calamarcs*. They were met by American hydroplanes and escorted through the swept channel into St. Nazaire.

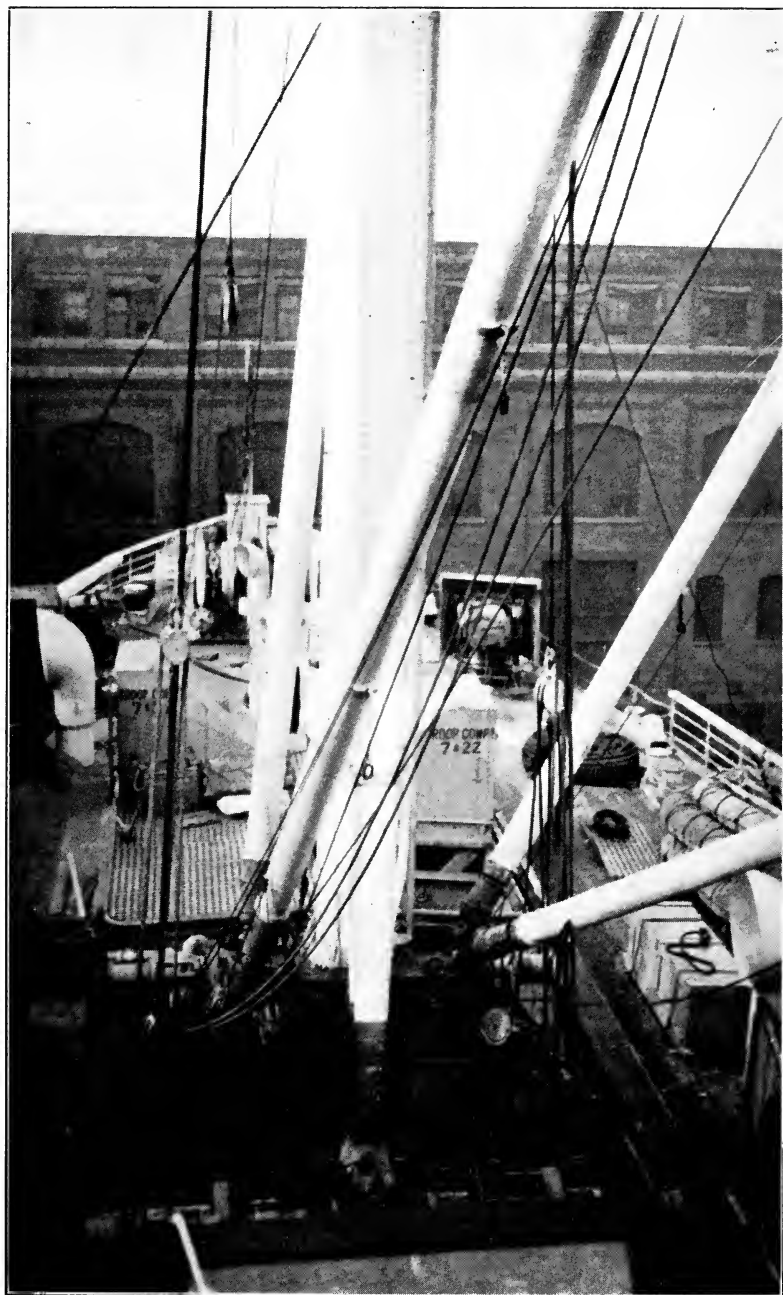
In St. Nazaire while the cargo of 10,000 tons (one item of which was 33,000 bales of corrugated iron for warehouses and trenches) was being discharged, the men of the engineer's force, working constantly night and day, without outside assistance, made repairs which, although of a temporary nature, precluded probable recurrence of the trouble which had been the occasion of the vessel starting back to the United States on the trip over.

Departure was made from St. Nazaire on May 13th. While passing out from Quiberon Bay the port high pressure turbine failed again and the voyage homeward was continued in the same manner as that to France, full speed on one engine and half speed on the other.

Fire control watches and lookouts, on several nightly occasions, reported what appeared to be submarine signal lights flashing at irregular intervals astern and off the quarters, but, with the exception of one alarm which lacked visible substantiation, and the passing of a small whirlwind at 2,000 yards on the same day, May 23rd, the home trip was made with little of unusual interest having transpired.

Upon arriving at Hoboken, May 26th, *The Maui* was scheduled for a respite. Within the course of several days she moved to Pier No. 16 and remained there for six weeks, during which time somewhat of a renovation took place. Besides the usual repairs all of her turbines were dis-assembled and thoroughly overhauled, another deck was installed and arrangements were made to quarter nearly 4,000 troops. The usual loading of supplies and cargo

**The Maui Lays
in for Repairs**



FOC'SLE U. S. S. MAUI

went on while camouflage artists completely obliterated the modest impression of a coat of battleship gray which bespoke the vividness of a cube artist's nightmare.

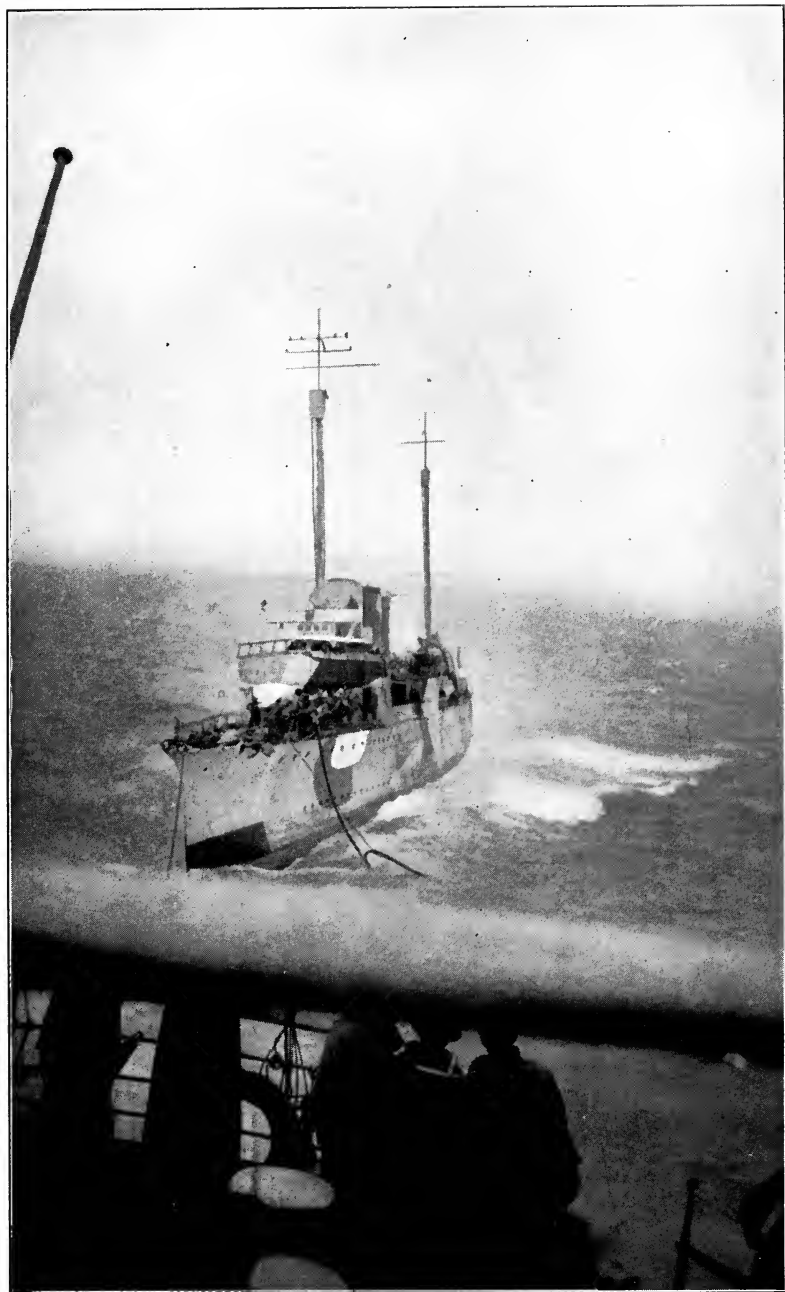
On July 18th *The Maui* moved to Pier No. 4. Next day *The U. S. S. San Diego* went down just outside of New York, and the members of her crew were billeted aboard *The Maui* until July 26th.

The day following their departure *The Maui* went out on a steaming trial, anchoring that night off Tompkinsville. Repairs to her engines had proved successful and next day she proceeded into dry dock No. 3 at the Brooklyn Navy Yard, where the ship's bottom was painted and last repairs made. She left dry dock the afternoon of July 29th and returned to Hoboken, where the last of approximately 3,800 troops were taken aboard.

With the United States Navy transports *Siboney*, *Orizaba*, *Mallory*, *Calamares* and *Tenadores*, *The Maui* as senior vessel, steamed eastward past Ambrose Lightship at 6:08 o'clock on the evening of July 31st on what terminated in the most eventful trip of her history. The convoy was escorted by *The U. S. S. Charleston* (cruiser) and the destroyer *Calhoun*. At an ocean rendezvous they were joined by the Italian ships *America* and *Re d'Italia*.

At 5:40 o'clock on the evening of the third day out—
Events of August 3rd — a suspicious appearing
“Big Trip” square rigger was picked up by the look-
Begin Early. outs, bearing 70° true. *The Charleston*
left the convoy to investigate.

Further than the fact that the sailing vessel purported to be a Finnish bark, little has been officially learned on board *The Maui* concerning her status or the result of



OILING A DESTROYER AT SEA

The Charleston's investigation. It was understood, however, that she carried a supply of oil and gasoline, and the events of the remainder of the trip have offered some substantiation to the somewhat general belief that she was a Hun fuel ship.

The vigil of the little fleet's lookouts was rewarded again on August 6th, at 5:40 A. M., with the detection of a periscope bearing 150° at 2,000 yards distant.

Within a few seconds after being sighted, even this slight trace of the enemy disappeared. It was sighted again, however, ten minutes later, bearing 165° at 1,000 yards. *The Charleston* and *Calhoun* immediately dropped out of position and fell back to protect a straggler. At 7:40 o'clock the former opened her forward battery at close range, firing twice. Except that this particular U-boat gave no more trouble, little is officially known of *The Charleston's* luck.

A mine was sighted next day in the course of the convoy, and was fired upon by the escort. Then the ships proceeded without further alarm or molestation until that event occurred which, like the big fire and earthquake to the residents of San Francisco, has been to the crew of *The Maui* the hub on which all events "before" and "after" have been reckoned.

Unable, because of the severing of hawsers, to keep alongside *The Maui* long enough to take oil, the destroyer *Calhoun*, running low on fuel, was ordered to leave the convoy on August 8th. She changed her course for the Azore Islands.

On the 10th the convoy was met by twelve American destroyers from France.

August 11th was Sunday; calm, clear and warm. The troops lolled about on deck, cheerful to the utmost, and noisy. Two of the destroyers, acting as **A Day of** scouts, lay approximately ten miles ahead. **Events Dawns** The remaining ten flanked the convoy in **at Sea.** regular formation.

At 8:40 o'clock those to the left of the troopships ripped the calm of the morning with a sudden barrage of depth bombs and the fire of "Y" guns. The deep-throated whistles of the transports boomed forth in unison as their propellers churned the blue and white of the sea for more speed. Units of the escort, belching great clouds of inky smoke from their funnels, quickly dropped into new positions for the attack.

The evidence of the submarine having been discovered to the left, the troopships were swinging 45° to the right. *The Maui* was senior ship of the convoy. She was in the center; *The Siboney* was running a little abaft her port beam and *The Mallory* was off *The Siboney's* port quarter. As *The Mallory* swerved to the right, she opened fire with her port bow gun.

The destroyers so harassed the enemy in the next few minutes that he had no opportunity for procuring bearings accurate enough to discharge even one torpedo, and evidence of his presence immediately disappeared. Retreat from General Quarters was sounded on board *The Maui* at 9:15 o'clock.

Quiet prevailed again until the second call to General Quarters at 1:57 o'clock that afternoon. The destroyers had spotted another periscope off to starboard.

As they had swung to the right in the morning, the transports now—with whistles going full blast again and emergency speed flags streaming in the wind—laid

abruptly to port. As they did so the destroyers broke forth with their effective barrages for the second time that day, and for the second time the danger passed.

At 2:21 o'clock the crew of *The Maui's* port after gun opened fire on a periscope off the port quarter, 2,000 yards distant. At 2:40 o'clock "secure" was sounded, and the ships of the convoy resumed their respective positions.

Exactly one half hour later the destroyers sighted another U-boat to starboard of the convoy and again took up their mighty disturbance. Great jets of water streamed skyward as the sullen detonations of depth bombs rent the air above the bedlam of whistles. Then, emerging from the turmoil of seas churned to white fury, came a streak on the surface of the water. It told its own tale.

Again a Miss was "Good as a Mile."

Crossing the bow of *The Tenadores*, it lengthened and sped toward the center of the convoy, bearing directly upon *The Maui*. But the maneuvering of *The Maui* triumphed over the marksmanship of the German gunner who fired that shot. The torpedo passed twenty yards astern and spent itself harmlessly in the water.

The following day, August 12th, the eight transports, with their destroyer escort, steamed into the harbor at Brest and delivered to France their cargoes.

Meeting in home or foreign ports, sailors exchange stories, invariably and inevitably. Members of the crews of these ships which stood together on August 11th exchanged their versions of the day, and this is what some of the destroyer men said, even after the armistice was signed:

"It was one of the liveliest times we had on this side."



STARBOARD VIEW OF *U. S. S. MAUI*

The evidence necessarily attendant to official recognition of the sinking of a submarine makes it impossible to assert without some question of doubt that **Four Subs Believed Sunk.** one or more U-boats suffered, in this encounter of August 11th, severance of all connections with the Fatherland. Prisoners were much harder to take at sea, those days, than ashore; and sunken subs afforded few souvenirs. Opinions, however, cannot be denied; and it is believed that four, in all, were sunk. The bow of one was seen to lift out of the water.

Departure was made from Brest on August 17th. Until the destroyers turned back, during the night of the 18th, *The Maui* steamed in convoy formation, and then she struck out for herself.

At 3:50 o'clock on the afternoon of the 20th lookouts sighted a submarine dead ahead, laying directly in the path of the sun's rays. The U-boat remained on the surface, running awash at intervals. In order to eliminate the dazzling effect of the sun on the vision, *The Maui* maneuvered to the northward and around the enemy to get between him and the sun, in case he should choose to use his guns.

Base course was resumed at 4 o'clock. The sub was sighted again at 4:02 o'clock and the course was changed again, 45° to the right. At 4:10 o'clock the enemy craft was lost to sight, one point abaft the port beam.

Lookouts in the after fire control observed, at 5:32 o'clock, a wake crossing the path of the vessel, astern. It was six or eight feet broad and sprinkled with air bubbles. At 5:37 o'clock a dark object was made out by the lookouts and guns crews, bearing 170°. Warrant Gunner Arthur DeGraw, control officer, ordered the crew of the after starboard gun to fire. He declared that he had seen the U-boat distinctly.



1. STAND-BY-WATCH—LAST MAN ON RIGHT, COX. ROUSSEAU, LOST AT SEA
2. DECK B, STARBOARD
3. CAPTAIN C. A. ABELE
4. ENSIGNS PINTZ AND REDMOND

Night settled and *The Maui* steamed away under her welcome cover.

With only a breakdown of an hour, on August 22nd, to mar the serenity of the remainder of the trip, she reached her Hoboken pier on the afternoon of August 26th.

Commander Abele was advanced to the rank of temporary Captain on August 29th, and Lieutenant Commander E. B. Woodworth to the rank of Commander. Captain Abele was relieved of his command on August 31st by Commander C. S. Freeman, U. S. N.

**Commander
is Advanced
and Relieved.**

The third trip of *The Maui* started on September 4th. With 3,584 troops aboard she "shoved off" with *The U. S. S. Siboney* and *The U. S. S. Orizaba*.

An impure oil supply caused the furnace fires to be put out on September 5th, and the engines stopped for a short time. That same day the escort returned to the States.

Upon the convoy's safe arrival in Quiberon Bay, on the French coast, September 13th, the following message was received from the convoy Commander:

NAVAL COMMUNICATION SERVICE

Radiogram Service Message 9/13/18
From: *The U. S. S. Siboney*
To: *The U. S. S. Maui*

The Convoy Commander compliments *The Maui's* engineer force on account of transatlantic full speed run.

This brief message of a commendatory nature was the source of much satisfaction to Chief Engineer Ryan and the officers and men of his department, after a hard and trying run across.

The convoy proceeded into St. Nazaire to discharge troops and cargo.

On September 17th, *The Maui*, en route home, anchored in Quiberon Bay to await the arrival of an escort. During the three days which followed sailing boat and other drills were held.

The trip to the States started on the evening of September 20th, and while yet within sight of the lights ashore *The Maui* broke down. One of the escort remained with her. The others proceeded with the remainder of the convoy.

Breaking down completely in a spot where U-boats were striving hard to choke the traffic of several nations was not an incident to be taken lightly on any day or night. On this particular occasion even the moon and the sea appeared to have no sympathy for the Allied cause, much less *The Maui's*.

From 7:23 to 9:11 o'clock the ship lay there immobile while the destroyer steamed around in circles. Finally there was a tremor under foot. Down in the engine room things had started again. Soon the lights dropped behind. Early in the morning *The Maui* rejoined the convoy.

On September 29th Commander Freeman assumed the rank and uniform of Captain upon the receipt of a radiogram announcing his promotion. His captaincy dated from September 21st. *The Maui* reached New York the afternoon of the 29th.

Captain Freeman was detached from the ship on October 3rd; the command being taken over again by Lieutenant Commander W. F. M. Edwards, her "skipper" of former merchant days and under whom she had been commissioned at Baltimore. Commander E. B. Woodworth was detached the same date, and the duties of Executive Officer were taken over by Lieutenant James P. Rasmussen, First Officer of *The Maui* on the west coast and First Lieutenant since the commissioning. Lieutenant E. H. Sandelin became Navigating Officer and Lieutenant James Marmion, First Lieutenant.

Troops began coming on board for the fourth trip on October 3rd, but due to the fact that sailing would necessarily be delayed for several days on account of repairs being made to pumps, the soldiers were disembarked on the sixth.

The 10th marked the second embarkation, and on the following day *The Maui* left Hoboken again for France. This time she went with *The U. S. S. Harrisburg* and *The U. S. S. Plattsburg* and carried 3,056 soldiers.

It was about this time that the first influenza epidemic began its ravages throughout the country. It was felt on board ships, too, and the manner in which it was successfully combated on *The Maui*, then and later, is the basis for highly gratifying statistics compiled by the Medical Department and presented later.

The first event of interest on the trip occurred October 13th when *The Maui* passed in close proximity to a cone-shaped object, partially submerged, which was believed to be a stray mine.

Next in the sequence of memorable occasions came October 18th. It was another one of those nights when the moon, to which folks back home were prone to entrust messages, seemed to have betrayed the faith placed in it.

Through the 4 to 8 watch in the evening the three vessels had been zigzagging over the prescribed course in calm seas. At 6:40 o'clock—just after dusk had merged into the deeper shades of night—lookouts on watch in the after fire control observed a faint white light flashing about 8,000 yards distant, bearing 290°.

At irregular intervals during the next few minutes the flashes continued. A black object appeared in the vicinity of the light. It was picked up in the gun telescopes



TROOPS AT DIVINE SERVICES, U. S. S. MAUI

and watched for thirty-five minutes. Then it disappeared as the moon came out from behind a cloud.

Fire had been reserved in the hopes that the enemy would come into better range.

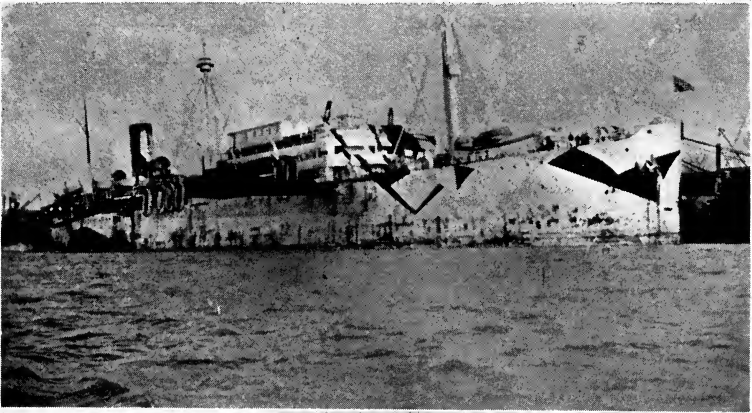
It was nearing midnight when a black object again appeared, in the vicinity of *The Plattsburg*, dimly visible in the distance, and what appeared to be a wake was observed by the lookouts. **Lights in the Night— and Speed.** The Flagship *Plattsburg* was informed. The standard speed was increased and the three transports sought to outrun their aggressor.

It was believed that the U-boat would attack at day-break if it succeeded in keeping up in the race, but dawn and the sun came, and there was no attack.

Later that day, however (about noon), a periscope was reported 1,200 yards astern. The smoke of an approaching British convoy was rising over the horizon, and the destroyer escort, which was to accompany the three eastward-bound troopships into port, was close behind it. Again there was no attack.

The convoy arrived in Brest on October 21st. On the 27th *The Maui* oiled *The Westward-Ho* which, several months earlier, had been torpedoed and abandoned and later towed to port by vessels operating out of a European naval base.

With a convoy of twelve transports *The Maui* started home again on October 29th. The destroyer escort left on the following day and the convoy disbanded. *The Maui* proceeded toward New York with *The U. S. S. Mallory*, which was senior ship. Twice on the trip *The Mallory* developed engine trouble, and while she hove to



CAMOUFLAGED U. S. S. MAUI DOCKED AT BASSEUS, FRANCE
ENGINEERS U. S. S. MAUI
THE MASCOT OF THE U. S. S. MAUI

The Maui steamed in circles, acting, as best she could, the part of guardian.

Steaming through "The Narrows" into New York Harbor on November 8th, signal quartermasters all along the line wig-wagged the glad tidings of "war over" to the returning transports. But radio press news of the preceding day had denied the widely circulated report of an armistice, and the crews were a bit skeptical; at least, not so happy as they might have been. But—after hearing the tales of "topsy-turvy" New York of the 7th—they felt that they had missed no small amount of fun by being at sea.

Then Fate illustrated again that he who shouts last may shout longest. November 11th came.

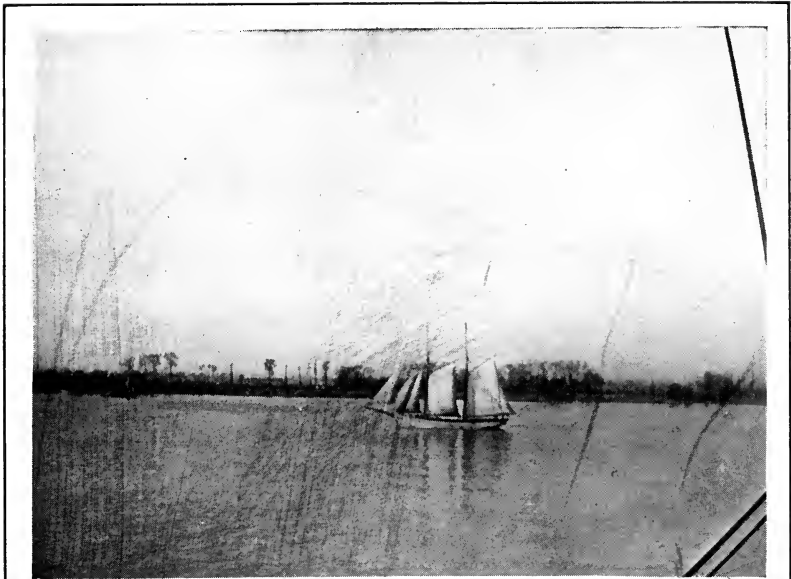
It was still a few hours to reveille when New York and the Jersey side inaugurated that Fourth of July of their own. Within two minutes it sounded as if the cord on every steam-propelled noise-making contraption in the harbor and ashore had been tied down. To the suddenly awakened "gobs" asleep below decks it sounded like general quarters, with undue emphasis on the "general."

**The Maui Joins
in the Chorus of
November 11th.**

Then *The Maui's* siren was added to the mad chorus; and the rest of the dark hours passed sleeplessly. Dawn around the army piers presented the picturesque scene of swabs, brooms and all sorts of gear swung high in the rigging.

'Twas a glorious day, indeed, for the watch that rated liberty!

A draft of 470 enlisted men of the Navy was received on board November 13th, including the Navy's representative fighters who were to compete in the King's Trophy



FRENCH SAILING ON THE GIRONDE RIVER

bouts at London. These were later transferred to *The U. S. S. De Kalb*, which was sailing at an earlier date.

The Maui bade goodbye to New York, again, on November 20th, with a few less than 200 troops (special) aboard, and headed for Brest. Despite the armistice, she ran dark at night and kept the usual number of lookouts and gun crews posted at all times.

Upon the receipt of radio orders, November 27th, she headed south and east across the Bay of Biscay, bound for Bordeaux, France. Arriving off Le Verdun, at 5:42 o'clock on the evening of the 29th, she dropped anchor to wait for the flood tide.

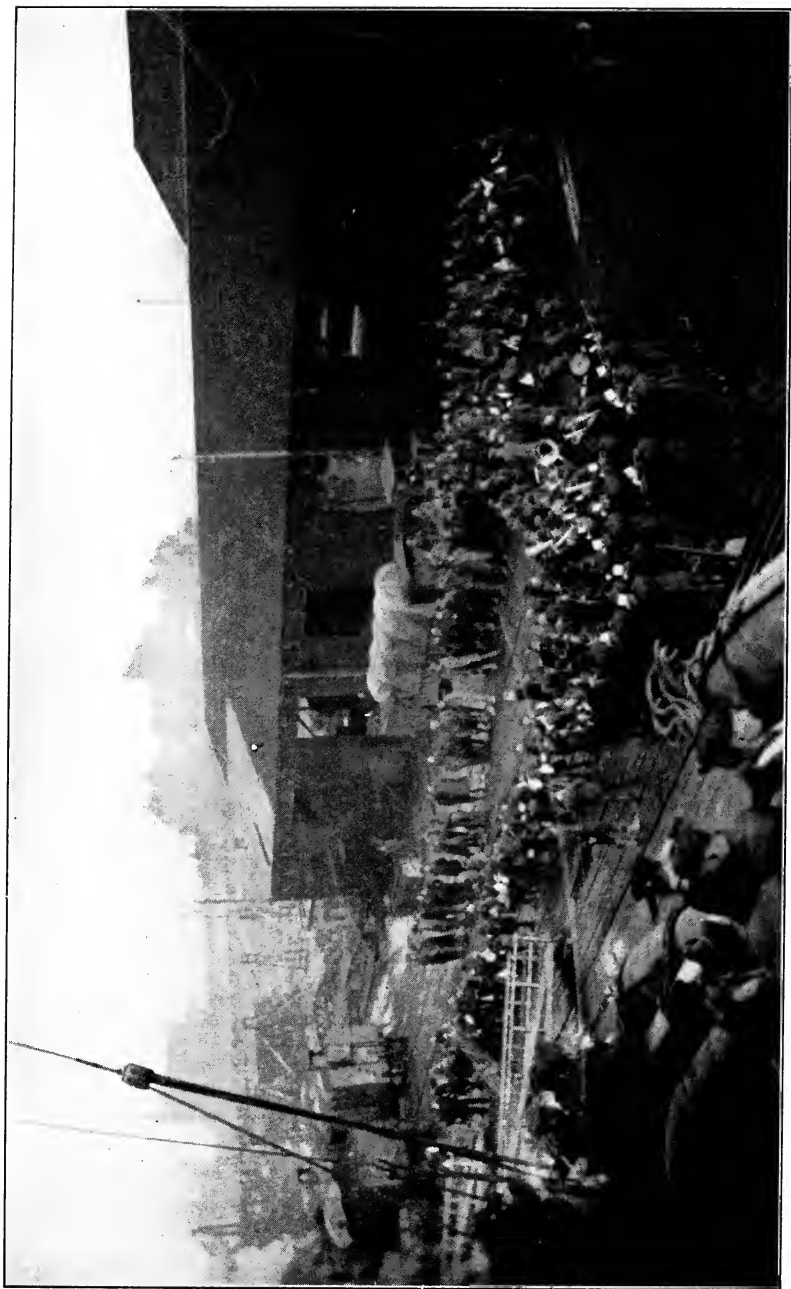
**Course is
Changed for a
New Port.**

The items of interest on the trip were: target practice for the 6-inch batteries on the 27th; lots of turkey, cranberry sauce and pie on the 28th (Thanksgiving Day), and an overwhelming sufficiency of unpleasant weather during the entire voyage.

On the morning of the 30th, *The Maui* proceeded up the Gironde river to the American docks at Bassens, just outside of Bordeaux, and there tied up. At times the shores were but a stone's throw distant and a number of the crew taking advantage of a moment of sunshine, obtained much photographic evidence of the impressive scenery.

"Sad" news came aboard when *The Maui* reached the docks; no army stevedores were obtainable for the task of unloading the large cargo. It was up to the crew to see that the job was done. There was no other alternative.

Lieutenant Rasmussen, the Executive Officer, called "the boys" together and put the facts before them. He knew that it was not the most pleasant thing in the world



BAND PLAYING WHILE SICK AND WOUNDED WERE BEING BROUGHT ABOARD

to have a 5,000-ton cargo blocking the path to liberty in a new port, but he assured the crew that everything possible in their favor would be done. To this end a schedule was worked out whereby the work was evenly divided, and the liberty.

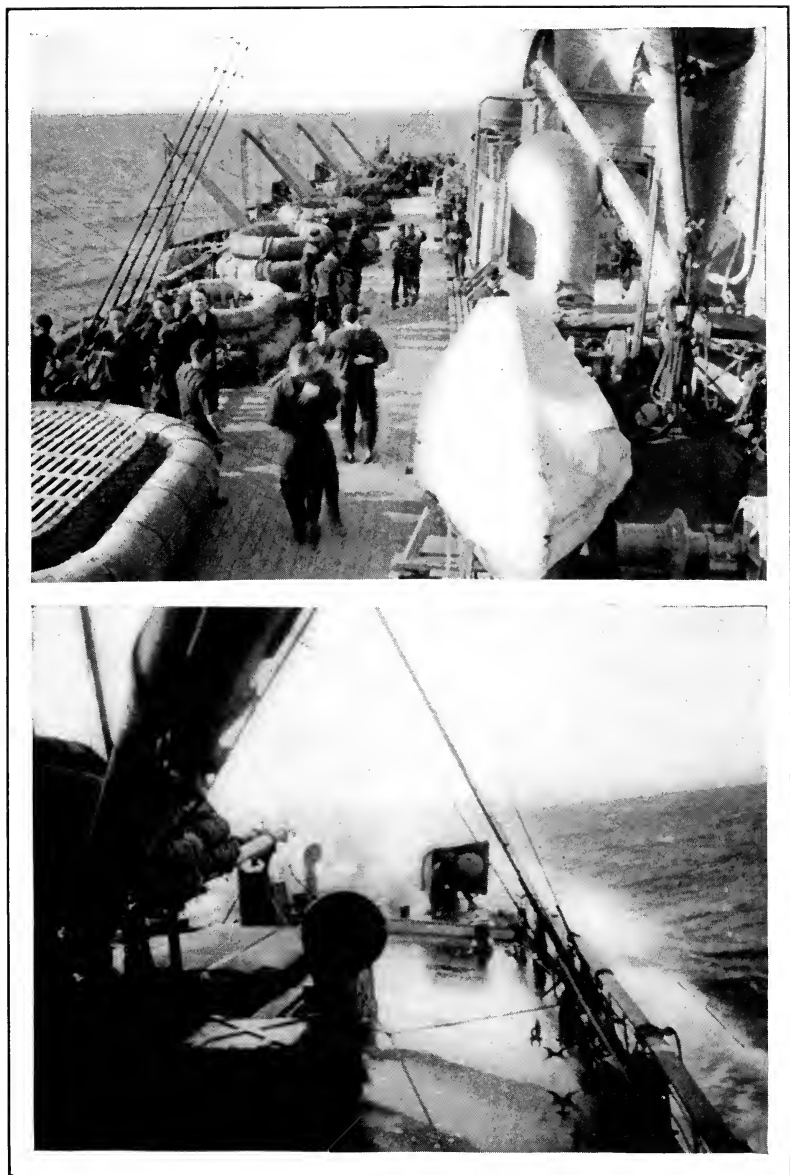
It was, unquestionably, the best that could be done, and the crew knew it. They set to work that same evening the ship docked, and by the time that they were well "under way" the army men ashore, whose duty it was to dispose of the cargo as it reached the docks, realized that they were going to be busy. In fifty working hours the ship was cleared of a cargo it had taken stevedores in Hoboken six days to load; even as it had taken stevedores in France six days to unload similar cargoes.

**When The Maui's
Crew Made a
Record.**

On the evening of December 3rd a number of American Red Cross nurses and Army telephone operators, on duty near Bassens, were entertained in the wardroom. The officers of *The Maui* were hosts, the Army supplied the music and everyone in general contributed to a merry American evening aboard.

Although each return trip had marked the embarkation of a comparatively small number of sick and wounded troops, the departure from Bordeaux on December 6th was the first made with a full load. There were 2,160 on board.

After leaving the docks at Bassens the ship proceeded down the Gironde to anchorage off the United States Naval Air Station at Pauillac, there to await the next flood tide. Anchor was weighed next day, December 7th.



DANCING ON DECK
A SPRAY OVER THE FO'C'SLE

Not many complimentary remarks can be made with regard to the weather encountered on the homeward passage. Heavy seas and high winds were general at the time, according to reports received in New York, and most of the ships at sea were delayed. But on the last night out the moon struggled through the barrier of clouds, the wind died down and the seas subsided to a rolling swell. It was more like a home coming for soldiers should have been.

**Among First
Home After
Armistice.**

On this last night out the troops were restless. Many of them spurned sleep entirely, and even in the very early morning hours the rails were generously lined with the returning "crusaders."

Navesink Light was sighted at 5:50 o'clock on the morning of December 17th. The word spread quickly below decks, and when Ambrose Lightship—the familiar outpost of the Homeland—hove into view, bearing 20°, at 6:15 o'clock the decks were swarming with the wearers of khaki.

One might imagine, naturally enough, that at this juncture there was wild cheering and other loud expressions of rejoicing. On the contrary, there was almost complete silence. Only the faces turned westward bespoke the happiness of the hour.

When the pilot came aboard just before 8:00 o'clock, he brought with him several large bundles of newspapers. This was the signal for noise, and noise there was from that time on.

New York had figured that *The Maui* would be delayed by the storm longer than was really the case. Subsequently the arrival was somewhat of a surprise, but a hastily or-

ganized reception committee, aboard a police boat, met her just inside “The Narrows.” A band was playing “Smiles.”

Troops cheered long and loudly; sirens and whistles screamed a welcome; from the top of skyscrapers millions of scraps of white fluttered down like a shower of kindly wishes; fire tugs shot streams of water skyward; ferry-boat passengers tried their best to be heard and seen, and folks ashore paused long enough to wave handkerchiefs.

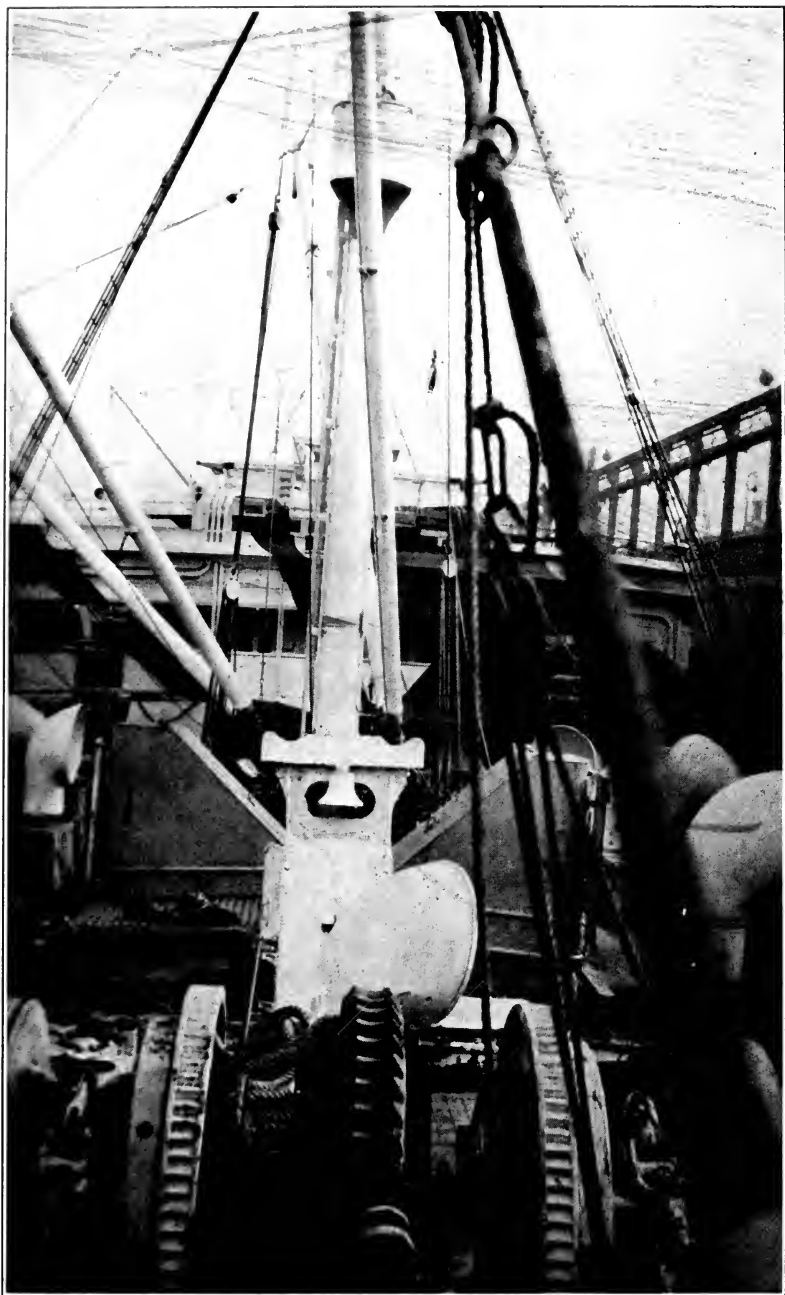
Thus *The Maui* came home after the armistice, one of the very first loaded troopships to arrive. For approximately three thousand men she had “made good” that famous slogan born in the trenches: “Heaven, Hell or Hoboken by Christmas.”

Gloom again! The news made its way around that December 24th had been set as the next sailing date. It does not take a mathematician to figure that this meant Christmas at sea. But somebody’s prayers must have been answered. *The Maui* did not sail again until December 26th.

**Prospects of
Christmas Day
at Sea.**

This particular sailing is worthy of a cartoon by the man who originated the “Gr-a-a-and and Glo-o-orious Feelin’” saying, for *The Maui* adorned the nights with lights above deck, and one might smoke in the open after dusk, without danger of betraying the safety of “all hands and the ship’s cook,” to say nothing of the ship. Too, the extra submarine lookout watches were eliminated from the calendar of daily (and nightly) events, and there was nothing against retiring without a life preserver for a pillow.

The Maui greeted the new year at sea with her siren. Officers and crew joined in with a parade in which much



FOC'S'LE OF *U. S. S. MAUI*
SHOWING BROKEN WINDLASS

singing and the banging of tin instruments (never meant for music) played conspicuous parts.

On January 3rd, J. Peden, machinist's mate first class, suffered light abrasions about the neck and shoulders when a portion of his clothing caught on a cotter key protruding from the counter shaft on a high pressure turbine.

Belle Isle Lightship was sighted early on January 4th, and late that afternoon *The Maui* stood in for La Pallice, where anchor was dropped for the night. She proceeded next morning toward Bordeaux and again anchored, off Point De Grave, to await the flood tide. While she lay at anchor *The U. S. S. Wilhelmina*, also of the Matson line, passed on her way out to sea. *The Wilhelmina* took *The Maui's* mail for the States. The French pilot came aboard that night.

**Anchor Lost
and Windlass
Broken.**

Next morning during the process of weighing anchor, the worm gear wheel on the windlass broke and the gear case split. The port anchor and twenty fathoms of chain were lost.

Proceeding to the American docks at Bassens, outside of Bordeaux, *The Maui* tied up at pier No. 2. On January 13th she moved to pier No. 1. This time in Bordeaux the crew did not have to unload the cargo.

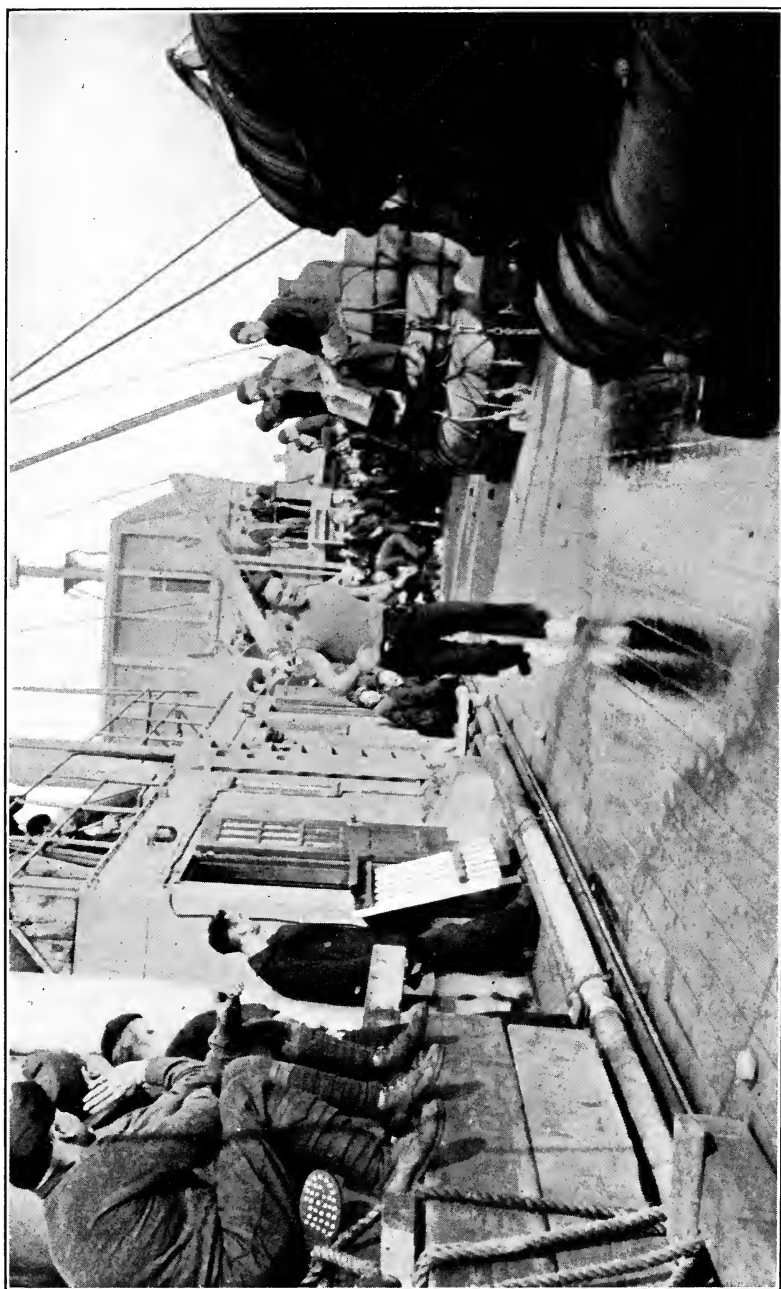
To the music of a large army band on the docks, homeward bound troops, to the number of 3,068, filed aboard over three gangways on the 14th, and at 3:05 A. M., on the morning of the 15th, *The Maui*, all clear, headed down the Gironde River and stood out to sea. With her went the tug *Slocum* to give any assistance necessary, in view of the damage to *The Maui's* windlass.

On her previous three passages in and out of Bordeaux, it had been necessary for *The Maui* to take advantage of two flood tides. This time she made a record, passing out to sea without stopping from the time she left the dock at Bassens. Going through Passe du Norde she scraped bottom lightly six times.

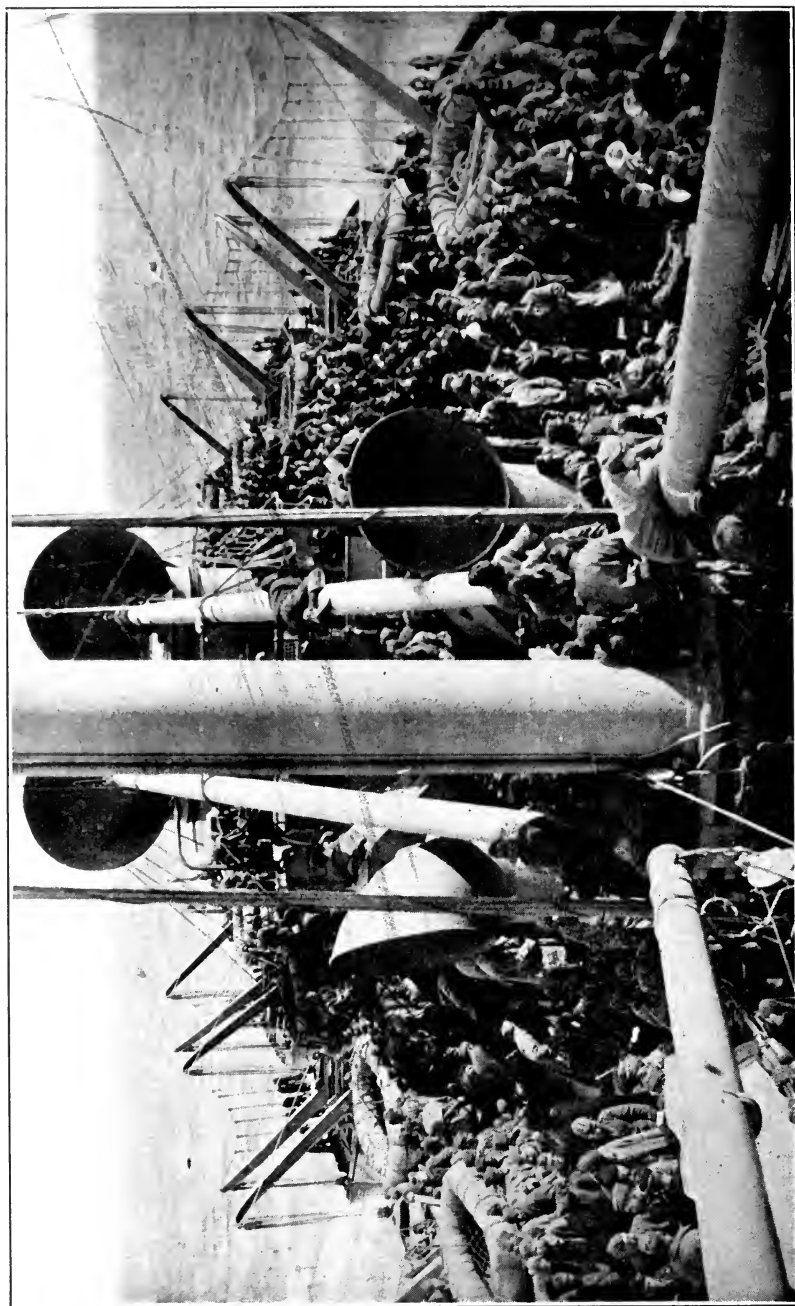
In view of the inconvenience of bad weather to the troops on the preceding homeward passage, a southerly course was decided upon this time, and on January 16th the Pyrenees mountains, dividing Spain and France, were plainly visible, to port, as the ship rounded that projection of the former country which marks the southern terminus of the Bay of Biscay. On January 18th *The Maui* passed between the islands of St. Miguel and St. Maria, in the Azore group, running for several hours along the coast of the former, at five or six miles distant.

Until the last night out sunshine, mild winds and calm seas held full sway, offering a period of welcome relaxation to the troops. Catholic and Protestant services were held on deck on Sunday, and toward the end of the trip—when the moon rose late—a screen was rigged up for open air “movies.”

During the voyage—on January 22nd—T. L. Johnson, machinist’s mate first class, was slightly injured when his clothing fouled on a counter gear. On the same day an object resembling a mine was fired at with small arms. It was later discovered to be an empty paint drum.



DECK SPORTS



TROOPS ABOARD U. S. S. MAUI

Arrival was made in New York on the afternoon of January 25th, and, as on the preceding trip, a loud welcome was given by harbor craft to the returning troops. The official reception committee of the city accompanied the ship to her pier, where Red Cross nurses, Y. M. C. A., K. of C., Salvation Army and Jewish Welfare representatives, together with a large Army band, added the final touches to the homecoming.

**New York
Again Extends
a Welcome.**

Ernest E. Fitzpatrick, seaman second class, fell a distance of thirty feet in one of the hatches on January 26th. He was injured to the extent of slight contusions and laceration of the left elbow and left thigh.

A band of fifteen pieces was sent to *The Maui* from the Receiving Ship at New York, January 28th. Lieutenant Rasmussen was advanced to the rank of Lieutenant Commander on February 1st, and *The Maui* sailed again on the 2nd, for Brest, this time carrying no cargo.

February 10th came, and in passing left its sting.

During the night of the 9th, and early next morning the wind was shifting, increasing steadily to a moderate gale. A number of men under Lieutenant James Marmion, First Lieutenant of the ship, went forward on the forecastle to unship the ventilators. Up to this time only spray had been coming over.

About 8.45 o'clock a heavy sea broke about one point on the starboard bow. There was a lurch; a roar as tons of water swept over the forward deck—then the cry of “Man overboard”!

Both engines were put at full speed astern and Lieutenant Commander Edwards ordered the Executive Officer

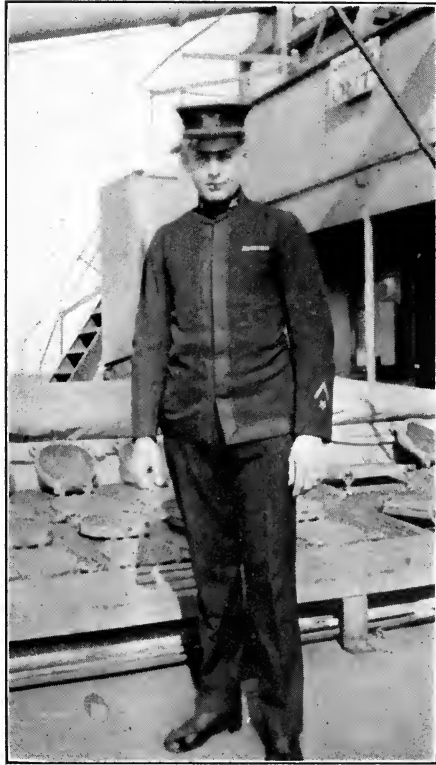
to lower lifeboat No. 10. The boat was immediately manned and made ready for lowering, but "Captain" Edwards, at this juncture, realized that there was great danger of the rescuing party's boat capsizing in the heavy seas and countermanded the order. He saw an excellent opportunity of heaving the ship to, to windward of the men.

Meanwhile life buoys and jackets had been thrown in numbers to the men in the water. One of the men, later identified as Boatswain (T.) Edgar J. Rumpf, U. S. N., sank about three minutes after being washed overboard without being able to avail himself of any of them. It was evident that he had been injured when the sea struck him.

The other, recognized as A. J. Rousseau, Coxswain, U.S.N., was fighting a game fight. Encumbered though he was by oil skins, he coolly matched his strength against the onslaught of water. Several times he reached for a life preserver close by him, but each time it was washed beyond his finger tips.

Captain Edwards, with the utmost skill, maneuvered the ship alongside of the struggling man, but the latter—
Executive Officer even in these few minutes—was fast los-
Attempts Rescue. ing in the combat against the seas. Be-
lieving that the only means of saving him
lay in reaching him with a line, bending it around him and
hauling him aboard, Lieutenant Commander Rasmussen
slid down one of the ship's trailing lines, dropped into the
water and swam to the drowning man.

With Rousseau in one hand he grasped a trailing line with the other as he came up alongside the ship, and strove to get a bowline around the exhausted sailor. But Rousseau did not seem to hear Lieutenant Commander Rasmussen when the latter shouted his intention, or was too



BOATSWAIN-WARRANT, MR. RUMPH
LOST AT SEA DURING STORM, FEBRUARY, 1919

far gone to heel. He grasped his rescuer around the waist and held tightly until a sea swept him away.

Meanwhile, Ensign (T.) James A. Pentz, U.S.N., without a line about him, had dived from the boat deck in an effort to assist the Executive Officer. But as he came to the surface a wave caught and hurled him past the point where Lieutenant Commander Rasmussen was clinging to the line with Coxswain Rousseau. His hand touched the latter as he was swept by; at the same time Rousseau was washed from the hands of the Executive Officer and disappeared from view.

Finally Ensign Pentz was washed close enough alongside the ship to grasp a line lowered to him, and both officers, completely exhausted from the cold and the violence of the seas, were hauled aboard and given immediate medical attention.

While this rescue was being attempted, others were striving hard to right, to the best of their power, the harm done on the forecastle. The sea, in its passing, left five men inert and helpless where they had been working.

**Five Men
Seriously Hurt
on Foc'sle.**

Stretcher bearers bent over one young chap who seemed to be in great pain, although silent.

"Don't, fellows," he said, "never mind me. Get the officer first." Then his eyes closed and unconsciousness relieved him.

The officer he meant was Lieutenant Marmion, who had been caught in the anchor cable. He was unconscious and bleeding profusely.

The other injured men removed to the sick bay were: Warrant Gunner P. L. Boore, who had suffered a deep laceration of the scalp; T. B. Bresnahan, seaman second



LIEUTENANT MARMION
KILLED AT SEA BY STORM

class, dislocation of the left knee, and Jones H. Austen, seaman second class, with fracture of left femur.

The lad whose thoughts were for an officer first, was Valdimer Lindgren, seaman. He had sustained fractures of the tibia and fibula in both legs.

All hands were mustered at 10 o'clock that eventful morning. Boatswain E. J. Rumpf and Coxswain A. J. Rousseau were reported absent from muster. That afternoon, at 2:07 o'clock, Lieutenant Marmion, without having regained consciousness, died from a fractured skull and traumatic amputation of the lower left leg.

**Lt. Marmion
Succumbs from
Injuries.**

Powder boxes on the starboard side of the forecandle, and life raft groups at No. 2 hatch had been torn loose when the sea struck; No. 2 and No. 3 lookout houses were carried away; ventilators were crushed; one stateroom door was broken in; both ladders from the forecandle to the boat deck were washed away and the port bulkhead window to the wardroom, with storm port attached, was smashed in. The wardroom was flooded.

C. R. Nelson, chief commissary steward, who was on duty in the galley at the time the sea came aboard, was thrown against a copper and suffered contusion of the left eye.

On February 11th, the ship's complement gathered again in Compartment No. 8 for memorial services to the absent shipmates.

Due to the fact that two of the men lost professed the Protestant Faith and two the Catholic, the services were a joint ritual, in so far as was possible. There were

a few hymns and prayers, Chaplain Reagor reciting the latter as a Protestant minister of the gospel, and Ensign O'Toole, a former seminary student, leading the Rosary and the Litany of the Sacred Heart. Lieutenant Commander Ryan, who had been a shipmate with the deceased Lieutenant Marmion on several ships and had long held great regard for and appreciation of him, expressed a beautiful tribute to the departed officer. Then the bugler blew taps. Against the sides of the ship the sea chanted its requiem.

**Memorial
Services for
Departed
Shipmates.**

Of the four men in the sick bay who were injured when the sea came aboard, only one was pronounced as probably fatal. This was Lindgren.

Medical officers reported that he was putting up a gallant fight to live, and his fight became the fight of his shipmates. To them his gains and his losses were the one great object of interest.

"Captain" Edwards visited him frequently, and caused this entry to be made in his service record:

2/10/19—Commended for bravery and gallant conduct, when injured in line of duty. While lying on deck with compound fracture of both legs, he insisted upon stretcher bearers picking up an injured officer first.

(Signed) W. F. M. EDWARDS.

Commanding *The U. S. S. Maui*.

In addition, Captain Edwards also told the boy that he would probably get a medal from the Navy Department. Valdimer Lindgren was justly proud then. He kept smiling—and—fighting—until *The Maui* came within sight of France again. Then, at 10:31 o'clock on the morning of February 13th, his career of eighteen years came to a close.

**Injured Lad
Loses Plucky
Fight to Live.**



A. J. ROUSSEAU



V. LINDGREN

Although the men themselves, perhaps, do not consider it in just *this* light, it has long been a popular tradition that among shipmates there exists a bond of fellowship which is rarely equalled the world around.

It is a true tradition, and these four men who were claimed by the sea had been "shipmates" in the fullest sense of the word. To remember them meant something far more than simply the recollection that they had once worked and lived and sailed together for a time, with those who remained, merely because fate had seen fit to decree that all these trails should cross in the Big Adventure of Life.

From the Commanding Officer to the last member of the crew there was renewed heaviness of heart when Seaman Lindgren lost in his plucky struggle against odds.

Upon *The Maui's* arrival in "Sunny France," it was raining, as usual. The ship tied up to a buoy in Brest harbor to await the embarkation of homeward-bound troops.

Before embarkation, however, it was *The Maui's* lot to participate in an event of current history—President Wilson's departure from his first trip to France since the war had closed. This event took place on February 15th.

On the night of the 14th the President's ship, *The U. S. S. George Washington*, steamed out from her berth inside the breakwater and dropped anchor several hundred yards from *The Maui*. The super-dreadnaught *New Mexico*, assigned to escort duty of the Presidential party, lay approximately the same distance in another direction, and in the vicinity smaller French and American

**The Maui Joins
in Farewell to
President.**

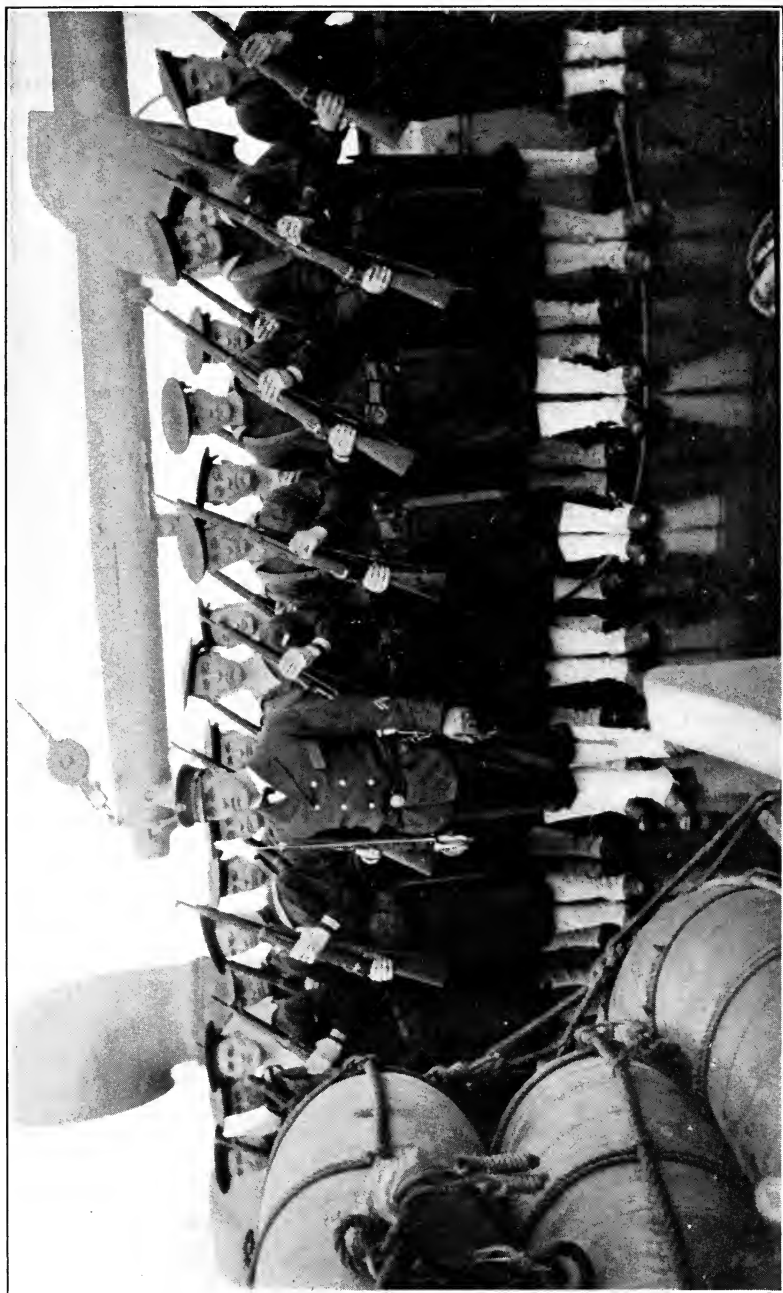
craft took positions to await the morrow. The French Cruiser *Conde* and *The U. S. S. Rochester*, too, were among the ships present. Exclusive of *The George Washington* itself, and *The Rochester*, which had shortly before been assigned to transport duty, *The Maui* was the only troopship present.

That mist-filled morning of February 15th found all craft in the harbor in "full dress" for the occasion. Besides those which had been at anchorage outside the breakwater the night before, other vessels steamed out in the morning and dropped anchor.

At 10 o'clock Captain's Inspection was held on *The Maui*. At 10:55 o'clock the guns on Le Chateau (Julius Cæsar's old fort overlooking the entrance to the city) boomed forth the presidential salute of twenty-one guns. The echoes were still crashing back and forth across the hill-encircled harbor when the French tug carrying President Wilson and his party stood out from the inner harbor, at 11 o'clock, and passed close to starboard of *The Maui*, en route to *The George Washington*. The rail was manned and due honors paid.

The French men-o'-war opened their salute at 11:02 o'clock, and a few minutes later *The Conde* and a French gunboat, acting as a part of the escort, got under way.

As the Commander-in-Chief boarded *The George Washington* at 11:15 o'clock, that ship ran up the presidential ensign and fired her salute, which was answered by *The New Mexico* and *The Rochester*.



ARMED GUARD, U. S. S. ALBATROSS, AS PRESIDENT WILSON LEFT BREST



THEY HAVE THEM IN FRANCE



ON THE BEACH AT ST. NAZAIRE

The New Mexico and Destroyers 127, 143 and 118 undressed ship at 1:19 o'clock and got under way. One minute later *The George Washington* weighed anchor. With the Presidential flag at the foremast flapping gallantly in the drizzle, she passed *The Maui* at 1:28 o'clock. The troops lining her rails gave vent to a cheer or two, then she steamed out through the gray day to the sea, on the trail of her escort.

Transport Starts for States with President Wilson.

Next morning *The Maui* proceeded inside the breakwater to the docks, and at 10:10 o'clock the embarkation of troops began. By 1 o'clock that afternoon a total of 69 officers and 3,410 enlisted men had been taken aboard. At 3:45 o'clock the return trip started. Without unusual incident in passage, arrival was made at Hoboken on February 28th.

Two of the 6-inch guns, one of the forward battery and one of the after battery, were removed on March 3rd, marking the first reduction in armament since the cessation of hostilities.

Departure was taken from Hoboken again on March 7th, and arrival made in Brest on March 17th.

The ship lay at anchor overnight and next morning moved into the docks. She departed on the westward trip early that same afternoon carrying 3,558 Army passengers.

Lieutenant Sandelin was advanced to the rank of Lieutenant Commander on March 22nd.

On the morning of March 28th, in Lat. 36° 50' N., and Long. 65° 02' W., lookouts sighted wreckage dead ahead. The Executive Officer, Lieutenant Commander Rasmussen, was ordered by the Commanding Officer to take charge of the ship's boat. With a relief party he proceeded to investigate the nature of the derelict and to effect the rescue of survivors should there be any aboard.

The investigating party learned that the wreckage was the poop and cabin of a sailing vessel, broken in two. The letters L E N X were made out on the stern, and the figures 24-10 over 24-03 and 40-13 over 40-01 were written in pencil on the taffrail, and in several places the name "*Charles Lenox*." These facts gave rise to the belief that the derelict was *The Charles Lenox*.

**Derelict Sighted
and Visited by
Relief Party.**

Evidence comprising a small stock of provisions lashed to the wreckage told the story of survivors adrift on the ill-fated sailing vessel, for a time at least. Whether they had perished or had been rescued by another vessel it was impossible to ascertain definitely.

The boxes in which the provisions were found were marked "Applegate Grocery Co." and "Panama City Grocery Co., Panama City, Florida." From this it was deduced that *The Charles Lenox* had sailed from Panama City.

While the party under Lieutenant Commander Rasmussen was yet at work, the wind showed steady increase and the sea became choppy. All during the day the gale gained and by evening *The Maui* was struggling, with greatly impaired speed, through heavy seas and high winds. During the night hail squalls were frequent, accompanied by a great drop in temperature.

The next day found a fresh west northwest gale with continued rough seas and occasional light snowfalls.

This heavy weather delayed arrival by one day, and it was not until late on the evening of April 30th that Ambrose Lightship was sighted. Due to the fact that the anchor windlass, lost going into Bordeaux several trips previous, had not been replaced, it was impossible to proceed to anchorage that night, and the ship hove to outside

the channel until early next morning, when she moved into Pier No. 4, at Hoboken.

After the troops had debarked, *The Maui* moved that same afternoon (March 30th) to the Brooklyn Navy Yard and there went into dry dock.

Plans which had been formulated en route to New York this last trip, for "One Big Time" in remembrance of "*Maui Days*," materialized on the night of April 4th in a ball at the Hotel Astor for officers and crew.

The program called it "*The Maui's Grand Victory Ball*"; and it was that for victory means success and the affair at the Hotel Astor was as successful in every detail as *The Maui* herself had been in the role of a transatlantic troopship during the preceding months.

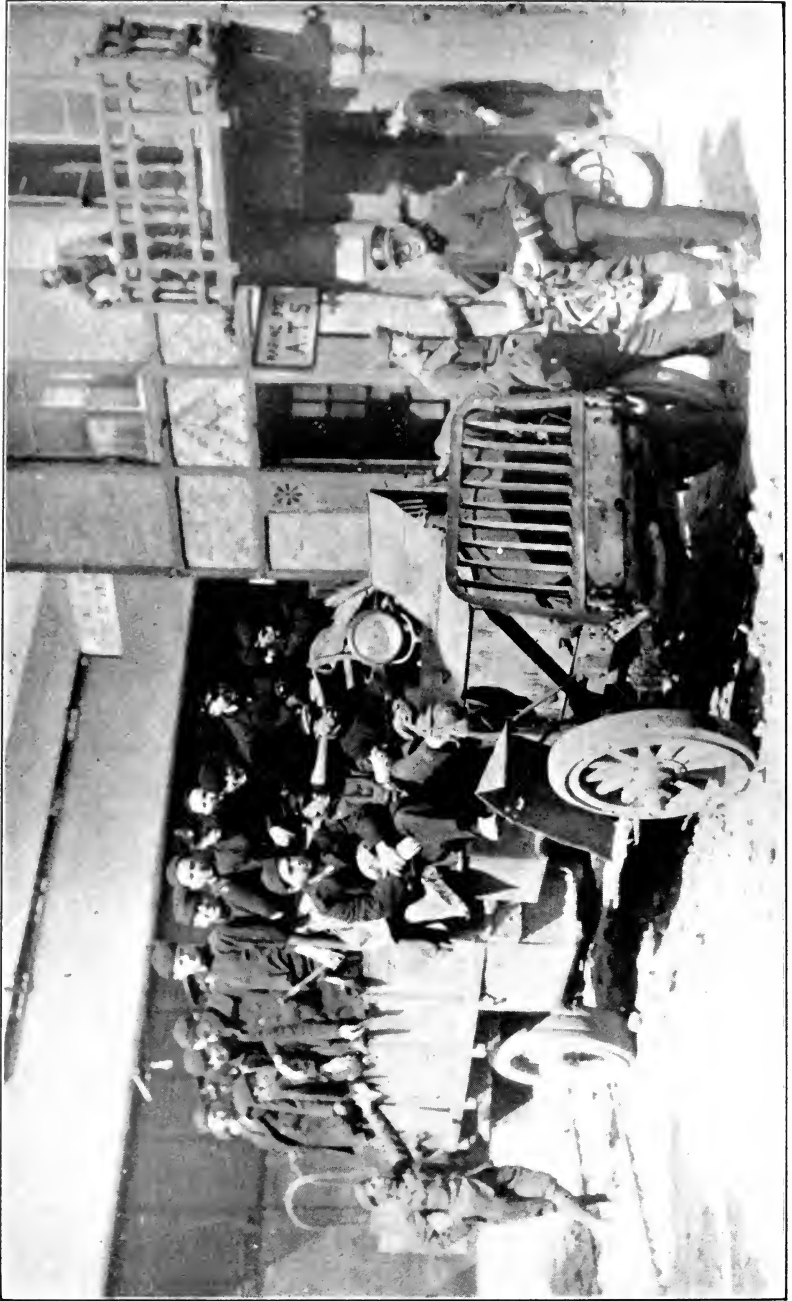
**Officers and
Crew Join in
Victory Ball.**

This Victory Ball embodied all the details of a ball, in that there was music, dancing, punch, luncheon and a Grand March for the enjoyment of the entire ship's complement and their guests, together with several special features by professional entertainers, various souvenirs and rather stunning bouquets for the ladies. But in the spirit of the affair there was something infinitely bigger than an evening's pleasure, trimmed in formality.

The Grand March, led by Captain Edwards and Mrs. G. K. Downs, terminated in a masse formation for the benefit of a photographer. Thus the event went on record.

For neither officers nor crew was there any expense attached to the occasion. The financial side of the ball was settled entirely from the ship's welfare fund.

On the following day (April 5th) the ship moved from dry dock to Pier No. 3, Hoboken. A broken propeller blade had been replaced with a new one, the anchor wind-



"OFF TO THE BALL GAME"

lass had been repaired and the ship's bottom scraped and painted. Too, the last of the 6-inch guns had been removed.

Lieutenant Commander Edwards, having been granted a thirty-day leave of absence, beginning the 5th, the command was taken over temporarily by Lieutenant Commander Rasmussen, the Executive Officer. Lieutenant Commander Sandelin became Executive Officer and his former duties as Navigating Officer were taken over by Ensign V. R. Hood. Lieutenant Commander Edwards left New York City on April 7th for his home in California.

The Maui sailed from Hoboken again on April 10th. One week later *The U. S. S. George Washington*, en route to Brest to transport President Wilson home from the Peace Conference, passed four miles to starboard. Her passing was of more than casual interest because of the fact that one of the passengers aboard her was Vice Admiral Albert Gleaves, United States Navy, commanding the Cruiser and Transport Force, of which *The Maui* was a member.

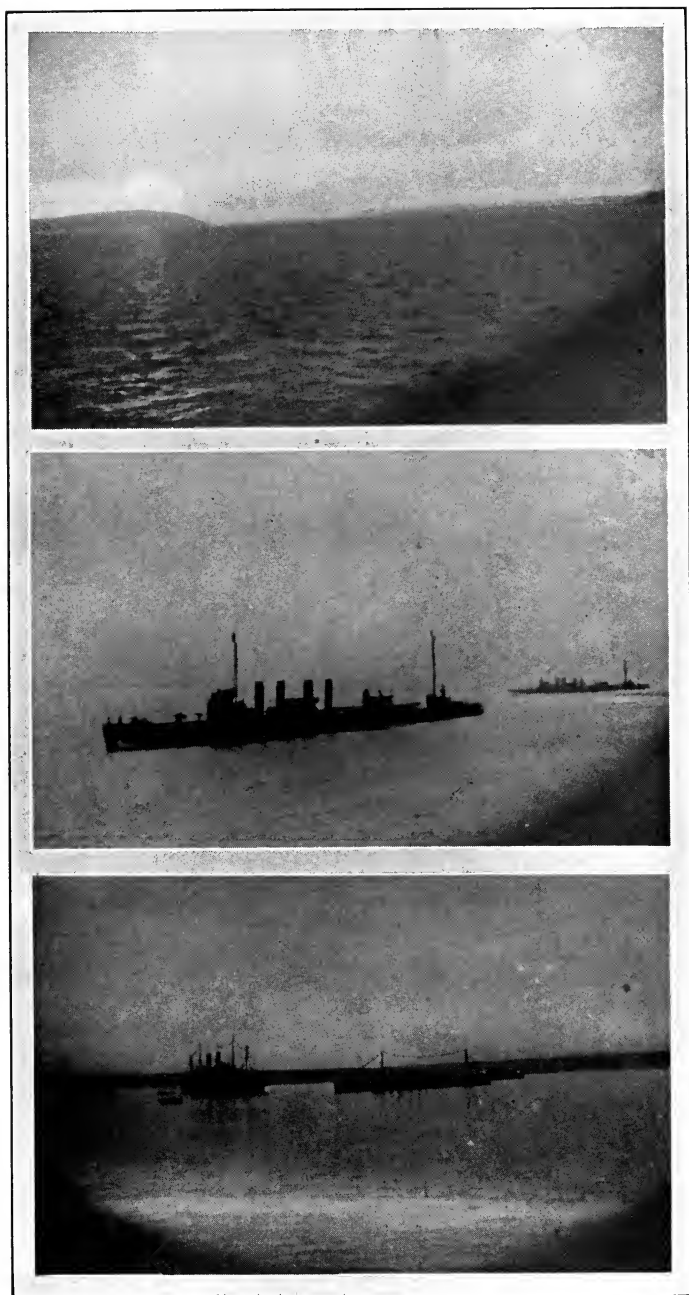
On the day prior to the passing of *The George Washington*, radio operators on *The Maui* had "listened in" on one of the former vessel's tests in transmitting music by wireless telephone.

Course was changed on the night of April 18th to clear a stray mine reported by radio to be on *The Maui's* track.

Belle Isle Light was sighted on Easter Sunday morning. Late in the afternoon *The Maui* proceeded up the Loire River and anchored just outside St. Nazaire. She passed into the locks shortly before 9 o'clock that evening.



"CAPTAIN" AND EXECUTIVE OFFICER SHOOTING CLAY PIGEONS



SUNSET IN BREST, FRANCE
U. S. DESTROYER IN BAY AT BREST

The trip over had marked considerable baseball activity on deck, and in the course of events the "Deep Sea League" had been organized. It was only natural, then, with clear, warm weather holding full sway, that the fever contracted should find some outlet. Chaplain Reagor arranged with Army authorities of the port for three auto trucks, and baseball teams and fans fared forth to battle.

Two five-inning games were played that afternoon, April 22nd, on the diamond at the United States Embarkation Camp, just outside of St. Nazaire. The Hospital Corpsmen triumphed over the Supply Division outfit by a score of 5 to 1, and the Armed Guard Aggregation, with a brilliant rally in the waning stages of their game with the Deck Force nine, came out on the big end of a 6 to 5 tally.

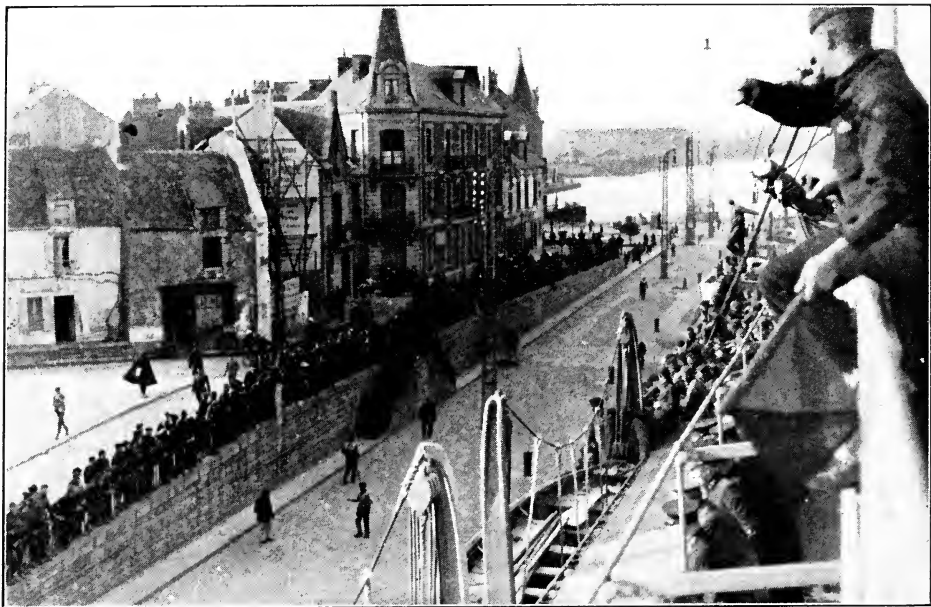
**Springtime in
France Calls
for Baseball.**

Carrying 104 Army Officers and 3,520 enlisted men, comprising the 109th Infantry of the 28th Division (part of "Philadelphia's Own"), *The Maui* left St. Nazaire late on the afternoon of April 22nd, and anchored overnight in Quiberon Bay, proceeding on the westward voyage early next morning.

The homeward passage terminated at Philadelphia on May 3rd. It was the first trip since early in her navy career, that *The Maui* returned to the States without Army patients.

Her entry into the "Quaker City" was responsible for a great ovation on the part of Philadelphians to their "Dandy First," of the "Iron Division."

The Philadelphia newspapers, in their account of the arrival, gave *The Maui* credit for "breaking all speed records up the Delaware," and were also authority for the



GOOD BYE FRENCHY



PASTIME EN ROUTE HOME

statement given then as an official announcement from port officials) that *The Maui* broke all records for the debarkation of troops at any port. In reviewing this point, the ship was accredited with having also held the former record.

The Philadelphia record was based upon the debarkation of 3,614 men in 39 minutes. This was at variance with the former record by slightly more than an hour.

So far as "breaking all speed records up the Delaware" is concerned, only the Navy 'planes and dirigible and an S. C. boat managed to keep the pace *The Maui* set in passing up the river. The various small craft, bearing thousands of welcomers, trailed far astern.

Immediately upon the debarkation of the troops at the 78th Street pier, *The Maui* moved to Pier No. 16, at the foot of Dock Street.

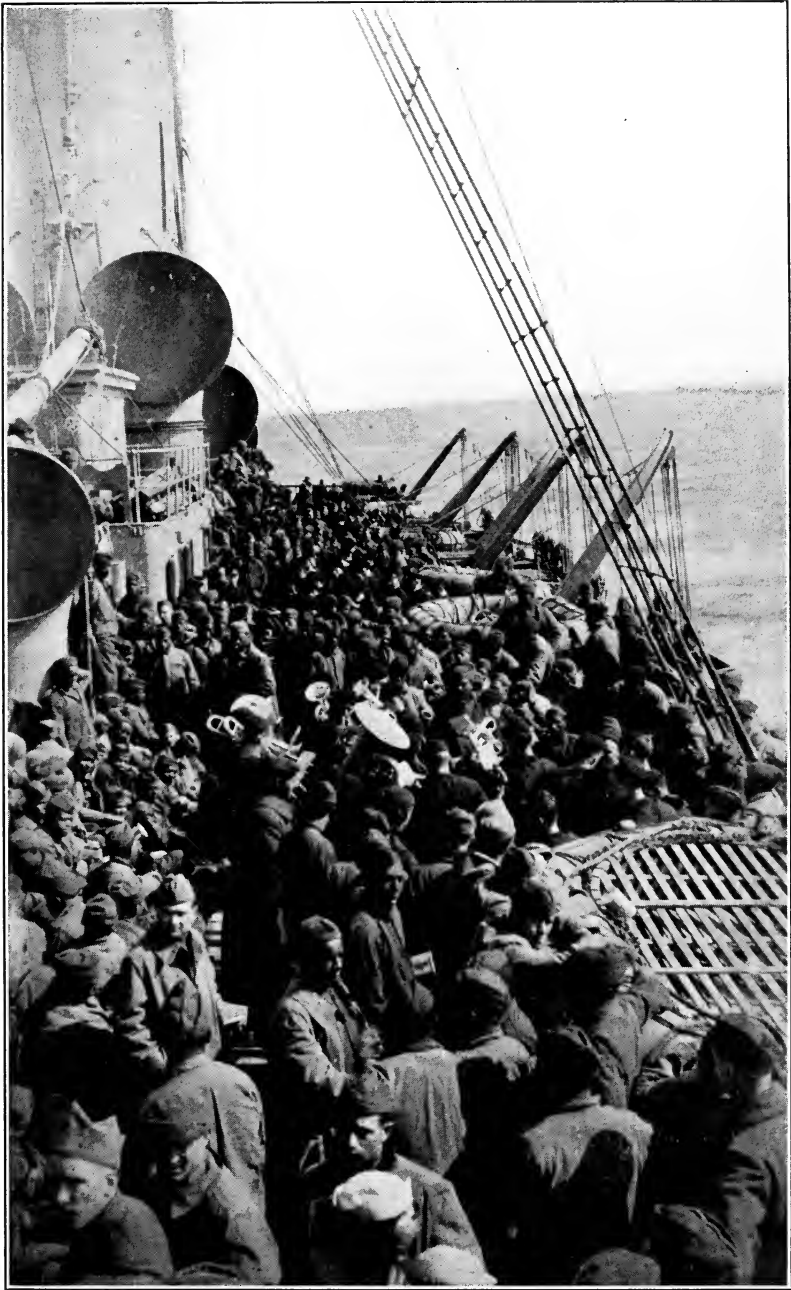
Lieutenant Commander Edwards returned to the ship on May 6th, and again assumed command.

After four days in port *The Maui* put to sea again on May 7th.

On the night of May 12th course was changed to avoid the schooner *Mabel*, reported abandoned in Lat. 43° 26' N., Long. 39° 10' W.

The Maui arrived in the harbor at Brest on the afternoon of May 17th, and within three hours and forty minutes had taken aboard 3,512 troops and started home. It was her record embarkation, and it brought this radio message from the Commander of the Naval Forces in France:

The U. S. S. Maui—Commander of naval forces in France congratulates *The Maui* on the expeditious manner in which troops



TROOPS AT NAVY BAND CONCERT, U. S. S. MAUI

were taken on board and the preparations made which enabled her to make so quick a turn around.

(Signed) HALSTEAD.

During the entire trip a keen watch was kept for the three Navy seaplanes engaged in their attempt to cross the Atlantic, via the Azores, and for the plane of the aviator Harry Hawker who made an unsuccessful effort to fly direct from Newfoundland to the British Isles.

The Maui arrived in Newport News, Va., on May 27th, and after the debarkation of troops moved to the Norfolk Navy Yard to take on supplies for the next voyage.

This skeletonized account of her progress went to press before departure was made upon the eleventh voyage, and necessarily the narrative must end here in favor of a brief summarization of statistics and a bit of general information.

From the time the ship was commissioned up to this period, *The Maui* had transported to and from France a total (very close approximate) of 32,000 troops. Of this number slightly more than one-third were taken to French ports in the four trips which the ship made prior to the establishment of the armistice; to be exact, 11,104. The other twenty thousand-odd were returned to the United States from France.

Exclusive of the immense cargo brought to the United States from South America, just prior to her commissioning, she carried an aggregate of about 35,000 tons of cargo, eastbound. With the exception of mail no cargo was carried to the United States from Europe.

The successful career of the vessel in the transport service was due in a large part to the respective abilities of her several Commanding Officers. They have, as this account shows, been three in number: Captain C. A. Abele,

U. S. Navy; Captain C. S. Freeman, U. S. Navy; and Commander W. F. M. Edwards, U.S.N.R.F.

The latter was best known in connection with the ship, due to the fact that he had been with her in the merchant service and had been longest in command on board her in the naval service.

Aside from his oft proven ability, he was a man of that sort of appreciative and sympathetic nature which won for him not only the respect and high esteem of his crew but also unanimous good will. His rank was advanced to Commander on May 13, 1919.

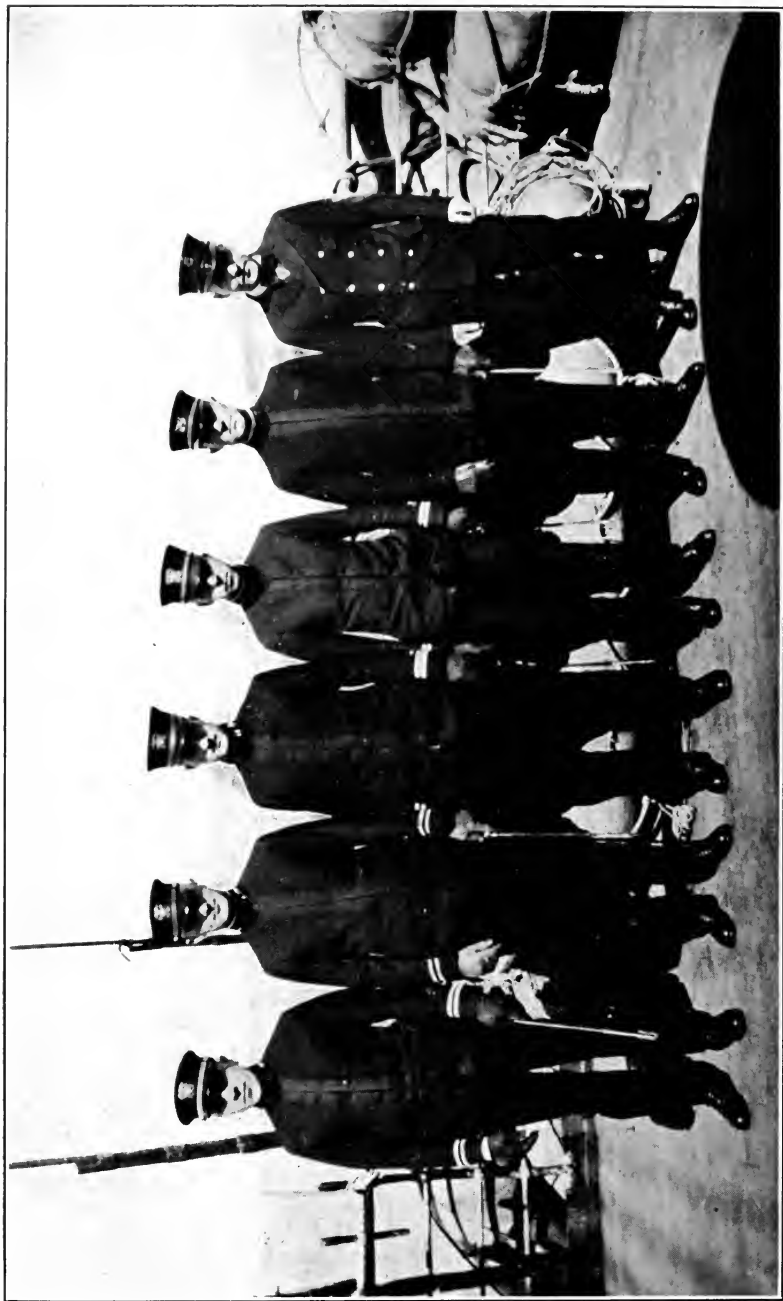
Another Advancement for "The Skipper."

At the time of the completion of the tenth voyage, *The Maui* was (and had been for some months) back in the hands of those who had charge of her operations in the merchant service. They were seafaring men, through and through, which means that they knew ships and the sea—and men.

A point of especial interest is constructed around the fact that *The Maui*, despite her share of engine trouble and the record that she was forced to turn back toward the States for a short time on her first trip across the Atlantic has never failed to reach an established destination.

This is true only because of the masterful efficiency of the Engineering Officer, Lieutenant Commander Alexander Ryan and his force.

As the Executive Officer, Lieutenant Commander Rasmussen (succeeding Commander E. B. Woodworth in October, 1918) was a champion of the men under him and by them was considered as such in matters pertaining to their wants, needs and welfare in general.



LEFT TO RIGHT: DR. KELLER, DR. HENNERICH, DR. TANTER, DR. FRANDBEN, PHARMACIST BORK,
AND CHIEF PHARMACIST'S MATE MATTINGLY

The success of the Medical Department, under Lieutenant Paul Keller until he was relieved from duty on May 28th, 1919, was little short of remarkable.

Transportation of so many thousand men, under conditions necessarily to be confronted, presented a great health problem on any ship. On *The Maui* the situation was handled as these results show: four deaths among the army personnel, including both great epidemics of influenza, and none among the crew, excepting those resultant from accident. These latter were five in number. One soldier was lost by fatal submersion, at sea.

During the first influenza epidemic, in September, there were thirty-five cases of influenza among the troops on board at that time, and thirty-four among the crew. In the second epidemic, in February, the Army had sixty-seven cases and the crew nine.

Lieutenant Keller was aided on the various trips by two or three other medical officers and by a capable crew of hospital corpsmen.

In addition to the regular sick bay, which accommodated thirty-four patients, two isolation wards were established on the after main deck and later an additional and much larger isolation ward, for pulmonary cases, was built above the bridge deck. In addition, a large compartment below decks was equipped for the care of one hundred mental cases.

Medical Department has a Great Record.

Fresh air was the potent factor in combating the prevalent contagion, influenza. Cases which showed symptoms of pneumonia complications were immediately removed to the open air and there treated with the success shown.

This "open air" treatment was that in every sense of the word. The patients were established on the top-side with a substantial canvas canopy for protection, and there cared for to the limit of ability. Pure water, scrupulous adherence to every rule of sanitation and frequent medical inspections kept sickness in check at all times. Troops have their own dispensary, separate in every respect from that of the ship's complement.

The total of 7,682 patients had been returned to the United States from France, and this in eight trips, distributed as follows: May (1918), 100; September, 374; November, 124; December, 2,354; January, 2,276; February, 1,213; March, 632, and May, 609.

Up to the date he was detached Lieutenant Howard F. Council, U. S. Navy, was Ordnance and Gunnery Officer. He was succeeded by Lieutenant J. W. Stewart, who has acted in that capacity since that time.

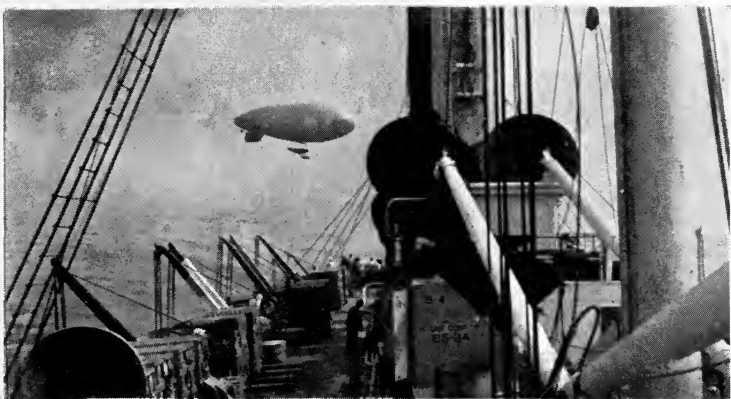
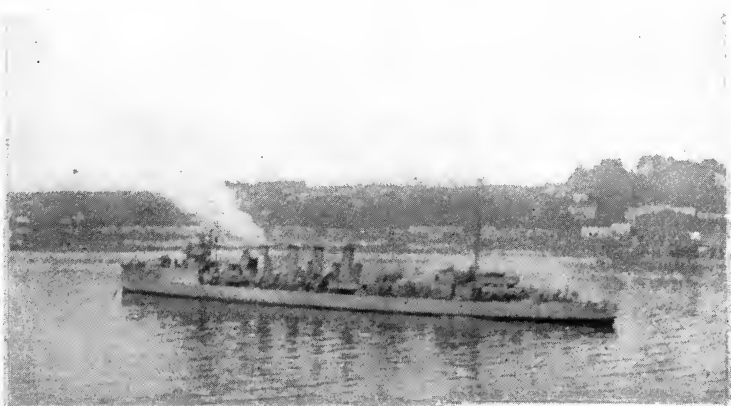
Lieutenant Council had also had charge of communications, and upon his departure the responsibilities of Communication Officer were turned over to Ensign R. E. Jones, head of the Radio division of the ship.

**Notes About
Others to Whom
Credit is Due.**

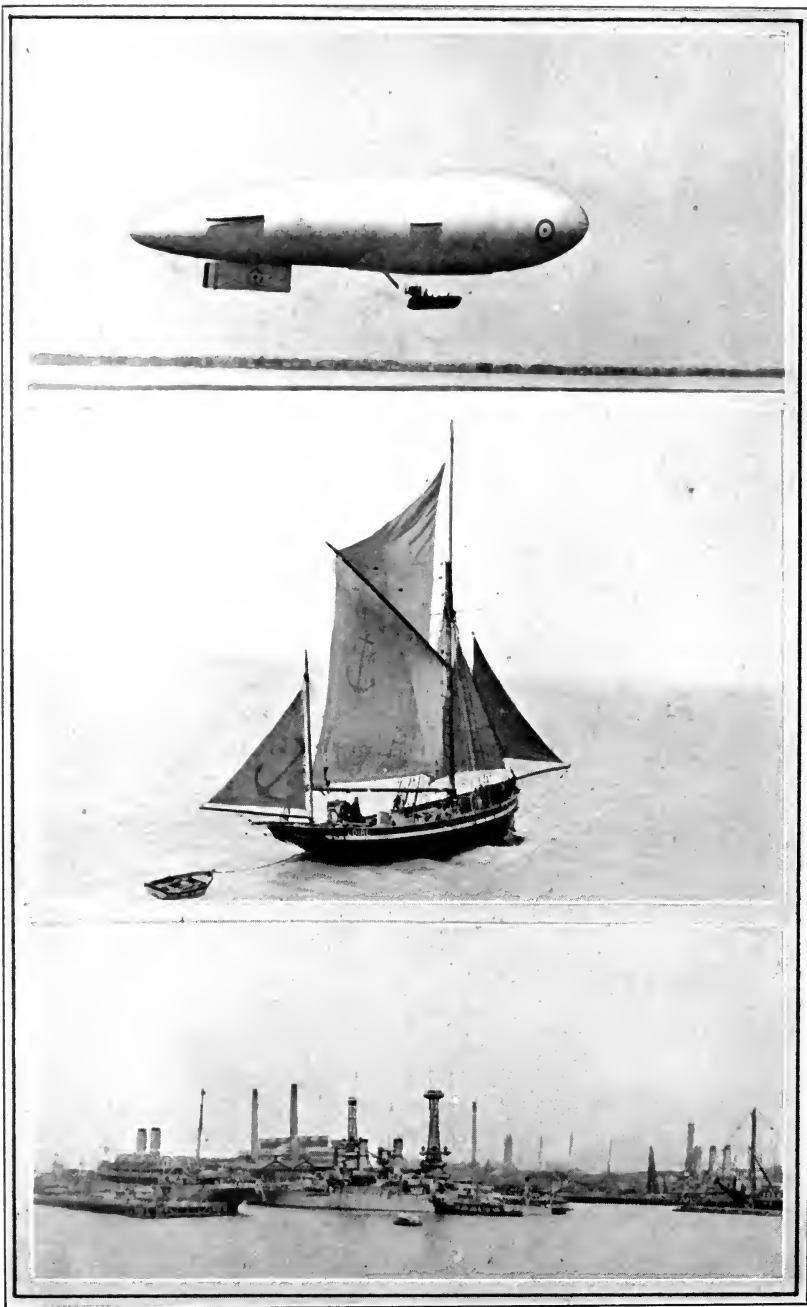
Upon the death of Lieutenant Marmion, the duties of First Lieutenant were taken over by Lieutenant A. H. Westerberg and very successfully carried out.

Lieutenant Vernon H. Wheeler, U. S. Navy, was *The Maui's* first paymaster, and continued in that office. The commissary end of the Supply Department was supervised by Ensign (P.C.) P. R. Griffin.

From the minute he reported on board for duty (August 26, 1918) Lieutenant (j.g.) William P. Reagor, Acting Chaplain, was active for the interest of the ship's com-



FANNING.
DIRIGIBLE ESCORT IN WAR ZONE.
CLEARING THE DECK AFTER THE STORM.



A WELCOME OVERHEAD GOING INTO PHILADELPHIA
FRENCH PILOT APPROACHES
CROSSING THE PHILADELPHIA NAVY YARD

plement—not only from the spiritual viewpoint but the physical side as well. He mixed sermons with sports and got amazing results. When other navy chaplains or army chaplains were transported, he worked with them continually toward the one big end, as he did with all welfare organizations.

These latter were generously represented. Besides the transient secretaries of the various established organizations, the ship was allotted permanent workers.

The pioneer of these was J. (“Jack”) Hazard, of the Y. M. C. A., who lost, besides other things, “a job,” when *The U. S. S. President Lincoln* was torpedoed in European waters. “Jack” knew everybody; everybody knew “Jack.” “Jack” liked everybody; everybody liked “Jack.” He and his movies almost became famous.

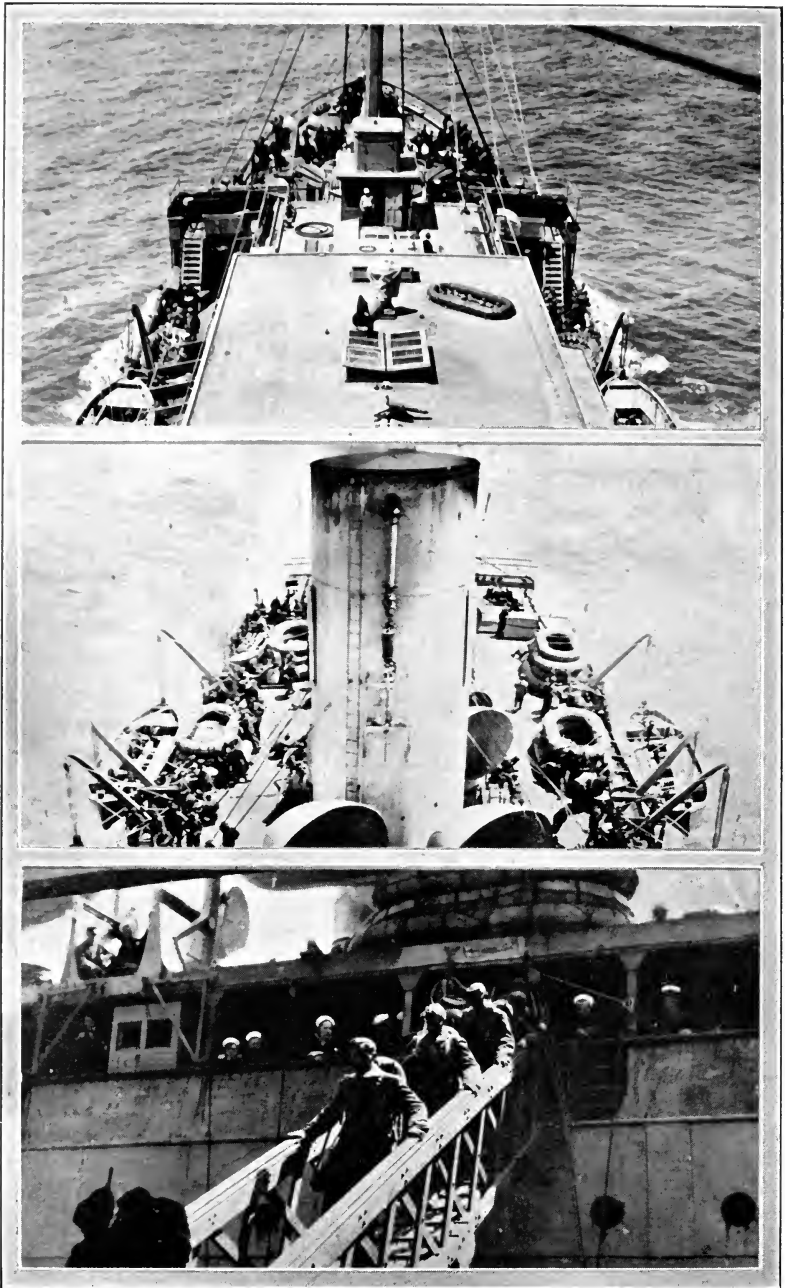
Later Mr. Hazard was joined by G. H. McFetridge, of the Knights of Columbus; N. Wilclins, of the Jewish Welfare Board, and W. A. Ellis, of the American Red Cross. Their individual and joint efforts bore the fruit of satisfaction in the minds of the men they served.

Captain W. H. Miller, of the Army, was assigned to the ship for a time as army personnel officer.

For the officers and crew of *The Maui*, during the war and in the months which followed the cessation of hostilities, work came and in its passing each day left as a monument the record of another job completed; play found its place between the hours, and rest crept in beside them.

**What It All
has Meant to
the Crew.**

These were welded into a happy chain of memories—though at times tedious in the construction—by the great



HOME AGAIN

hammer of companionship which is expressed in the word “shipmates.”

It was in order that shipmates might have a material “something” to call to mind the events of their “cruise” on *The Maui* that this small volume was arranged. That, at least, was the primary purpose.

The other was this: that folks who had “Somebody” on *The Maui* during those days and nights of endless vigilance might have this collection of facts, fancies and photographs as a record of the long period when they knew only that a letter or a parcel to that “Somebody” would reach him, in due time—somehow—if sent

“In care of the Postmaster, New York.”

Finis



GROUP OF OFFICERS, U. S. S. MAUI

Roster of Officers and Crew

OFFICERS

LINE:

- Lt. Comdr. W. F. M. Edwards, U.S.N.R.F., Commanding Officer.
- Lt. Comdr. J. A. Rasmussen, U.S.N.R.F., Executive Officer.
- Lt. Comdr. A. Ryan, U.S.N.R.F., Chief Engineer.
- Lt. E. H. Sandelin, U.S.N.R.F., Navigating Officer.
- *Lt. H. F. Councill, U.S.N., Ordnance Officer.
- Lt. R. W. Dunham, U.S.N.R.F., 1st. Asst. Engineer.
- †Lt. J. Marmion, U.S.N.R.F., First Lieutenant.
- Lt. A. H. Westerberg, U.S.N.R.F., Watch & Division.
- Lt. S. H. Robinson, U.S.N.R.F., Asst. Engineer.
- Lt. J. W. Stewart, U.S.N.R.F., Ordnance.
- Lt. (j.g.) E. C. Reed, U.S.N.R.F., Asst. Engineer.
- *Lt. (j.g.) C. K. Patterson, U.S.N.R.F., Watch & Jr. Div.
- Lt. (j.g.) J. T. Viegas, U.S.N.R.F., Asst. Engineer.
- Ens. R. E. Jones, U.S.N.R.F., Communication & Radio.
- Ens. V. R. Hood, U.S.N.R.F., Jr. Watch & Div.
- Ens. J. T. Keegan, U.S.N.R.F., Jr. Watch & Division.
- *Ens. J. A. Pentz, U.S.N.(T.), Watch & Jr. Div.
- Ens. W. J. O'Hara, U.S.N.(T.), Watch & Jr. Div.
- Ens. E. L. Ladieu, U.S.N.R.F., Asst. Engineer.
- *Ens. (T.) J. L. Kershaw, U.S.N., Asst. Engineer.
- *Ens. E. F. Thrall, U.S.N.(T.), Asst. Engineer.
- *Ens. J. W. Stirzell, U.S.N.(T.), Jr. Watch & Div.
- *Ens. E. J. O'Toole, U.S.N.(T.), Jr. Watch & Div.
- *Ens. L. A. Redmond, U.S.N.(T.), Jr. Watch & Div.
- *Ens. W. F. Odenwald, U.S.N.(T.), Jr. Watch & Div.
- *Ens. T. A. O'Connor, U.S.N.(T.), Jr. Watch & Div.
- *Ens. C. E. Howland, U.S.N.R.F., Jr. Watch & Div.
- *Ens. J. M. Keep, U.S.N.R.F., Jr. Watch & Div.
- El. Gun. (T.) A. Degraw, U.S.N.
- Ord. Gun. (T.) F. D. Boore, U.S.N.
- †Bts'n. (T.) E. J. Rumpf, U.S.N.
- Carp. (T.) S. E. Vansant, U.S.N.

* Detached.

† Deceased.

STAFF

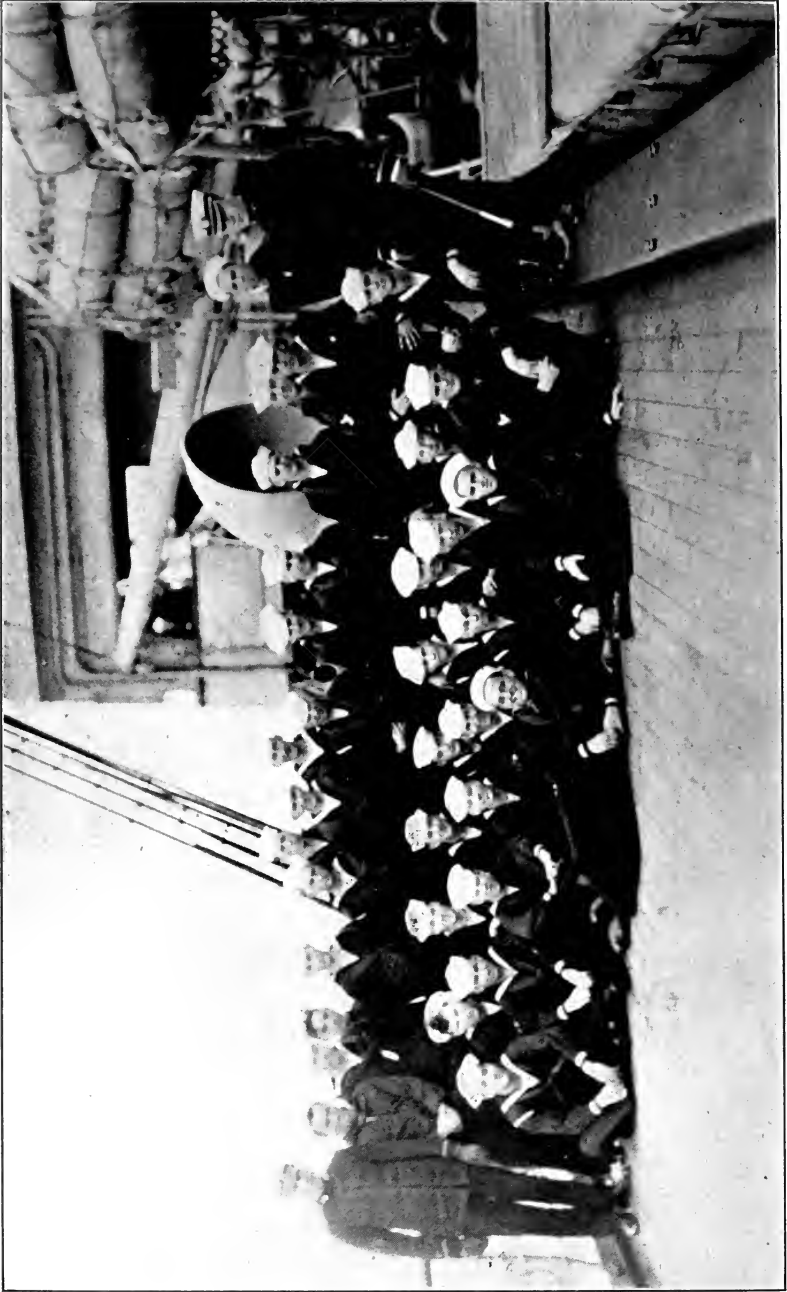
Lt. Paul Keller, M.C., U.S.N., Senior Medical Officer.
Lt. W. E. Hennerich, M.C., U.S.N., Medical Officer.
*Lt. R. Clifford, M.C., U.S.N., Medical Officer.
*Lt. R. W. Lewis, M.C., U.S.N., Medical Officer.
Lt. R. Tainter, M.C., U.S.N., Medical Officer.
Lt. (j.g.) Frandsen, M.C., U.S.N.R.F., Medical Officer.
Lt. V. H. Wheeler, P.C., U.S.N., Supply Officer.
Ens. P. R. Griffin, P.C., U.S.N.R.F., Commissary Officer.
Ens. C. B. Gosnell, P.C., U.S.N.R.F., Pay Office.
Lt. (j.g.) Wm. P. Reagor, C.C., U.S.N.(T.), Chaplain.
Phar. (T.) F. R. Bork, U.S.N.

* Detached.

CHIEF PETTY OFFICERS

On Board *U. S. S. Maui*, March 26, 1919

Anderson, W. H.....	CBM.	Sullivan, W. J.....	CCM.
Kopp, Geo. W.....	CQM.	Nelson, R.	CCStd.
Wilson, Ray C.....	CBM.	Mattingly, Claude	CPM.
Hathaway, J. W.....	CQM.	Allison, L. S.....	CE.g.
Hammock, L. J.....	CY.	Westbrook, T. W.....	CMM.
Tuchmann, L. B.....	CCM.	Barger, J. C.....	CWT.
Noonan, Francis X.....	CCM.	Myers, E. L.....	CE.g.
Bauchou, L. J.....	CE.r.	Campbell, J. B.....	CMM.
Carlson, L. E.....	CCStd.	Zerbe, F. O.....	CMM.
Burns, Walter G.....	CY.	Wallace, G. W.....	CMM.
Michel, B. V.....	CY.	Cullen, T. H.....	CWT.
Cramer, Victor R.....	CY.	Dopski, M.	CWT.
Krogan, A. H.....	CCM.	Jackson, G. L.....	CMM.
Macdonald, J.	CE.r.	Kenney, M. J.....	CMM.
Mulcay, Thomas E	CY.	Appenseller, D. F.....	CMM.
Moore, J. A.....	CY.	Bouschor, G. E.....	CMM.
Callo, S. J.....	CY.	Riehl, R.	CWT.
Trenchard, J. H.....	CY.	McCartney, W. J.....	ComStd.
Linton, J. S.....	CY.	Algar, W. H.....	ComStd.



FIRST DIVISION, DECK FORCE

FIRST DIVISION

Austin, J. H.....	Sea.	McCammond, C. D.....	Sea.
Abbott, G.	Sea.	McDevitt, J. P.....	Sea.
Belt, T. A.....	QM3c.	Marks, A. R.....	Sea.
Bakle, W.	Sea.	Paul, C. E.....	Sea.
Bond, N. E.....	Sea.	Payne, R. C.....	Sea.
Bozeman, C.	Sea.	Purcell, C. J.....	Sea.
Brawders, J.	Sea.	Rawles, A. E.....	Cox.
Bresnahan, T. B.....	Sea.	Reiley, J. P.....	Cox.
Boudreaux, L. D.....	Sea.	Richards, E. S.....	Sea.
Bowen, C. A.....	Sea.	Rousseau, L. Z.....	GM3c.
Brewer, W.	Sea.	Rousseau, A. J.....	Cox.
Brooks, C. A.....	Sea.	Ryan, L. S.....	Cox.
Browning, E. K.....	Sea.	Sneider, G. A.....	Cox.
Bundy, H. C.....	Sea.	Sloan, P. W.....	Sea.
Burch, Grady	Sea.	Bilyou, R. G.....	BM1c.
Carrithers, W. B.....	Sea.	Bacchus, A. W.....	QM3c.
Cartish, G. S.....	Sea.	Bloland, A. G.....	Sea.
Cass, J. H.....	Sea.	Callis, D. S.....	QM1c.
Chandler, H. M.....	Sea.	Chaisty, E. J.....	Sea.
Cochran, O. M.....	Bug.	DeLeon, W. F.....	Sea.
Chartier, R. J.....	Sea.	Dykes, Guy	Sea.
Cleveland, H. H.....	Sea.	Esposito, J. J.....	Sea.
Dgucks, J.	Sea.	Fogarty, W. L.....	QM3c.
Donnelly, B. L.....	Sea.	Johnson, J. R.....	Sea.
Donnelly, E.	Bug.	Kriszciokaitis, F. J.....	Sea.
Frantz, E. F.....	QM3c.	Lane, E. L.....	Sea.
Gibbons, G.	Sea.	Lovell, T. J.....	Sea.
Grant, J. W.....	Sea.	Marvin, S. H.....	Sea.
Hess, M. D.....	Sea.	Smith, R.	Sea.
Johnson, B. F.....	Sea.	Stewart, R. S.....	Sea.
Jones, S. G.....	Cox.	Stout, J. B.....	Sea.
Key, W. H.....	Sea.	Winters, B.	Sea.
Lindgren, V.	Sea.	Wishon, L.	Sea.
Longlais, J.	Sea.	Surtees, M. A.....	Sea.
Luscombe, R. L.....	Sea.	Wolfred, S. M.....	Sea.
Lynch, C. B.....	Sea.	Writer, D.	Sea.
McBride, C. S.....	Sea.	Yobb, J. B.....	Sea.



SECOND DIVISION

SECOND DIVISION

Anderson, A. C.....Sea.	Latimer, M. A.....Sea.
Ayres, B. N.....Sea.	Levy, MaxSea.
Baldwin, C. S.....Sea.	Light, L. C.....GM1c.
Baumgarten, R. F.....Sea.	Lucian, T. B.....BM2c.
Blank, E. J.....Sea.	McCullohs, T.Sea.
Bogart, J. C.....Sea.	McGuire, M. P.....Sea.
Bollinger, W. H.....Sea.	Manasco, F. E.....Sea.
Bradley, E. L.....Sea.	Martinson, E. A.....Sea.
Brogan, E. J.....Sea.	Martratt, C. A.....Cox.
Cambridge, A. R.....Sea.	Minnich, H. F.....Sea.
Carroll, J. P.....Sea.	Parrish, J. A.....QM2c.
Clark, F. W.....Sea.	Pierce, R. B.....Sea.
Cleff, C. F.....Sea.	Reese, W. L.....Bug.
Clifford, H. R.....Sea.	Robertson, A. A.....Sea.
Coleman, T. H.....Sea.	Snodgrass, T. H.....Sea.
Collins, C. R.....Sea.	Sprouse, S. E.....Cox.
Conroy, E. P.....GM3c.	Tanney, E. J.....Sea.
Copenhefer, G. L.....Sea.	Timmerman, C. E.....Sea.
Curtis, J. J.....Sea.	Warnock, L.Sea.
Dennis, H. A.....Sea.	Wert, R. E.....Sea.
Fennessey, P. A.....Sea.	Brannan, D. W.....Sea.
Fitzpatrick, E. E.....Sea.	Bennett, W. A.....Sea.
Hall, C. L.....Sea.	Kahn, J.QM3c.
Hall, CarlSea.	Long, R. B.....Sea.
Hepp, C. C.....Sea.	Layman, U. D.....Sea.
Hornseth, P. J.....Sea.	Lloyd, W. C.....Sea.
Janney, W. I.....Sea.	Loeffler, A. P.....BM1c.
Johnson, F. E.....Sea.	McCarthy, W. A.....QM2c.
Johnson, OleSea.	O'Brien, J. E.....Sea.
Kane, J. F.....Sea.	Price, A. A.....Cox.
Kane, J. S.....Sea.	Rew, R. M.....Sea.
Kazee, P.Sea.	Stanley, J. A.....Cox.
Keel, O. J.....Sea.	Walz, H. S.....Sea.
Kelley, R. B.....Sea.	Warehime, W. S.....BM2c.
Labit, W. K.....Sea.	

ENGINEER'S FORCE

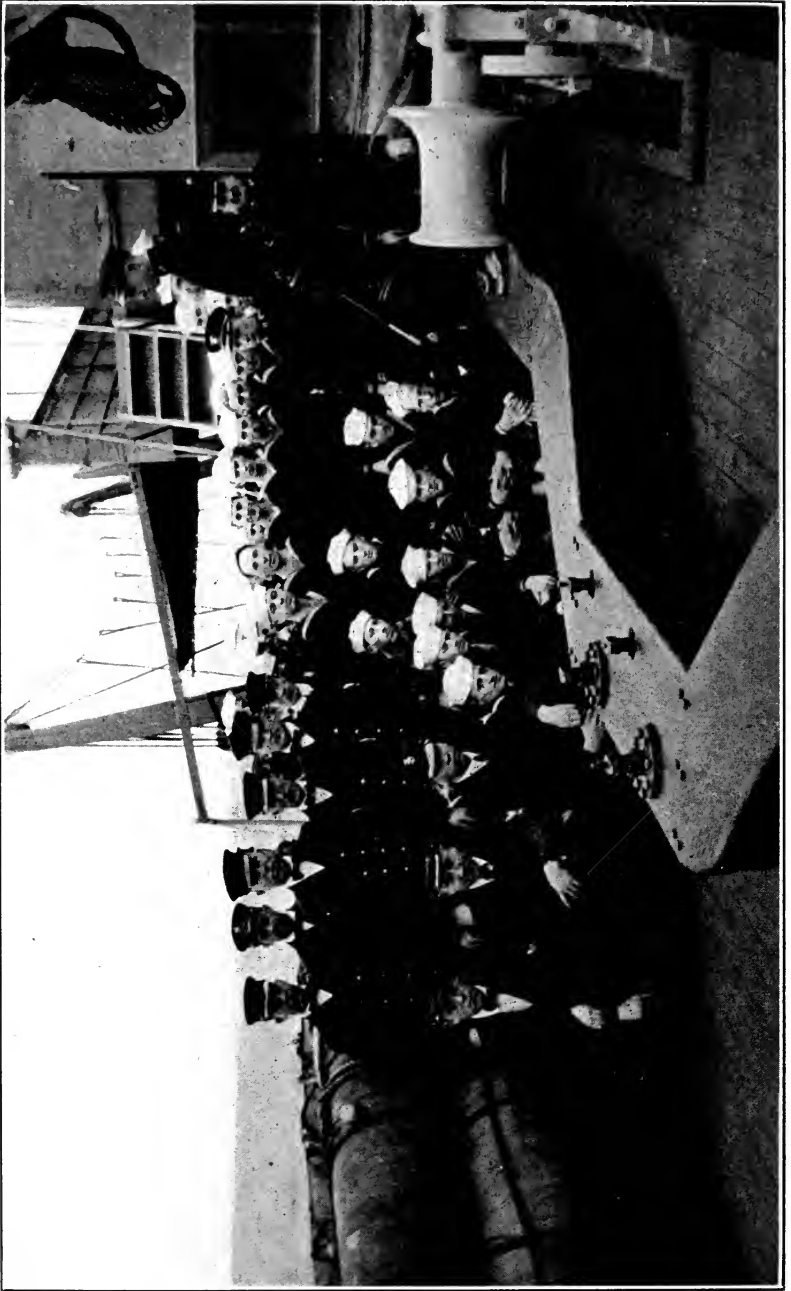
Armstrong, E. E.....	F1c.	McCarty, B. A.....	F3c.
Arterburn, E. W.....	F1c.	Meck, L. W.....	F3c.
Bolcer, J. H.....	F2c.	Meehan, N. J.....	F3c.
Barth, L. C.....	F3c.	Martinez, P. A.....	F3c.
Baust, M. E.....	E3c.g.	Morley, T. B.....	F1c.
Becker, B. J.....	F3c.	Osborne, G. A.....	E2c.g.
Bell, J. W.....	E3c.g.	Osteman, E. E.....	MM1c.
Bown, J. K.....	E1c.g.	Peeden, J.	MM2c.
Boyer, H. J.....	MM1c.	Rice, W. E.....	F2c.
Brittain, G. E.....	F3c.	Patterson, R. J.....	F1c.
Burke, T. B.....	MM2c.	Park, L.	F3c.
Burner, W. H.....	F2c.	Shea, M. P.....	F1c.
Carnes, S.	F1c.	Sartwell, W. A.....	F3c.
Christie, F. E.....	F1c.	Schabilion, C. E.....	F1c.
Christensen, E. I.....	MM1c.	Schabilion, H. A.....	F1c.
Collard, P. F.....	F3c.	Gardella, J. F.....	MM1c.
Currie, G. E.....	F2c.	Curtis, L. E.	WT.
Cutchall, C. A.....	F3c.	Elliott, F. H.....	WT.
Chandler, D. B.....	F3c.	Fonfereck, J. P.....	WT.
Daley, G. E.....	MM1c.	Jones, E. D.....	MM1c.
Dean, E. H.....	F1c.	McCrodden, E. E.....	MM2c.
Dunn, P. J.....	MM1c.	McInally, J.	MM1c.
Dunnivan, H. B.....	Csmth.1c.	Middlecoff, J.....	MM1c.
Feuerstein, W.	F3c.	Morris, P. D.....	MM2c.
Free, H. T.....	E2c.g.	Roberts, N.	MM2c.
Geyer, A. J.....	F3c.	Walters, A. A.....	F2c.
Gallagher, J. E., Jr.....	F2c.	Hardacker, W. D.....	F3c.
Greensmith, W. J.....	F2c.	Bates, G. R.....	Bsmth
Grover, O. E.....	F2c.	Johnson, I. L.....	MM1c.
Hall, J. D.....	F2c.	Sublich, P. H.....	F1c.
Higbie, H. E.....	F3c.	Smith, W. B.....	F1c.
Johnson, G. W.....	F3c.	Schroyer, C. B.	F2c.
Johnson, J. O.....	E1c.g.	Schaidt, J. F.....	F3c.
Kennedy, R. L.....	MM1c.	Tulloch, C.	E2c.g.
Kiley, H. M.....	F2c.	Walker, G. J.	F2c.
Knussman, W.	F2c.	Westman, H. F.	F3c.
Lundergan, E. J.....	F3c.	Wiggon, A. F.....	E2c.g.
McIntire, J. W.....	F1c.	Yahres, A. L.	F3c.
Mock, L. R.....	MM2c.	Smith, A. F.....	Bmkr.



MEDICAL CORPS AND MEDICAL OFFICERS

MEDICAL CORPS

Allen, A. H.	HA1c.	Leshanski, M. A.	HA1c.
Barrett, M. N.	PhM3c.	Magnuson, A. W.	HA1c.
Beard, H. J.	PhM1c.	Manegold, R. C.	HA1c.
Billiter, A. H.	PhM3c.	Mason, H. W.	HA2c.
Bourdeau, J. M.	PhM2c.	Miller, F.	HA2c.
Brown, R. O.	PhM3c.	Osborne, D. B.	PhM1c.
Buck, F. D.	HA1c.	Ross, J. B.	PhM1c.
Butler, K. L.	HA1c.	Watson, T. E.	PhM2c.
Frost, W. R.	HA2c.	Wiest, J. H.	PhM3c.
Forman, R.	HA1c.	Works, L.	PhM2c.
Furnstahl, A.	PhM3c.	Anderson, J. W.	HA2c.
Grosman, A. P.	HA2c.	Houlet, H. J.	PhM3c.
Hocker, A. G.	HA1c.	Baker, S. B.	HA1c.
Houle, A. E.	HA1c.	Brubaker, G. G.	HA2c.
Hughes, L. W.	HA1c.	Beadle, F. I.	HA1c.
Harkins, E. W.	PhM1c.	Berg, C. L.	HA1c.
Headrick, R. C.	PhM3c.	Bergman, O.	PhM2c.
Jacobson, E. W.	HA2c.	Boles, B. J.	HA2c.
Kelly, T. L.	HA2c.	Blanchard, C.	HA2c.
Kingman, E. O.	HA1c.	Bowers, W. J.	HA1c.
Keoster, J. E.	HA1c.	Christofferson, H.	HA1c.
Koons, J. R.	HA1c.	MacMasters, F. J.	PhM2c.
Kundert, C. L.	HA2c.	Roche, F. N.	PhM2c.



SUPPLY DIVISION

SUPPLY DIVISION

Akers, F. R.....	SC3c.	Oddo, J. A.	MAtt2c.
Anderson, O. M.....	SC3c.	Palminteri, C.	MAtt2c.
Arndt, W. F.	Y2c.	Rodman, J.	MAtt1c.
Blomeyer, C. F.....	Y2c.	Roedell, A. W.....	Bkr1c.
Brooner, E. A.....	SC4c.	Sullivan, W. J.....	SF1c.
Byrd, T. H.	SF2c.	Smyer, B. F.	SC4c.
Binder, H. G.....	Ptr2c.	Shapiro, S.	SC2c.
Carson, L. B.....	Y2c.	Toppins, F. E. J.....	E3c.r.
CConnell, S. R.....	Y2c.	Tisdale, H. L.....	Bkr1c.
Cramer, V. R.....	Y1c.	Weber, E. S.	E3c.r.
Curren, J. W.....	SC3c.	Williams, E.	MAtt1c.
Daniels, T. H.....	SC3c.	Archie, F. D.....	MAtt3c.
DeCastro, M.....	MAtt3c.	Boyd, W. A.....	MAtt3c.
DeLaCruz, G.	MAtt3c.	Brittenbach, C. J.....	Bkr1c.
DeGuzman, Y.....	MAtt3c.	Busch, A.	MAtt2c.
DeRienzo, H.	Ptr2c.	Butcher, E. O.....	SC3c.
Geiss, L.	Bkr2c.	Bynum, F. B.	Y1c.
Gelb, L. L.	Bkr1c.	Bisbines, L. C.	WRStd.
Gould, M.	CM3c.	Barden, J. A.....	SF1c.
Grogan, C. A.....	SC3c.	Bonnert, A. G.	Stkr3c.
Gast, H. J.....	SC4c.	Campion, L. P.....	Bkr2c.
Hickerson, P.	Bkr2c.	Collic, H. J.	MAtt1c.
Hayden, C. A.....	E3c.r.	Cormany, W. G.....	SC3c.
Harbin, J. P.....	SC3c.	King, E.	SC4c.
Jacobson, O. A.....	SC1c.	Korejwa, W.	SC4c.
Johnson, G. V.....	E2c.r.	Kraton, D. C.	WRStd.
Kasson, D.	MAtt3c.	Krausse, A. E.....	CM2c.
Kinnear, W. H.....	SF2c.	Larson, W. W.....	SC3c.
Lebrecht, H.	SC3c.	Lawrence, D. S.....	Y1c.
Lovell, J. L.....	Y3c.	Lefkovitz, H.	SC4c.
McCauley, R. S.....	SC2c.	Lynch, W. P.	SC4c.
Mahoney, F. J.....	MAtt1c.	Mangrum, E. L.....	MAtt3c.
McKenna, J. F.	Y2c.	Matranga, F.	MAtt3c.
Miller, J.	CabCk.	Mitchell, N.	MAtt3c.
Moore, H. S., Jr.....	Sc2c.	Murphy, J. J.....	SC3c.
Magnetivo, G. S.	MAtt2c.	Norman, G.	SC3c.
Nichols, C. H.....	CabCk.	O'Keffee, M.	MAtt1c.
Covitz, H. G.....	E3c.r.	Ouzts, E. L.....	SC3c.
Crenshaw, J. H.....	MAtt1c.	Page, J. B.	Y3c.
Estes, E.	CabCk.	Parrish, F. D.....	MAtt3c.
Fiorentino, M.	MAtt3c.	Phelan, E.	SC1c.
Foley, T.	MAtt1c.	Robbins, G.	CabCk.
Galloway, T.	SC3c.	Ruffin, C. W.	MAtt1c.
Gilliam, G. C.....	MAtt1c.	Sempepos, D.	MAtt1c.
Glassman, E.	Stkr2c.	Strom, H.	MAtt3c.
Harris, J. A.....	MAtt3c.	Tuscano, C.	MAtt3c.
Howard, J. G.....	MAtt3c.	Tuchmann, L. B.....	SF1c.
Hughes, L. M.....	MAtt1c.	Veltz, G.	SC3c.
Jackson, F.	MAtt1c.	Worthington, D. P.....	Bkr1c.
Kelley, H. P.....	SC4c.	Zlotnick, S.	MAtt3c.
Kennedy, W. P.....	WRStd.		



THE MAUI BAND

BAND

Green, A. L.....	Mus2c.	Englemann, W. O.	Mus2c.
Forton, R. J.....	Mus2c.	Fredette, A. E.	Mus2c.
Crowl, P.	Mus2c.	Fehl, A. J.	Mus2c.
Brown, E. J.	Mus2c.	Mankewicz, J. E.	Mus2c.
Barrett, J. P.....	Mus2c.	Tannebaum, A.	Mus2c.
Campbell, H. S.	Mus2c.	Holec, J. L.	Mus2c.
Clever, F.	Mus2c.	Holsan, J.	Mus2c.
Doran, J. H.	Mus2c.		

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