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during the World War

(SEAL)

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Commanding

# FIGHTING THE HUN

on the

## U. S. S. HUNTINGTON

A True Story of Adventures of the  
U. S. S. Huntington During  
the War, as seen by

H. W. WINN



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Commanding Officer

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Dedicated to  
CAPTAIN J. K. ROBISON, U. S. N.  
and  
CAPTAIN E. S. KELLOGG, U. S. N.

Under whose able commands the ship developed and  
maintained a reputation for efficiency that will  
ever be an object of pride to every  
officer and man who served on the  
Cruiser Huntington



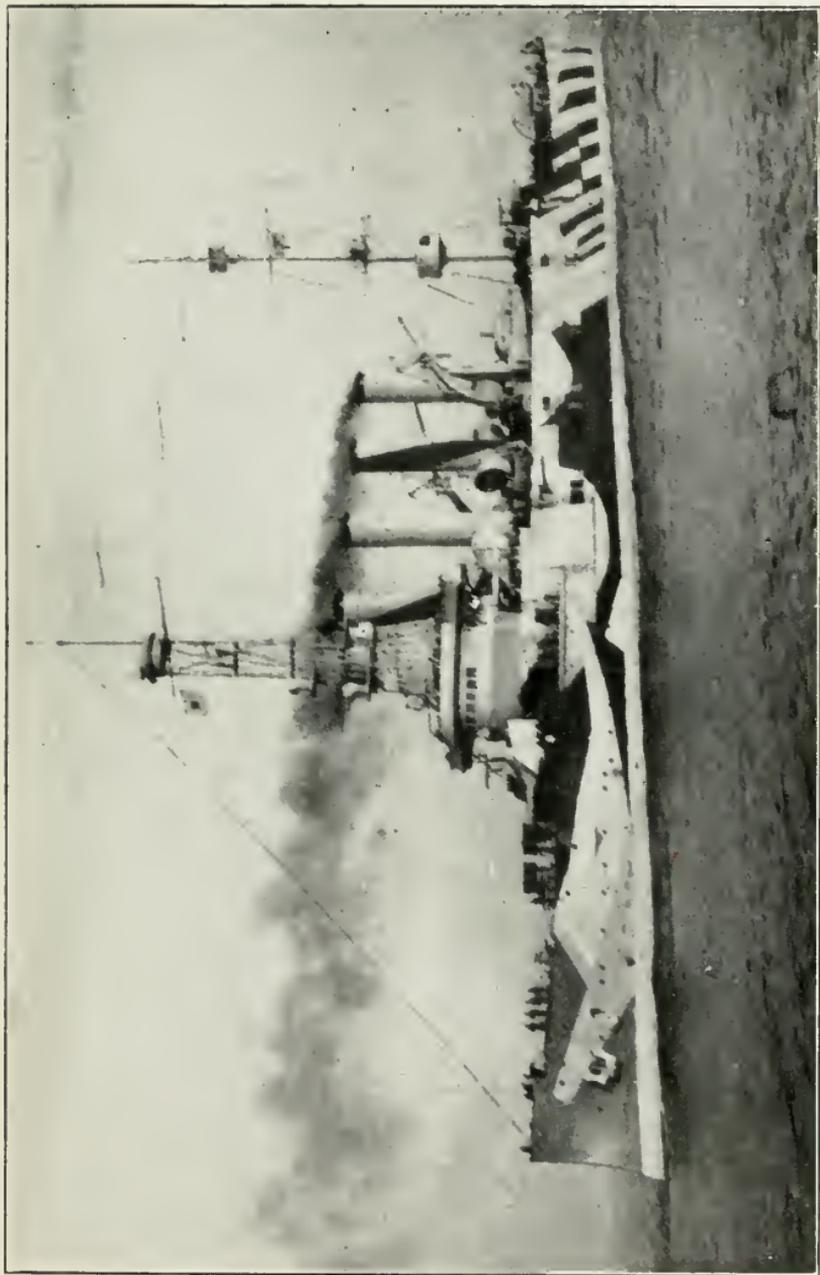
CAPTAIN J. K. ROBISON,  
FORMER SKIPPER OF THE U. S. S. HUNTINGTON



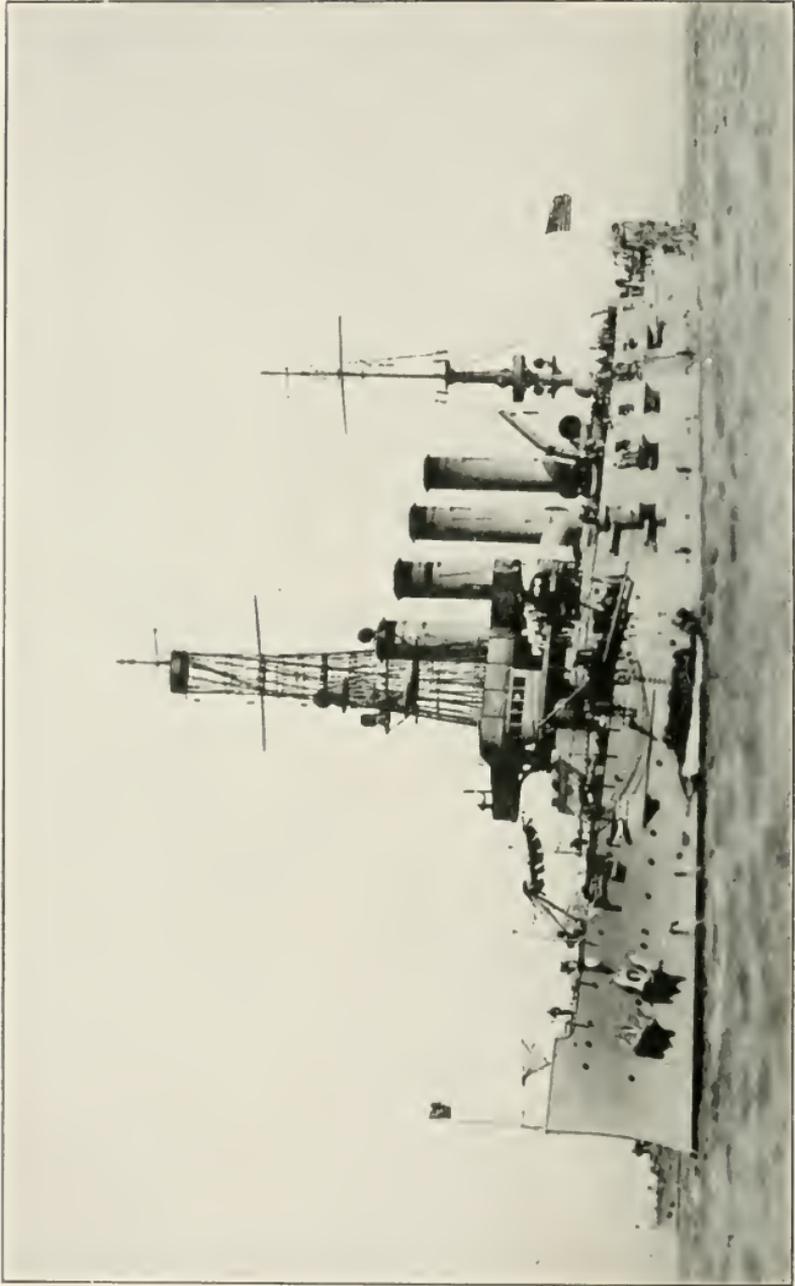


LT. COMMANDER WILLIAM H. STILES, JR.,  
EXECUTIVE OFFICER





U. S. S. HUNTINGTON



U. S. S. HUNTINGTON BEFORE THE WAR

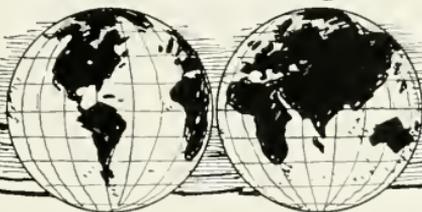


THE MASCOT



# U. S. S. HUNTINGTON

*A brief history of the travels of the Huntington  
prior to her adventures during the Great War.*



The U. S. S. Huntington is a first-class armored cruiser, built and placed in commission at Newport News, Va., at a complete cost of \$6,839,000. Her keel was laid down in April, 1903. She is 502 feet long and has a beam of 69 1-2 feet, with a displacement of 13,680 tons, horsepower 26,135, and a speed of 22.15 knots. Her complement is 878 officers and crew, and as a flagship she carries 921. Her original equipment consisted of four 8-inch rifles in two turrets, one forward and one aft; fourteen 6-inch rapid fire guns, eighteen 3 inch rapid fire guns, and two 18-inch submerged torpedo tubes.

When launched she was christened the U. S. S. West Virginia, and was placed in full commission on the twenty-fifth day of February 1905. For a period of one year she manœvered with the Atlantic Fleet and cruised in the Gulf of Mexico and West Indian waters. Theodore Roosevelt made a short trip on her at that time, and the coal shovel he used while on a visit to the firerooms still hangs in an engine room hatch as a souvenir of the occasion.

On September 8, 1906, she sailed for the Philippine Islands via the Suez Canal as flagship of the Big-4 Squadron, composed of the Maryland (now Frederick), Pennsylvania (now Pittsburgh), Colorado (now Pueblo). At that time she was the flagship of Rear Admiral Bronson, who took command of the Asiatic Fleet when the ships arrived at Manila. During her stay in Asiatic waters she visited all the important seaport cities of China and Japan. After one year of service in the Far East she sailed for San Francisco via Honolulu. From 1907 to 1912 she made several trips to the Far East, and while cruising with the Pacific Fleet she was the flagship of several Rear Admirals. From 1912 to 1914 she lay at Bremerton, Wash., in the reserve fleet, making only a few short trips.

When the Mexican trouble broke out in April, 1914, she was in dry dock at Puget Sound Navy Yard, but was ready to sail inside of three days with a new crew under command of Captain J. S. McKean. This time it was patrol duty along the west coast of Mexico as the flagship of Rear Admiral Doyle. She came home again in July. In August and September, 1914, she was engaged in towing submarines to the Hawaiian Islands, the last one being the ill-fated F-4. While in the Islands all hands were given the privilege of visiting the active volcano of Kilauea, on the Island of Ha-



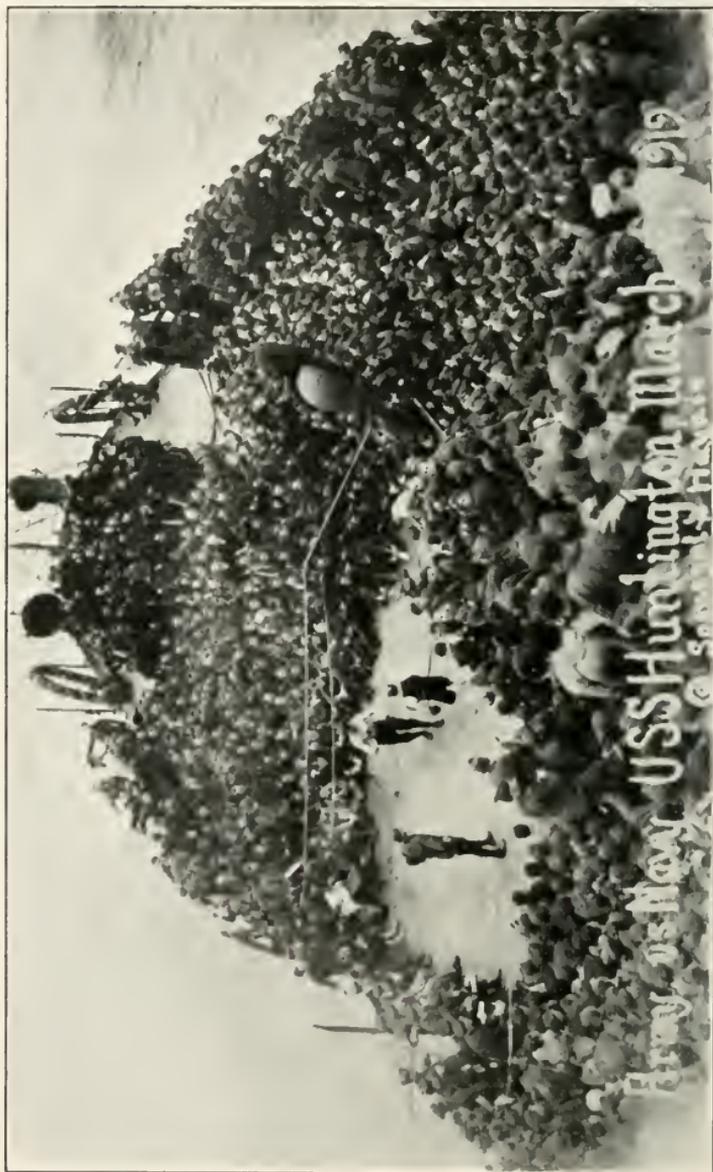
1. HUNTINGTON SAILORS ASHORE AT MEXICO
2. ARTILLERY LANDING FORCE IN MEXICO



A LITTLE BROADWAY ON THE HUNTINGTON

waii. From Honolulu she went directly to Mexico to relieve the San Diego of patrol duty and took the flag of Admiral Howard, then Admiral of the Pacific Fleet. After four months of patrol duty she was relieved again by the San Diego and proceeded north for extensive overhauling and installation of aeroplane tracks and catapult. On September 20, 1916, she again sailed for Mexico under command of Lieut.-Comdr. Sargent. Her name was changed to the Huntington at Salina Cruz, Mexico, on December 1, 1916. After five months in Mexican waters the Huntington again went north to the Mare Island Navy Yard for repairs. While at Mare Island Captain John K. Robison relieved Lieut.-Comdr. Sargent of command.





ARMY VS. NAVY



On that fatal day, April 6, 1917, the American nation, after showing unlimited patience, rebelled against the vicious warfare that the German Empire was waging against the neutral shipping of the United States and their subjects traveling upon the high seas, and threw off the mantle of peace and cast their lot with the Allied nations of Great Britain, France and Italy. While the news was the theme of discussion in all the capitals of the world the armored cruiser U. S. S. Huntington lay alongside of the ill-fated San Diego, both ships being moored to the sea wall at Mare Island Navy Yard, Vallejo, Calif. The Huntington had arrived at the yard Feb. 8, 1917, after a five months' tour of duty in Mexican waters, and was undergoing much-needed repairs. A catapultic device for launching hydroplanes was being installed on the quarter-deck, while on the boat deck ways and other

machinery for the accommodation of four sea planes were being installed. She was under the command of Captain J. K. Robison; Lieut.-Comdr. L. R. Sargent, Executive Officer; Lieut.-Comdr. Irvine, Chief Engineer; Lieut. W. D. Greetham, Navigator, and Lieut. W. H. Stiles, First Lieutenant. The crew, composed of about 350 men, were veterans of many cruises in Mexican waters and were enjoying themselves to their hearts' content in the nearby cities of San Francisco and Oakland. When the long-expected news arrived that war had been declared, an order was issued that all commanding officers should make an effort to recruit their ships up to war strength. The Captain immediately took action on this order and sent out recruiting parties to the cities of California, Oregon and Nevada. Lieut. Stiles directed this department, and through his able management about three hundred men were added to the ship's company. The Naval Militia of San Diego and Los Angeles were sent abroad but were transferred, with the exception of the Aero Section, to the St. Louis.

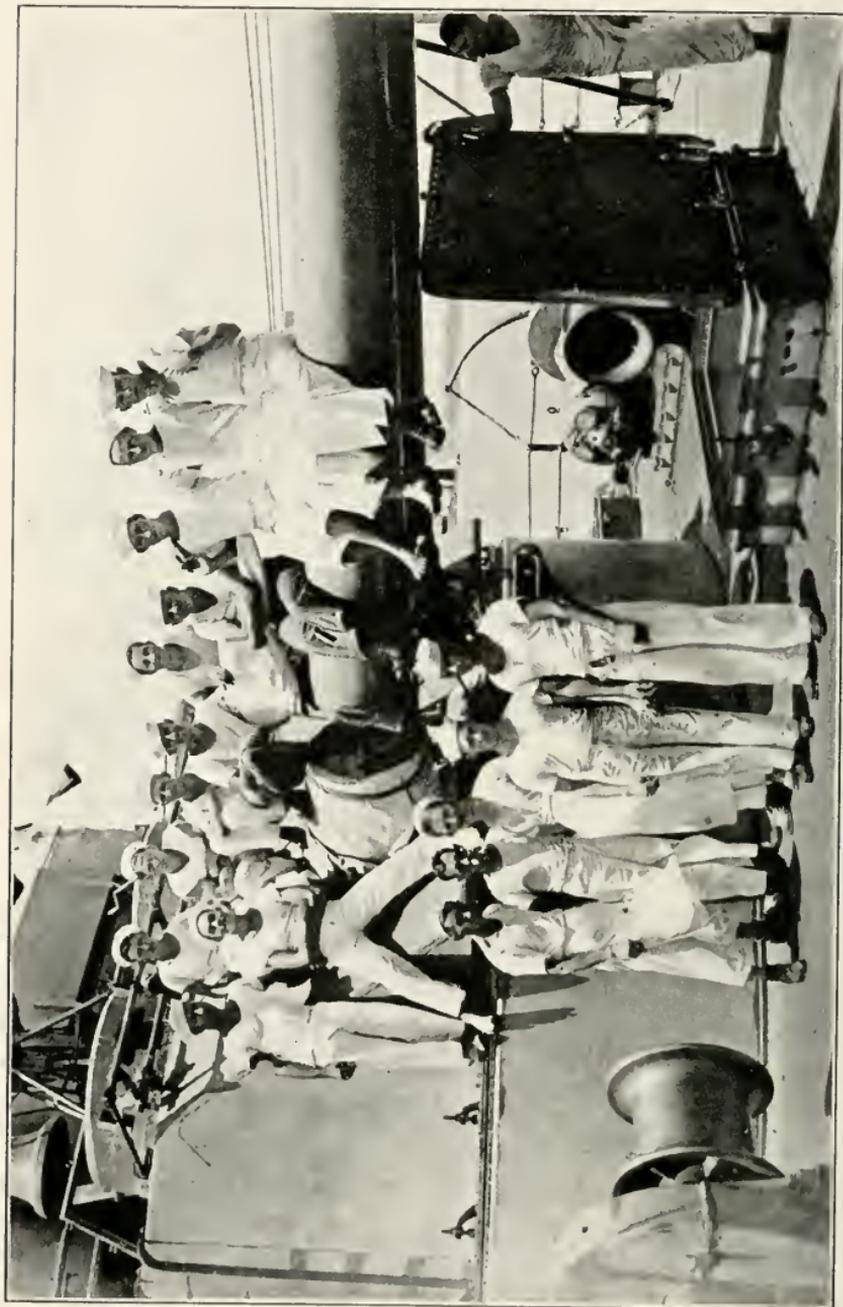
On May 10 we unmoored ship and steamed down the bay, dropping anchor in Man-o'-War row; early next morning the coal lighters came alongside, our recruits receiving their baptism of coal dust while stowing away 1600 tons of "black diamonds." That night and the next



LEADSMAN IN CHAIN



VALLEJO, CALIFORNIA



BUNCH OF RECRUITS BROUGHT ABROAD BY RECRUITING PARTY

day brought no rest, for endless barge loads of vegetables, fresh meat, canned goods and other stores came alongside and soon the fore-castle and boat deck were piled high with sea stores that had to be stuck below before pulling out to sea.

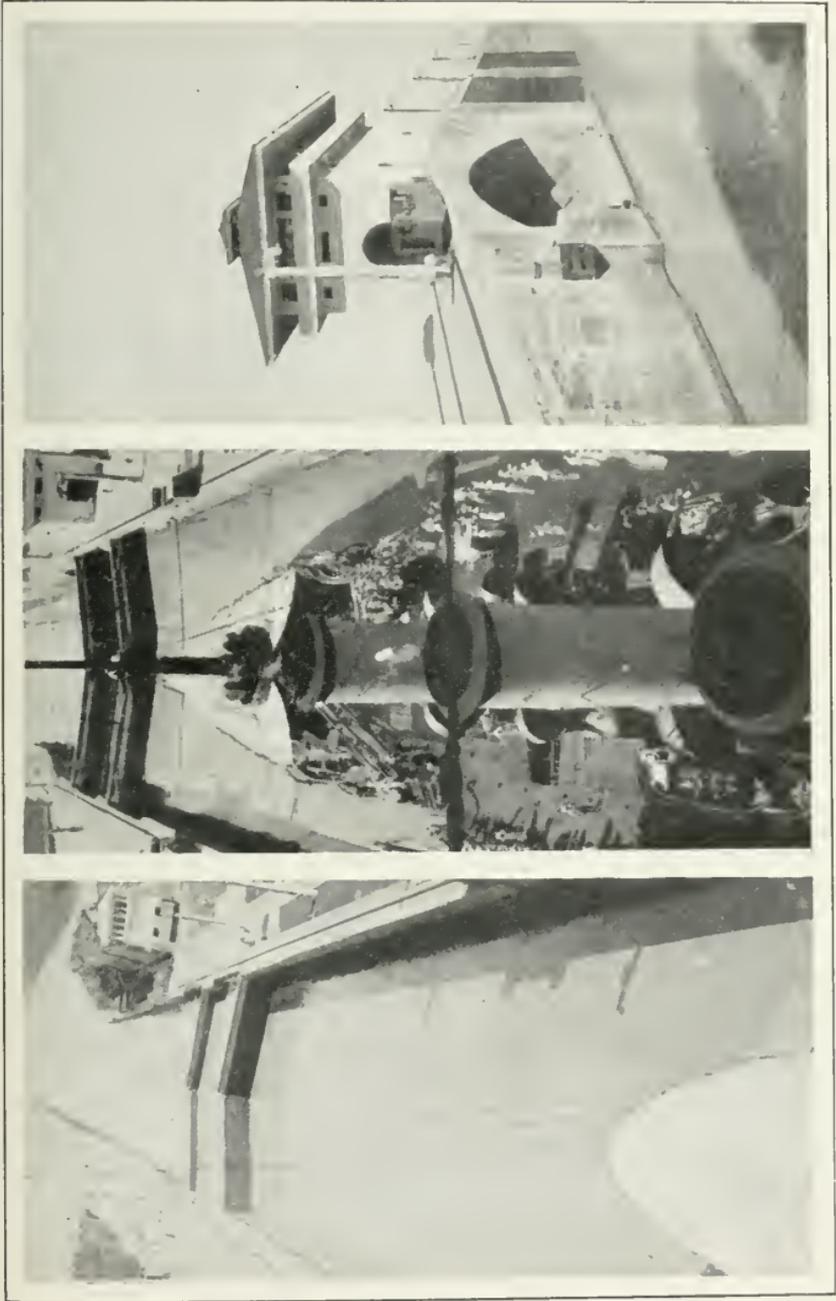
At noon May 13 we heaved in anchor and steamed out of San Francisco Bay, bidding farewell to the Ferry Building and Goat Hill, casting a weather eye over what remained of the World's Fair buildings, saying good-bye to old Fort Winfield Scott and closing the "Golden Gate" behind us. The torpedo boat Farragut stood out with us, assisting in making some adjustments to the gyro compass which were completed about sundown; the Farragut then came alongside and picked up two civilians that were working on the compass.

We then turned our bow southward; our firemen, fresh from civil life, were very anxious to make speed, and the water tenders had some difficulty in restraining them from wasting coal or lifting the safety valves. The sea was smooth as a mill pond and the trip was uneventful until we reached the Gulf of Tehuantepec, which was, as usual, a bit rough.

We had now been seven days at sea. The work both on deck and below was rushed as much as possible and it soon became evident that the new men were beginning to show signs of fatigue; especially was this so in the

engineers' force, for the suffocating heat given off by the boilers, combined with the superheated tropical atmosphere, proved to be too much for the new men's systems, and they soon began to drop unconscious or were stricken with cramps, as many as ten being carried to the sick bay in a four-hour watch. However, the standard speed of fifteen knots was maintained and we arrived off Panama about noon, May 22. We proceeded up the bay past the old city of Panama and its ancient sea wall and fortifications and moored to a channel buoy off the American city Ancon. The city was very beautifully located among the giant palms at the foot of Ancon Hill, and seemed modern in every respect. A navy yard is also located here and was at the time crowded with the cruisers of the Pacific Fleet. A few bumboat men and women came aboard with postcards, tropical fruits and knick-knacks of various kinds, and the crew availed themselves of the opportunity to secure a few souvenirs.

Early next morning we unmoored ship and proceeded up the canal, flanked on either side by swamps and canebreak with no sign of human or animal life, for a distance of eight miles, where we arrived at the Miraflore locks. Lines were passed to electric locomotives on both port and starboard sides, fore and aft. These machines towed us into the right chamber, the gate astern closed and the water was



PASSING THROUGH PANAMA CANAL



CALLING MAIL



ROUGH STUFF

let in until we had lifted 28 feet; the gate opened and we were towed into the second lock chamber, where we were again lifted 28 feet; the gate opened, we were towed out of the lock chamber, the lines cast off and we proceeded with our own steam. The country surrounding this part of the canal was not very inviting, consisting in the most part of little peaked hills with some brush, a few banana and mango trees, but to a certain extent barren of foliage.

Pedro Miguel Locks consist of but one pair of chambers; here we were raised 31 feet.

We now approached a more interesting section of the country. At various points along the canal pretty glimpses of tropical jungles and vegetation could be caught with an occasional native house of bamboo and thatch showing the primitive existence that the native leads. It became evident that our coming had been well heralded for at all points the natives were massed on the banks of the canal; blacks and Indians, intermingled with soldiers and other white employees of the canal zone, danced and waved flags, cheering us on to victory over the Kaiser's U-boats. Upon entering Culebra Cut we were confronted with the most magnificent piece of engineering that man had ever planned. Machinery of every make and form was visible at every hand; the steam shovel cuts rose tier on tier, like a Japanese terrace garden, broken only where

the great slides had slid down into the canal.

After passing through the big cut we were once more surrounded by a low rolling country broken up by small rivers and swamps covered with forests, the trees being of a larger variety than we had hereto encountered. Below Gambo we could plainly see the great steel bridge of the Panama railroad. The trip across the Gatun Lake was uneventful, with only countless numbers of dredges to detract our attention from the nearly unbearable heat. At Gatun Locks we were lowered to the level of the Atlantic ocean, passing through three lock chambers with a total fall of 85 feet. Here also we were treated to another wonderful feat of engineering, the great Gatun Dam and Spillway. The dam is built in the form of an arc, its total length being 808 feet, although the opening it closes is only 285 feet wide, the crest of the dam is 69 feet above sea level. On top of this dam there are thirteen concrete piers with their tops 115 feet above sea level and between these the regulating gates are mounted. The Spillway is built of concrete, 285 feet wide and 1200 feet long. A hydroelectric station, deriving its power from this Spillway, generates enough juice to operate the locks machinery, machine shops, dry docks, coaling plant, for lighting the canal itself, the town adjacent and the Panama railroad, if necessary. After an eight-mile run

down Limon Bay we arrived at Cristobal about 3 P. M., secured to the dock and commenced to coal immediately.

The coaling apparatus was of the very latest type, capable of delivering a thousand tons an hour aboard ship. The bunkers were stowed by stevedores from the coaling station. At midnight they had stowed away over 1600 tons of coal. Early next morning the moorings were cast off and we proceeded on our way across the Gulf of Mexico. The stifling heat between decks was almost unbearable, and the overworked men fell easy victims to the tropical fever and other ailments. The first death among the crew after the declaration of war occurred on the second night out of Cristobal, when L. E. Johnson jumped overboard while temporarily deranged through the effects of fever.

We arrived at Pensacola, Fla., May 28. The sick men were sent ashore to a hospital, all hatches were battened down and the ship was thoroughly fumigated, while all hands were given a good scrubbing. Liberty was granted every day during our two months' stay at Pensacola. All hands had ample time to take in all of the interesting sights of the quaint old southern city and its picturesque surroundings.

Comdr. Sargent, our well-liked executive officer, was relieved by Lieut.-Comdr. Cage. During the early trials of our catapult several

old hydroplanes were demolished, but after the mechanics became accustomed to operating the machine no more trouble was experienced. Late in July four new double pontoon Curtis hydroplanes were taken aboard and were followed later by an observation balloon. July 31 found us again on the move. We steamed around Florida and up the east coast to Hampton Roads, arriving August 4. Here we took on 1700 tons of coal and stood out to sea again on August 5. During the afternoon we held target practice, firing both the eight and six-inch battery. The concussion from the explosives proved to be too much for the frail wings of the seaplane and totally demolished the planes of two of the machines; the others being well aft were only slightly damaged. August 6 we arrived at our anchorage off 96th St., New York. The broken hydroplanes were sent ashore, while the slightly damaged ones were repaired aboard ship. The aviators made flights every day and practiced depth charge dropping. Admiral Gleaves inspected the ship and crew, finding everything in fighting trim. He shifted his flag aboard August 21. We made a trip to the Navy Yard to have the bottom scraped. Handling stores and coaling ship became an every day occurrence now. Auxiliary bunkers had been installed on the main deck, out board of the galleys, and the quarter deck and the forecastle were both piled with sacks of coal.



COALING SHIP AT PENSACOLA



U. S. S. HUNTINGTON AT PENSACOLA, FLORIDA

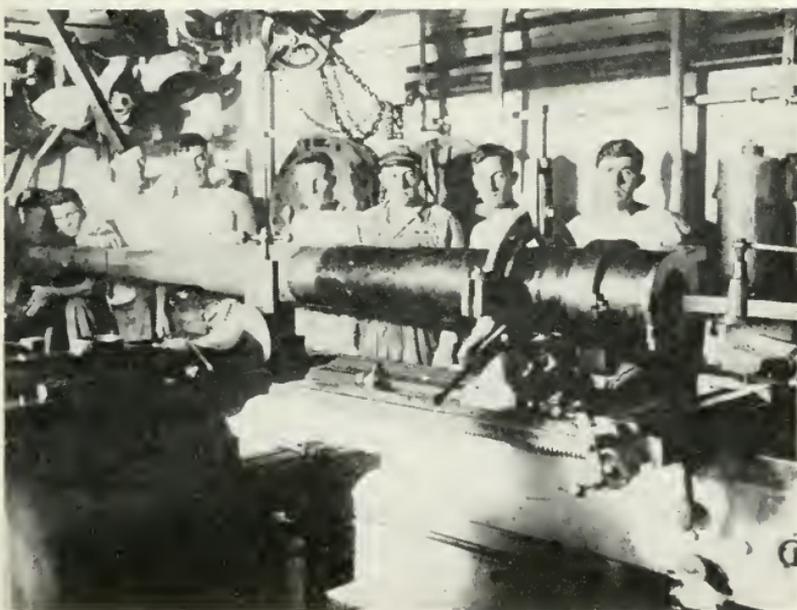
The suspense came to an end on September 7 when we unmoored ship and steamed down past the Statue of Liberty, through the nets and out to sea. We laid to until dark, and the gun crews and lookouts went to their stations and ten rounds of ammunition were hoisted to each six-inch gun and 24 to each three-inch gun. All lights above deck were extinguished and all ports covered. After a short period of waiting several dark objects were seen steaming by us, but it was too dark to make them out; a little later our own engines began to turn over. Our mysterious duty was not revealed until the next morning when the coming day brought to our view five transports, two destroyers and an oil tanker in formation astern of us.

The vessels in the convoy were the Pastores, Pocahontas, DeKalb, Tenadores, the oil tanker Mawmee, and the destroyers Duncan and McCall. The Pocahontas soon developed engine trouble and dropped out of the convoy, one of the destroyers standing by her; next day the Mawmee also had engine trouble and dropped out of the convoy with the other destroyer. Several attempts were made to put up the observation balloon, but they were unsuccessful owing to the high wind that prevailed at that time. September 11 the Pocahontas came up with the destroyer and all took their place in the convoy. September 12 the weather calmed

down to such an extent that the observation balloon was sent aloft and kept up until late in the evening. The next day proved to be too windy for the balloon.

The transports held target practice but made a very poor showing. Late in the evening of September 15 we laid to while a lifeboat put out from the Pocahontas and came alongside with a sick soldier, who was hoisted aboard. He informed us that the troops in the convoy were the 101, 102, 103 and 104 Infantry, militia organizations from the New England states.

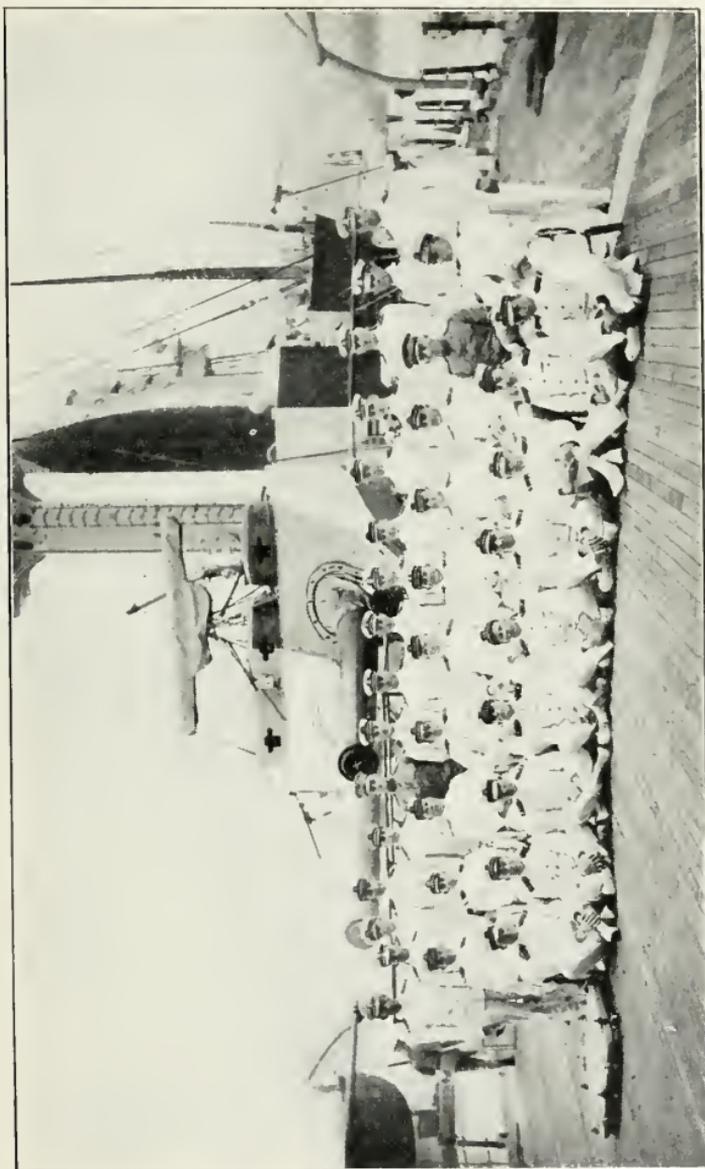
We entered the submarine zone September 16, all watertight doors below the berth deck were dogged down and shores put in place. All hands were compelled to wear life preservers at all times. No hammocks were allowed to be taken from the nettings. Nothing out of ordinary happened, however, until early next morning, when a lookout spotted a peculiar looking wake coming toward the ship. The control officer immediately rang for full speed ahead and took the zig-zag course. The general alarm sounded and the gun crews stood ready for action. The submarine failed to show itself and the excitement soon wore off, the men off watch stretched on deck again, trying to get the little rest that could be obtained while sleeping in a life preserver.



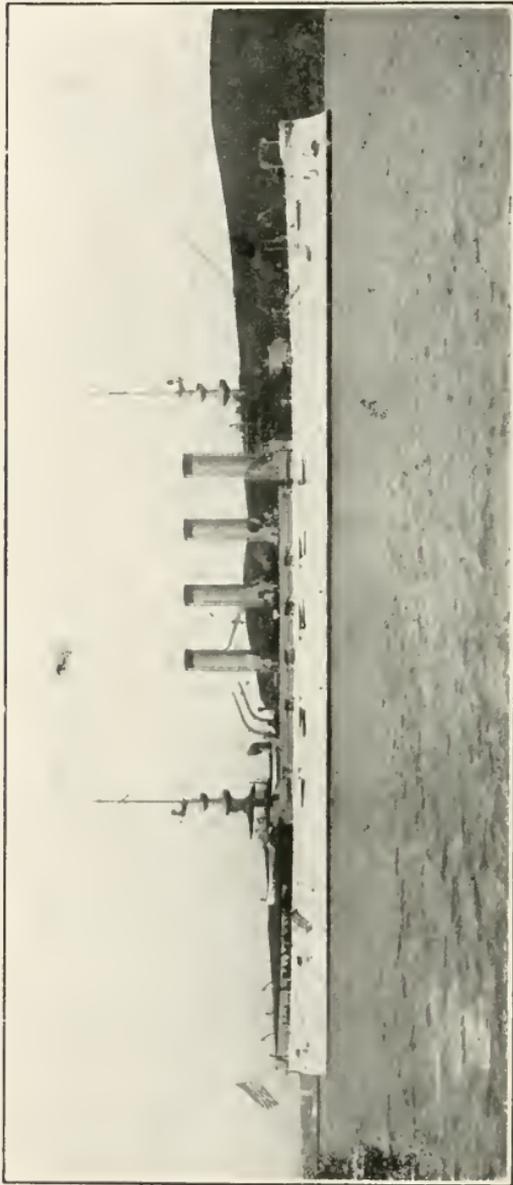
1. ENJOYING THE SUNSHINE AT PENSACOLA, FLORIDA  
2. MACHINE SHOP, U. S. S. HUNTINGTON



1. A GROUP OF MECHANICS IN WAR ZONE  
2. THE FIGHTING FIRST SECTION OF THE BLACK GANG



A GROUP OF OFFICERS



U. S. S. HUNTINGTON  
As She Appeared Soon After Launching

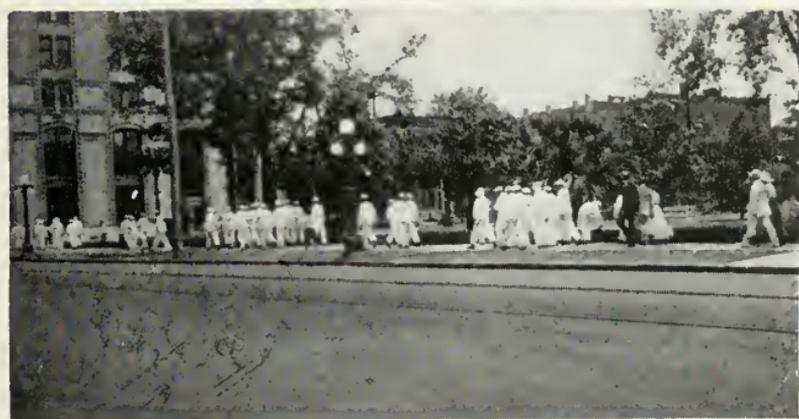
The observation balloon was put up soon after daylight. About noon a squall came up and before the balloon could be hauled down it was in the grip of the storm. It turned turtle, looped the loop and did a few more aerial stunts, then landed in the water alongside of the ship. The pilot was helplessly tangled in the rigging of the basket and was in danger of drowning. Pat McGonagel climbed down over the side of the ship, dived under the gas bag and cut the pilot loose from the rigging. His own life was greatly endangered through the fact that the ship's speed was not cut down and the giant propellers were churning the water right below him. However, he brought the pilot to the side of the ship, where a line was passed around his body and he was hoisted aboard. For this daring act McGonagel won the medal of honor, the highest honor the United States can confer upon any man.

A hydroplane stood on the catapult, with a pilot at the wheel, ready to be launched at a minute's notice, but no occasion for its use ever presented itself. About 8 A. M. September 18 we were met by six U. S. destroyers somewhere off the coast of France; we turned the convoy over to these vessels, turned around and started on our return trip, the destroyers McCall and Duncan accompanying us. On September 19 the McCall ran short of fuel oil and we were compelled to take her in tow. We

came up to the Mawmee September 22. The McCall commenced to take oil and when she had finished the Duncan cast off our towline and started to take oil, filling up late that night. The remainder of the trip was very rough but uneventful in the way of submarine warfare.

We arrived at Hampton Roads on September 30, after 23 days at sea. We coaled ship October 2, taking about 1900 tons to fill our bunkers; the following day 61 bags of mail came aboard, nearly a month's accumulation. On October 4 one of our two remaining sea-planes was totally wrecked while endeavoring to launch it from the boat crane. We sailed for New York October 5, arriving the next day. The first forty-eight-hour liberties to be granted since we left San Francisco were now given out. Five-day furloughs were also granted. It had been decided that it was impossible to keep hydroplanes in working order on the deck of a warship, therefore, during our stay in port the catapult, tracks and hydroplanes were removed from our decks.

The collier Vulcan came alongside October 26; we worked all night coaling, taking on over 1600 tons. Stores arrived about sunrise and all hands turned to on them. We unmoored ship and stood out to sea about noon. October 28 we were at sea, steaming in a northerly direction. All hands were mustered on the quarter-





COL. HOUSE AND PARTY

deck and the executive officer read a prayer for those of our comrades that had already made the supreme sacrifice. The Captain made a short speech, informing us that we were on special duty, looking for a German raider, and that it was his desire to have it in tow the next time we steamed up the North river. However, much to our surprise, we found ourselves in the harbor of Halifax, N. S., the next morning. No liberty was granted. That afternoon several civilians and two ladies came aboard. Soon after we put to sea with the cruiser St. Louis and the destroyer Balch following us. The next day we learned that our distinguished guests were Col. House, his wife and maid, Admiral Benson, General Bliss and several other noted men, fifteen in all.

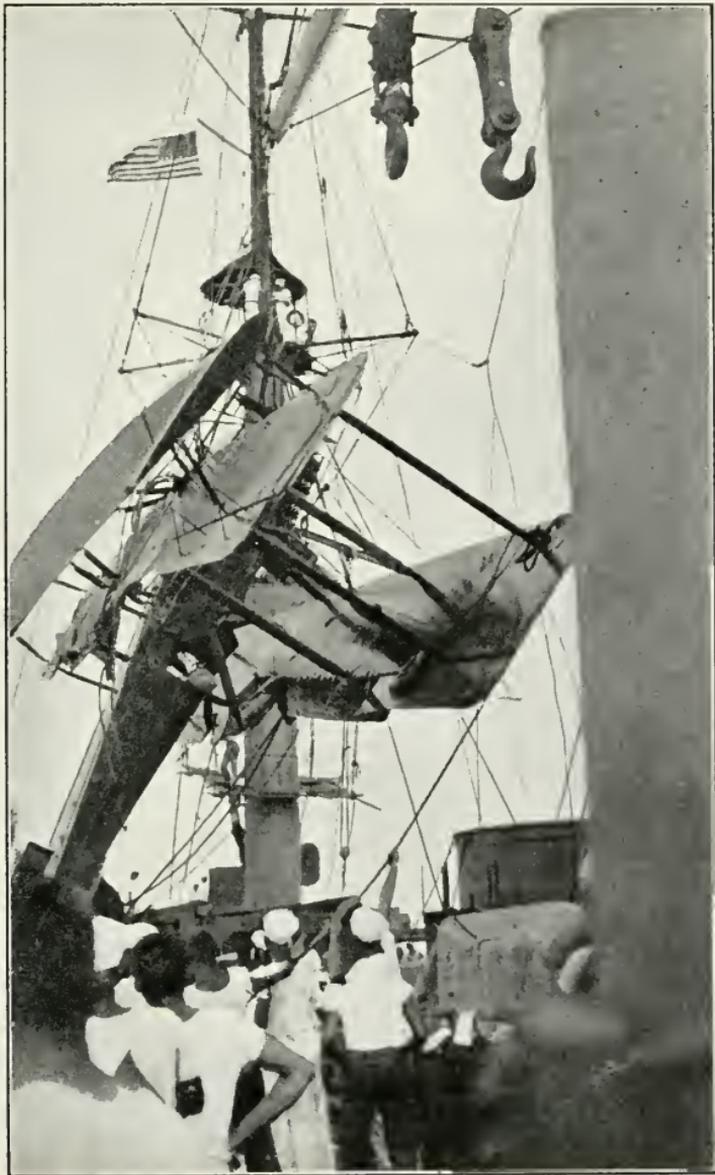
Up until November 3 the trip was uneventful; the sea was not very rough, although it rained constantly. November 4 we came upon the destroyer Downes taking oil from a tanker and upon Captain Robison's orders the Downes accompanied us.

We now entered the war zone and were making eighteen knots; the St. Louis was having engine trouble but was able to keep up. November 6 we met four more destroyers and the speed was increased to 21 knots, but the St. Louis was unable to maintain the speed, so we were compelled to slow down. We entered the Breakwater at Plymouth, England, late in

the evening on November 7. We maintained a speed of nearly 20 knots an hour up to the Davenport Dock Yard, where we tied up to the Wet Basin dock. Col. House and party left the ship as soon as the gangway was rigged.

We started to coal the next day, and owing to the difficult way we had to handle the coal, we were four days putting on 2400 tons. Liberty was granted every evening from four until midnight. The boys managed to take in all points of interest in both the towns of Plymouth and Davenport. Three parties were sent to London for a forty-eight-hour liberty. November 14 four U. S. destroyers pulled in alongside of us; we steamed up 12 boilers and then for some reason died them out again. About noon the next day we unmoored ship and dropped down the bay past a lot of old wooden four-deckers that must have been dreadnaughts a hundred years ago, past the old dock that the Pilgrims and Sir Francis Drake knew so well, and came to anchor near the lighthouse on the breakwater.

The mine sweepers were busy out in the channel, for a ship had struck a mine that day. The harbor was crowded with shipping waiting for darkness to come so they could slip out unseen. We were the first ship to get up anchor at dusk; our destroyers, six in number, were waiting just outside of the breakwater. A long line of ships followed us out but were



LIFTING WRECKED AIRPLANE ABOARD



1. 3-INCH GUN CREW IN ACTION  
2. 6-INCH GUN CREW IN ACTION

unable to stay with us when we increased our speed to 20 knots. Submarines had been doing quite a bit of damage in the English Channel and nearly all hands had a creepy feeling under their gills; they did not have to wait long for something to happen, for early the next morning firing commenced. The St. Louis was the first to open up, firing four shots early in the morning, and both ships were doing every form of zig-zag known to naval warfare.

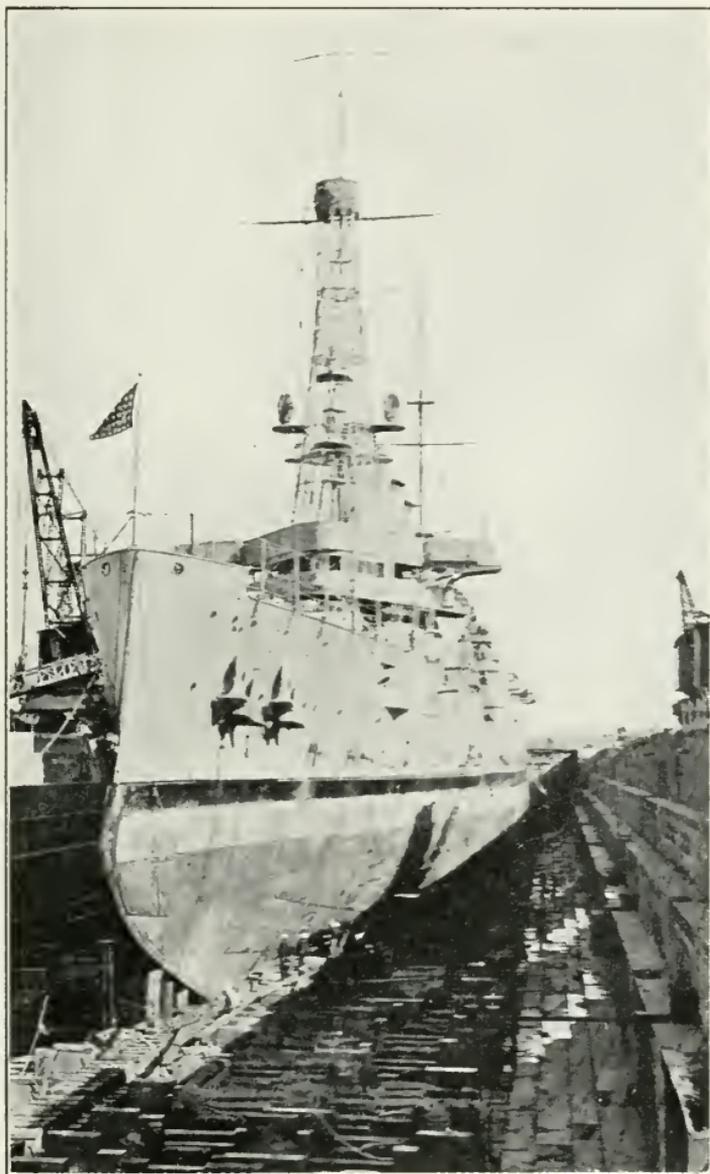
About noon the lookout in the maintop spotted a peculiar disturbance in the water well astern of the St. Louis; the port after six-inch gun and all three-inch guns that could bear went into action instantly, but were unable to hit the object. Suddenly the after turret burst forth with a full service charge that scored a direct hit. All hands gave a mighty cheer when a column of black smoke ascended from the spot. There was more or less excitement the remainder of the day, but no more shots were fired. We passed out of the war zone November 17, the destroyers returned to their base and we cut our speed to 13 knots. The remainder of the trip was uneventful, though very rough with both snow and rain. The St. Louis' coal supply was very low, but she managed to get in without a tow.

We passed through the Atlantic Fleet manoeuvring off the Virginia Capes and arrived at Hampton Roads November 27. Ship was

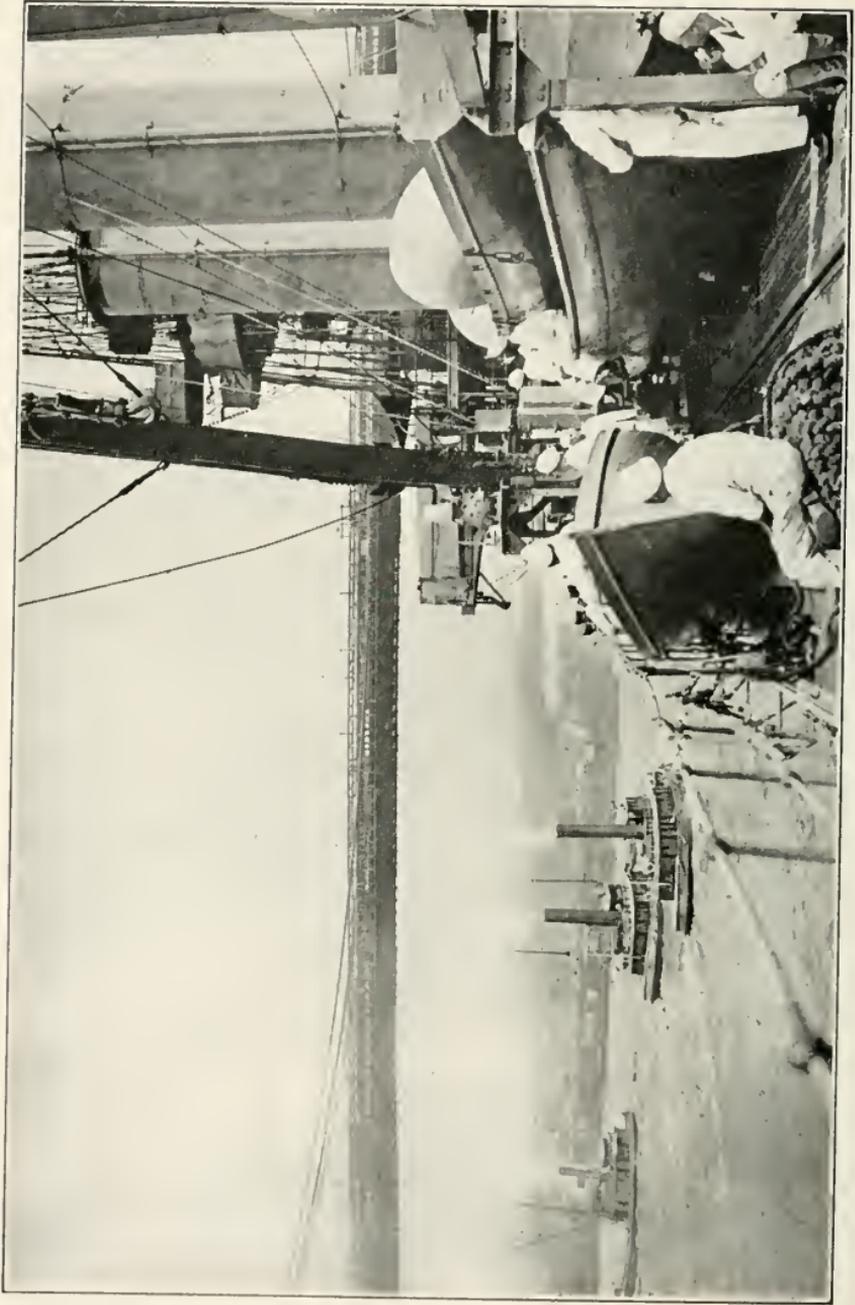
rigged for coaling and we had over 1400 tons aboard before noon. Fire was put under 12 boilers, it being the intention of the Captain to take Thanksgiving dinner in New York. We were under way at 4 P. M., but as the Government was keeping banking hours on the nets stretched from Cape Charles to Cape Henry we arrived just in time to have the gate closed in our face. We did not get underway again until after we had our Thanksgiving dinner, arriving off 96th St., New York, November 30.

We laid there until December 13, and then we went to the navy yard. After passing under the Manhattan Bridge we ran into a submerged rock and badly damaged the bottom. The ship was docked December 17. An examination of the bottom proved that a hole had been torn from stem to stern and that many new plates would have to be riveted in. We remained in dry-dock until February 2; during this time all of the six-inch guns on the gun deck were removed and the 12 three-inch guns from the main and gun decks. Bunkers large enough to hold 600 tons of coal were installed on the gun deck. Our coat of battleship gray had also succumbed to a cubist artist's dream called camouflage.

February 6 we steamed out of the yard and dropped the hook off Staten Island in an ice field. The following day we put to sea, arriving at Hampton Roads February 8. The fol-



IN DRY DOCK



U. S. S. HUNTINGTON GOING UNDER BROOKLYN BRIDGE

lowing day we were busy coaling ship, taking on over 2800 tons. We were at sea again February 10. The armed guard had target practice the following day and night and we anchored again at Staten Island, N. Y., February 12. On the night of February 18 we put to sea after dark, picking up six transports off the lightship. Another transport joined us the next day. On the 22d another transport came up, making eight in all. They were the George Washington, Pastores, President Grant, Manchuria, Covington, El So, Susquehanna and the DeKalb. The sea was exceedingly rough and mess tables could not be taken down.

On the 23d we had a little excitement when a suspicious looking craft appeared on the horizon; the general alarm was sounded and forced draft was put on in the firerooms. The ship, however, proved to be a U. S. transport homeward bound. We entered the war zone March 1, and as usual we donned our life preservers and the speed was increased to eighteen knots. About noon the George Washington spotted a suspicious looking object in the water and opened fire. In less time than it takes to tell it every ship in the convoy that had guns that could bear on the object commenced firing. Several well-directed shots from our six-inch battery put an end to the firing by scoring direct hits. Early the next day we were relieved of the convoy by six U. S. destroyers.

As we steamed back through the convoy the troops gave us a rousing cheer.

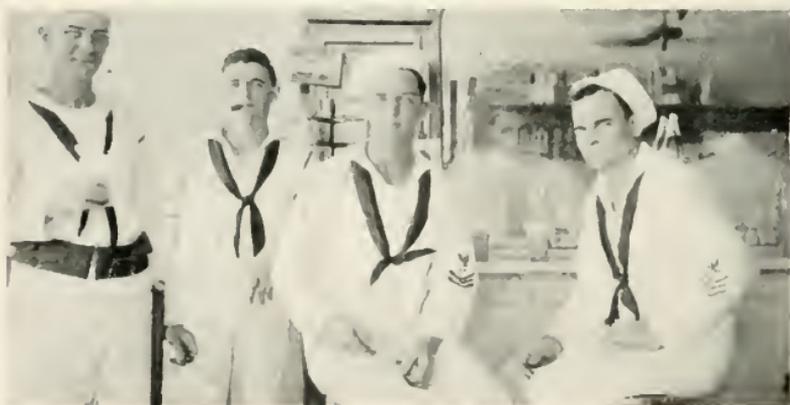
The trip home was uneventful, except for the fact that rough weather prevailed. We also had quite a bit of engine trouble. After 26 days of rough sea we arrived at Hampton Roads March 16 and commenced coaling that afternoon, putting on over 1100 tons by 9 o'clock that evening. Early next morning we steamed up Tangier Sound to the target range. We commenced to fire on the 19th and finished up the next day, making some very good scores, though no Navy E's were won. We returned to Hampton Roads late that evening.

Liberty and short furloughs were granted here; the ship was coaled and painted and we sailed on the 29th, arriving at Staten Island the next day. The following day we shifted anchorage to the North River, near 72d St.

April 10 we were at sea once more; our departure was somewhat hurried and some of our officers and men were left behind in New York. The weather proved to be very rough and it was four days before we came up to our convoy, which consisted of the President Grant and the Covington. The officers and men that we left behind in New York were aboard the Covington and a lifeboat was lowered and sent for them. We turned the convoy over to three destroyers and turned back. The homeward bound trip was exceedingly uneventful, not a



WHERE'S THAT U BOAT?



1. THE GOOD SHIP
2. BARNACLE GETTERS
3. A TWENTIETH CENTURY LIBERTY

thing happening to break the monotony of the trip.

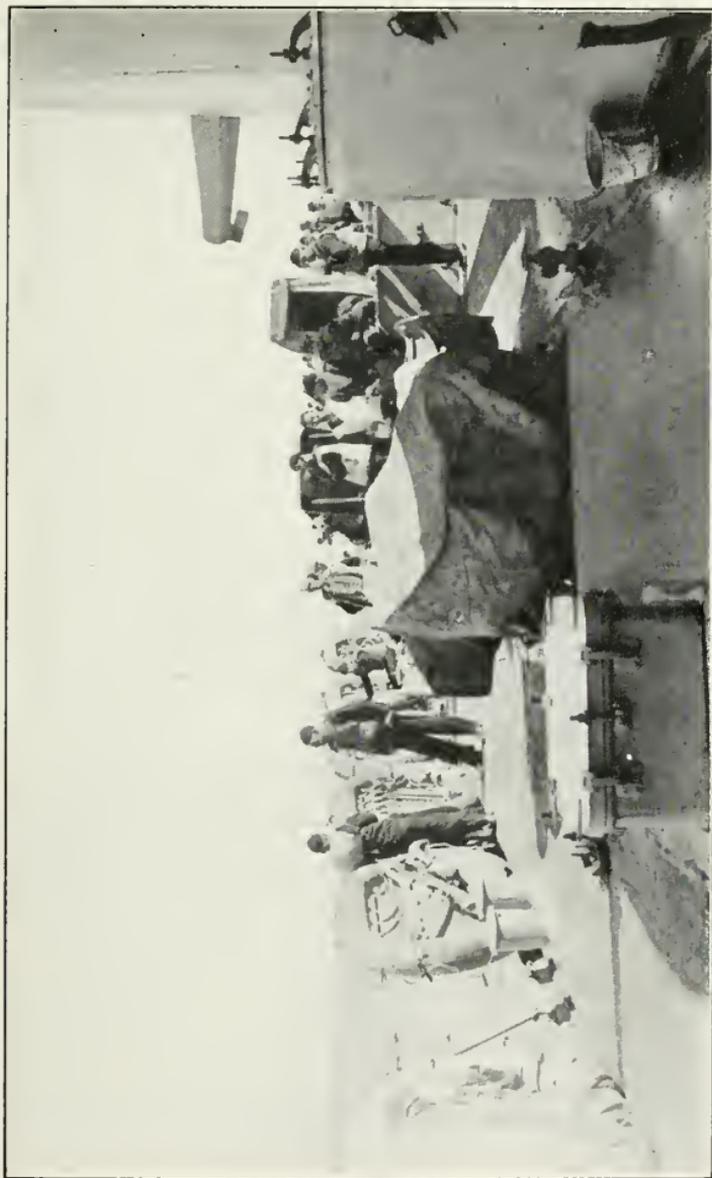
We arrived in Hampton Roads April 29 after a trip of 19 days, thus far our shortest trip. We coaled and liberty was granted and we sailed May 4, arriving off 96th St., New York, the following day, May 13, we took on 1100 tons of coal and put to sea on the 19th. The armed guard had target practice that afternoon and night. We arrived at Hampton Roads the following day and put on 900 tons of coal that afternoon.

May 18 we were underway once more and stood out of the harbor, but had to lay to in a heavy fog. The fog cleared away during the night and we proceeded on our course. We passed a convoy of 28 merchant ships and a little later came up to three ships belonging to our convoy. Later that evening a destroyer came up with five more transports and on May 21 another destroyer came up with one more troopship. The convoy now consisted of the Bridge, President Grant, Occidente, Zeelandia, Duc d' Abruzzi, Re d' Italia, Pocahontas, Madawaska, Calamares and the destroyers Little and Kimberly. The transports had target practice May 24. We entered the war zone the following day and the usual precautions were taken, which meant that all hands must sleep on deck with a life preserver on. It was about as comfortable as sleeping in a box car loaded

with lumber. We sighted two destroyers early May 28 but did not turn the convoy over until eight more destroyers came up. Our trip home was well filled with excitement though only two shots were fired, the Marines on the anti-aircraft guns being the lucky ones to get in those shots. The same precautions were taken on the last twenty-four hours of our trip as were taken in the war zone. U-boats were then operating off the Virginia Capes.

We arrived at Hampton Roads June 6, after 19 days at sea. The following day, June 10, we took on 1200 tons of coal and went to Norfolk Navy Yard, remaining there until the 18th. The following day we put 1900 tons of coal aboard. On the 23rd we sailed from Hampton Roads with the Pocahontas, Susquehanna, Duc d' Aosta, Caserta, three destroyers and six sub chasers. This convoy was turned over to the South Dakota the following day and we turned back with 18 sub chasers, arriving at New York June 25. That night we put on 500 tons of coal.

June 28 we steamed out of New York harbor with thirteen English ships, two destroyers and twelve sub chasers. Two hydroplanes and a dirigible balloon escorted us until darkness; the destroyers and sub chasers put back soon after dark. The transports in the convoy were the Justicia, Metogama, Cretic, Mentor, Nestor, Saxon, Plassey, Lapland, Hororata,



HAPPY IN THE WAR ZONE



BAND OF THE U. S. S. HUNTINGTON

Meleta, Brambleleaf, Osterly and the H. M. S. Virginian. A dense fog set in that night and we had trouble in keeping the convoy intact. The senior officer present was a Commodore on H. M. S. Virginian, and because his ship was having engine trouble the speed of the convoy was greatly reduced.

Shortly after dinner July 2, the Saxon spotted a submarine in the midst of the convoy, the Brambleleaf being in the direct line of fire. The Englishman did not open up but sent out the submarine warning. If engine trouble had been the cause of the convoy's slow speed prior to this time, it was soon remedied, for when we turned back to go into action with the U-boat the convoy was not long in disappearing over the horizon. The U-boat had evidently seen all it wished to, for it did not appear again. After a forced draft run that lasted all afternoon we again took our position in the convoy. The next day H. M. S. Virginian was ordered to return to port. On July 4 we fired a 21-gun salute. The English destroyers met us July 8, about 8 P.M. The senior officers of the destroyers were not present, however, and the convoy was not turned over to them until noon, when we turned our bow homeward. July 14 we had quite a bit of excitement when a suspicious-looking object appeared on the surface; the ship's course was changed and the six-inch and three-inch guns began to fire. After sev-

eral rounds of non-ricochet shots the object disappeared. On July 16 we received an S. O. S. from a merchant ship and went to her assistance, making 20 knots on 12 boilers. When we arrived on the scene the merchant ship was firing on an object that resembled the superstructure of a U-boat. Our starboard battery went into action and only a few shots were necessary to put an end to the action. We cruised around the vicinity for a time but nothing suspicious appeared. We arrived at Hampton Roads that evening.

July 17, 2500 tons of coal were put aboard and the next day we put to sea with a convoy composed of the Pastores, Princess Matoika, Dante Alighieri, Wilhelmina and the Czaritza. We turned these transports over to the South Dakota and proceeded to New York. We passed near where the San Diego was blown up 12 hours previous, but nothing suspicious was observed.

We arrived in New York on July 20 and put 800 tons of coal aboard July 24, sailing with three transports two days later. The Pueblo came up with four troop ships on July 27; she then turned back. Our convoy now consisted of the Kroonland, Finland, Toarmina, Pocahontas, Susquehanna, Caserta, Duc d'Aosta and the destroyer Rathburne. After an uneventful trip we turned the convoy over to six American destroyers and turned back to the



DESTROYER IN ROUGH WEATHER



DAVENPORT NAVY YARD, ENGLAND



AT NORFOLK NAVY YARD

states. August 6, about 2:15 P.M., the look-outs sighted two suspicious-looking objects, apparently periscopes, about a thousand yards apart. General quarters were sounded and all guns that could bear began to fire; both turrets went into action, as well as all of the six and three-inch guns. The Captain made no effort to get away but circled the spot on a zig-zag course, dropping three depth charges that sent up mountains of water. The gun fire had now become intense; jar after jar went vibrating through the ship as the turrets sent salvo after salvo of steel hurtling through space with a full service charge spelling sudden death to all in its path. Dull blasts of six-inch guns intermingled with sharp cracks of the rapid-firing three-inch battery made the uproar constant, while below decks the atmosphere became thick with smoke and coal dust, for the concussion was jarring the dust loose from the uptakes and in this stifling air the cooks and bakers struggled getting up ammunition for the guns. Our gallant engineers' force stuck to their fires like Trojans with the water-tight doors battened down upon them, knowing that if the ship did not survive they would die like rats in a hole. Yet they threw in the coal and sliced it up until the slice bar became red hot and the speed of the ship was increased to 20 knots, which was remarkable, taking into con-

sideration the fact that only 12 boilers were steaming.

The firing lasted over thirty minutes, 312 shots in all being fired. The Marines on No. 10 three-inch gun fired 81 shots, which was nearly twice as many as any other gun had fired. The effect of the shell fire will of course never be known, for after the enemy submerges there is no way of telling to what extent he has suffered.

We arrived at Hampton Roads August 11 and commenced to coal the following day, but had to knock off during the mid-day as the intense heat was too much for the men on the lighters. We completed coaling the following day, taking aboard 2300 tons.

August 21 Commander Cage, who had been our Executive Officer for the past year, was relieved by Lieut.-Comdr. W. H. Stiles, Jr. Lieut.-Comdr. Stiles had been a member of the ship's company for the past three years, and had previously been our First Lieutenant and later our Ordnance Officer. He is exceedingly popular with the ship's company.

We sailed from Hampton Roads August 22 with a convoy composed of the Pastores, Dante Alighieri, Lutetia, Antigone, Princess Matoika and the Czaritza; these were turned over to the North Carolina the following day and we arrived in New York the 24th.



ARCTIC CLOTHING



OFF ON A CONVOY TRIP

September 6 we put on 900 tons of coal. The following day all hands were mustered on the quarter deck and Captain Robison read the orders detaching him from this ship. Captain Robison had proved himself to be a strict, though just, disciplinarian and a courageous officer in the face of danger. It was with a feeling of regret that the ship's company bade him farewell and, as a token of esteem, the crew presented Mrs. J. K. Robison, the captain's wife, a silver water set valued at \$350.00.

Captain E. S. Kellogg, our new commanding officer, soon proved himself to be in every way as capable and as efficient an officer as his predecessor. And possessing those sterling qualities of justice that go to make a successful naval officer he was not long in gaining the full confidence of his ship's company.

September 8 we were once more on the high seas with a convoy of four troopships. A hydroplane escorted us out, but evidently had a serious accident, since it fell in flames. The following day the Rochester came up with five more transports, which she turned over to us and then turned back. The convoy now consisted of the Manchuria, Desna, Mercury, Malory, Huron, Madawaska, Zeelandia, Duc d' Abruzzi, Re d' Italia and the destroyers Taylor and Walke. On September 16 a submarine showed itself astern of the convoy; we immediately put on forced draft and circled back

over the spot where the U-boat was last seen and dropped three depth charges. The destroyer Taylor took a course parallel to ours and also dropped depth charges. We zig-zagged around that vicinity for a short time, but the U-boat did not show itself again. On September 19 we were met by eleven destroyers that took over the convoy and we turned back to the states. On the 24th we sighted a suspicious-looking object and opened fire; after a few rounds the object disappeared. Two days later, about 9 o'clock in the evening, the Marines stationed on the anti-aircraft gun sighted a U-boat and opened fire; the sub, however, soon submerged. We arrived at Hampton Roads September 27 and took aboard 2200 tons of coal that day and night. The following day we went on the target range and fired the 8, 6 and 3-inch batteries.

Upon completion of our target practice we sailed direct for New York, arriving there October 6. After a short stay in North River we proceeded to the Navy Yard to have mine sweeping apparatus installed, arriving back at 96th St. October 11. The following day we took on 1000 tons of coal and got underway the 14th with two transports, two destroyers and a battleship. October 15 the Pueblo came up with five more transports, which she turned over to us, and then turned back. The convoy now consisted of the Mallory, Duc d' Abruzzi,



1. GET YOUR PARTNER FOR THE NEXT DANCE
2. PREPARING THE RING FOR THE BIG FIGHT



THE FORECASTLE

Huron, Mercury, Zeelandia, Madawaska, Re d' Italia, destroyers Fairfax and Israel and the battleship Virginia.

Early October 17 we received an S. O. S. from the U. S. A. C. Transport Lucia, which had been torpedoed just ahead of us. She was the last ship to be torpedoed during the war. The destroyer Fairfax was dispatched to her assistance and arrived in the nick of time, for the Lucia's crew were out in open boats and a storm was brewing. After four hours of cold, wet work the survivors, numbering 86, were safely taken aboard the destroyer. Four of the crew were lost in the explosion. On the 21st the survivors of the Lucia were transferred to this ship. We met U. S. destroyers on the 23d and turned the convoy over and started for home. We arrived at Hampton Roads, after an uneventful trip, on November 2. Four days later we put on 2500 tons of coal.

November 11, the day all the world will remember as the day on which terminated the bloody conflict that the armed forces of aristocracy had been waging against the armies of democracy, found the U. S. S. Huntington ready for another convoy trip. We steamed out of Hampton Roads the following day with a convoy composed of the transports Kroonland, Susquehanna and the Tenadores. These we turned over to the Virginia the following

day and turned our bow toward New York, arriving November 14, 1918.

After the armistice had been signed the convoy lived in memory alone. We received orders to proceed to the New York Navy Yard to be converted into a transport. The crew was reduced from a war complement of 1200 men to 625.

It was with a sad heart that those of us who had been chosen to man the "Old Home" bade our departing shipmates farewell. Some of them had been drafted to other ships and stations, but the majority had been discharged from the service and were about to take up the tools that they laid aside to rally to the banner of democracy. The pursuit of life, liberty and happiness may lead them through many exciting adventures, yet always will they cherish those nineteen months of toiling and rejoicing while Fighting the Hun on the U. S. S. Huntington.

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## CONVOY DUTY

The U. S. S. Huntington has made nine trips across the Atlantic Ocean with the following ships in convoy:

Port of departure and sailing date—

*First Trip—New York, September 7, 1917*

Pastores, Pocahontas, DeKalb, Tenadores, Mallory and the Mawneec. Destroyers McCall and Duncan were also in the convoy.

*Second Trip—Halifax, N. S., October 29, 1917*

Col. House and party came aboard for transportation to Davenport, England. Cruiser St. Louis and destroyers Downes and Balch accompanied us.



ACEY—DUCEY



THE HUNTINGTON MAKES IT PLEASANT FOR TROOPS



PIE EATING CONTEST

*Third Trip—New York, February 18, 1918*

George Washington, Pastores, President Grant, Manchuria, Covington, El Sol, Susquehanna and DeKalb.

*Fourth Trip—New York, April 10, 1918*

Covington and President Grant.

*Fifth Trip—Hampton Roads, May 18, 1918*

Calamares, Madawaska, Pocahontas, Bridge, President Grant, Occidente, Zeelandia, Duc d' Abruzzi, Re d' Italia and destroyers Little and Kimberly.

*Sixth Trip—New York, June 28, 1918*

Justicia, Metagama, Vretic, Mentor, Saxon, Nestor, Plassey, Lapland, Hororata, Teiresias, Melita, Osterly, Brambleleaf and H. M. S. Virginian, an auxiliary cruiser.

*Seventh Trip—New York, July 26, 1918*

Kroonland, Finland, Taormina, Pocahontas, Susquehanna, Caserta, Duc d' Aosta and the destroyer Rathburne.

*Eighth Trip—New York, September 8, 1918*

Manchuria, Mercury, Desna, Mallory, Huron, Madawaska, Zeelandia, Duc d' Abruzzi, Re d' Italia and the destroyers Walke and Taylor.

*Ninth Trip—New York, October 14, 1918*

Mallory, Mercury, Huron, Zeelandia, Madawaska, Duc d' Abruzzi, Re d' Italia and the destroyers Fairfax and Israel. The battleship Virginia was also in the convoy.

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The U. S. S. Huntington made four short trips through the submarine zone off the Atlantic Coast of the United States with the following ships in convoy:

*First Trip—Hampton Roads, June 23, 1918*

Pocahontas, Susquehanna, Duc d' Aosta, Caserta and the destroyers Fairfax, Jewett and Paul Jones.

*Second Trip—Hampton Roads, July 18, 1918*

Pastores, Dante Alighieri, Wilhelmina, Czaritza and Princess Matoika.

*Third Trip—Hampton Roads, August 22, 1918*

Pastores, Dante Alighieri, Lutetia, Antigone, Princess Matoika, Czaritza and the destroyers Fairfax and Hull.

*Fourth Trip—Hampton Roads, November 12, 1918*

Kroonland, Susquehanna and the Tenadores.

## A BRIEF STATEMENT

A condensed statement shows that during the war the U. S. S. Huntington made nine trips across the Atlantic ocean, convoying 61 transports; aside from that, she also made four short trips convoying 18 transports, making in all a grand total of 79 transports. The exact number of troops that made the trips in these transports is not, at the present time, known aboard ship, but it should run well over 175,000.

The official report shows that the gun crews of the Huntington fired 809 service charges classified as follows: 8-inch, 53; 6-inch, 535; 3-inch, 221. Nearly 1000 1-pounders were fired.

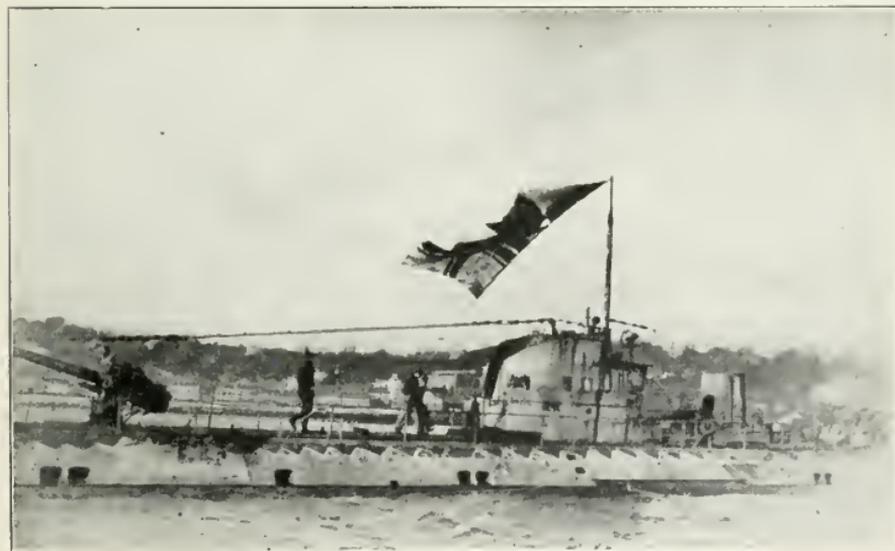
From May 11, 1917, to December 29, 1918, the Huntington steamed 71,391.1 miles. The total number of hours underway was 6455, 44,459 tons of coal were consumed.

During the war the Huntington carried a crew of 1200, including Officers and Marines.

The war has ended, but the Huntington continues with the good work. She, along with 23 other battleships and cruisers, has been transformed into a troopship. Just to show that she still stands at the top of the heap, on the first transport trip she brought home 1762 soldiers, exceeding by nearly 200 the largest contingent to be brought home by any other one of the 23 cruisers and battleships in this service.



HUN KILLERS



U-113, TAKEN FROM U. S. S. HUNTINGTON  
AS SHE SURRENDERS AT BREST

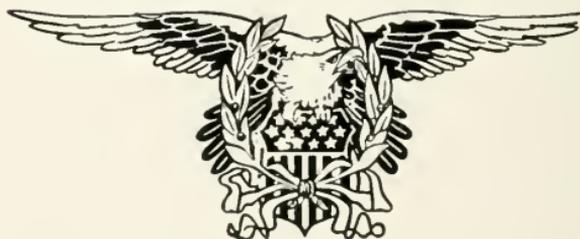


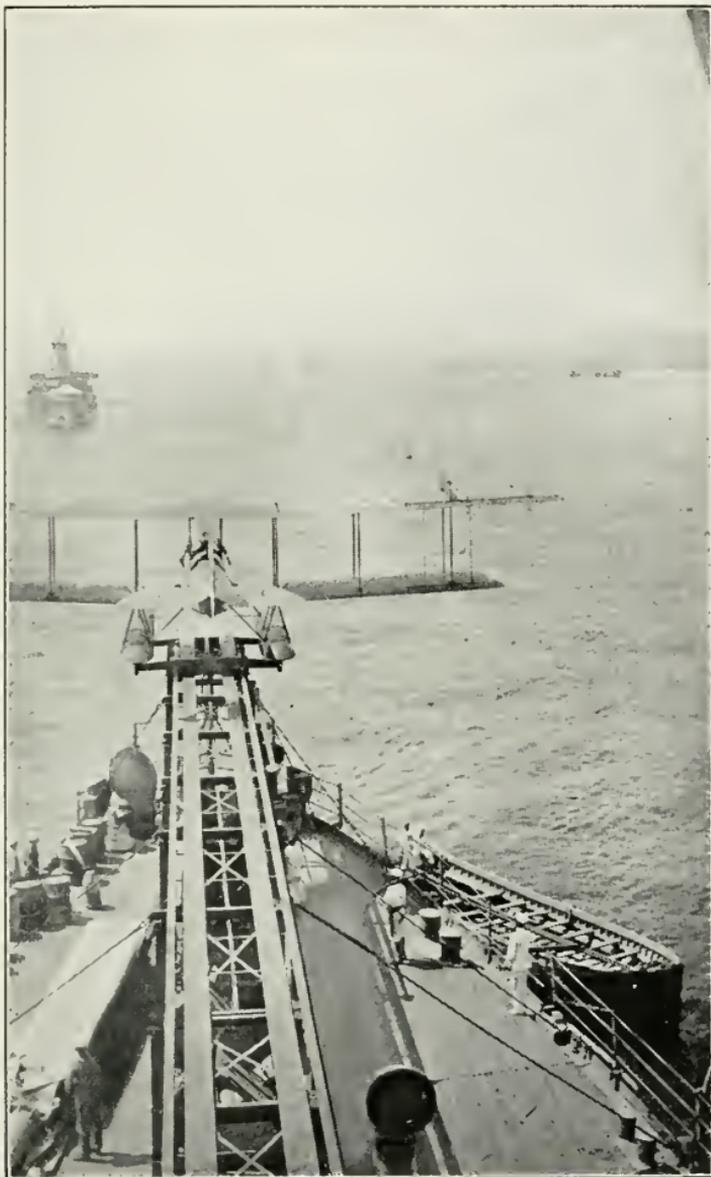
1. A LITTLE FUN ON THE FORECASTLE
2. TRAINING
3. A FLOUR DIVE

## PORTS AND DATES OF SAILING

Date of Leaving	From	To	Distance in Knots	Average Speed
1917				
5-13	San Francisco	Ancon, C. Z.	3368.8	15.61
5-22	Cristabol, C. Z.	Pensacola, Fla.	1374.2	13.7
6-20	Pensacola, Fla.	Sea and return	146.2	16.9
8- 1	Pensacola, Fla.	Norfolk, Va.	1358.1	18.8
8- 1	Norfolk, Va.	New York	338.4	14.1
9- 7	New York	Sea	2878.3	11.2
9-18	Sea	Hampton Roads	3130.3	10.8
10- 5	Hampton Roads	New York	295.5	13.5
10-27	New York	Halifax, N. S.	662.4	14.5
10-30	Halifax, N. S.	Plymouth, Eng.	2585.0	13.4
11-15	Plymouth, Eng.	Hampton Roads	3784.2	11.4
11-29	Hampton Roads	New York	300.2	14.7
1918				
2- 7	Staten Isl., N. Y.	Hampton Roads	309.0	12.4
2-10	Hampton Roads	Staten Island	397.0	8.7
2-19	Staten Island	Sea	2734.1	10.0
3- 2	Sea	Hampton Roads	3373.6	10.1
3-29	Hampton Roads	New York	281.9	12.9
4-10	New York	Sea	2949.7	12.6
4-20	Sea	Hampton Roads	2865.6	12.8
5- 4	Hampton Roads	New York	254.7	13.4
5-16	New York	Hampton Roads	317.8	13.2
5-18	Hampton Roads	Sea	2872.3	12.5
5-28	Sea	Hampton Roads	2981.5	14.3
6-23	Hampton Roads	Sea	346.0	12.8
6-24	Sea	New York	349.9	14.6
6-28	New York	Sea	2798.8	11.8
7- 8	Sea	Hampton Roads	2985.5	14.9
7-18	Hampton Roads	Sea	353.0	11.8
7-19	Sea	New York	319.7	15.7
7-26	New York	Sea	2697.3	13.0
8- 4	Sea	Hampton Roads	2801.7	15.7

8-22	Hampton Roads	New York	471.7	13.7
9- 8	New York	Sea	2940.8	11.9
9-19	Sea	Hampton Roads	3037.1	14.9
10- 1	So. Drill Ground	New York	392.6	12.9
10-14	New York	Sea	3072.0	12.8
10-24	Sea	Hampton Roads	3030.4	13.7
11-12	Hampton Roads	New York	562.1	12.6
12-17	New York	Brest, France	3500.8	12.1
1919				
1- 2	Brest, France	New York	3933.9	13.7
1-21	New York	Brest, France	3364.3	13.1





STARTING AIRPLANE OFF CATAPULT



LIEUT. COMMANDER ELLIOT, CHIEF ENGINEER

## THE ENGINEERING DEPARTMENT

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The Huntington was undergoing extensive repairs on her engines and boilers at Mare Island Navy Yard when war was declared on Germany. The repairs were speeded up to the limit and the vessel put to sea May 13th, 1917.

Shortly before leaving, the Huntington was recruited to a full complement of men. Only thirty per cent. of the Engineers Force were trained men. A system of intensive professional training was immediately worked out and men of the lower ratings were trained for more advanced positions. The advantage of this soon became apparent when a large percentage of these newly trained men were sent to ships in need of trained mechanics.

A vessel at war is essentially different from one at peace. It is imperative that all machinery be kept in condition for full power at all times. Boilers must be kept clean and all auxiliaries and main engines must be continually maintained as near perfect as brains and muscles can make them. A vessel in action depends as much on its maneuvering qualities as it does its guns.

During the time at sea when in intensive zones frequented by submarines the vessel was at all times maintained in condition to make full power within a time limit of five

minutes. Frequently the vessel has worked up to full power within two minutes' time from the instant the alarm was given.

Each quarter the Engineers Department was required to transfer about forty trained men to other ships. These men were replaced by recruits for intensive training.

The time allowed in port for overhauling of machinery was entirely inadequate to keep machinery in good condition. A force of men was delegated for this work and called the repair gang. It became the duties of this repair party to make all repairs within capability at sea; only putting off such work for overhauling in port as could not possibly be accomplished while at sea. Parts of machinery that required renewal were ordered from the Navy Yards by drafting sketches and having them supplied in time for installation by the ship's force on the return voyage.

The great accomplishments of the Engineers Force is best appreciated when compared by pre-war conditions; having worked up to a condition in machinery for efficiency in operation during the war to far exceed pre-war records. Runs were made during the war covering 7000 miles without a stop or break down, often maintaining maximum power for several days.

From the time this vessel left the Mare Island Navy Yard up to the signing of the

Armistice, no work was done to the machinery in the Engineers Department by outside sources; a record exceeded by few if any ships in the Navy, and one that every man who served on board in the Engineers Department has just reasons to be proud of.



COALING THE U. S. S. HUNTINGTON

## THE ELECTRICAL DEPARTMENT

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This branch of the Department of Steam Engineering on shipboard may be best divided into two distinctly different parts, namely, the Radio and the Power and Lighting branches.

The first of these branches, Radio, has to deal with the more complex electrical problems of communication by wireless, either telegraphic or telephonic, with the ships out of touch in all other ways with the world. It is this branch of Engineering which enabled us to receive signals from beyond visual distance in time to rescue nearly one hundred lives from the Army Transport Lucia. It is this branch which makes possible such columns in the daily newspapers as the arrival and departure of ships and likewise makes us a daily news sheet at sea. The apparatus necessary for sending and receiving electrical waves is located amidships on main deck. A detail description of our plant will not be written, suffice to say that there are four types of sets capable of sending messages installed on board. First, the arc set. Second, the spark set. Third, the auxiliary low powered set used in sending short distance, this set being of the portable kind and hand driven. Fourth, a telephone set for communicating with other stations within hearing distance.

The second branch, the power and lighting, is that which deals with less intricate electrical problems than radio, though more extensive, covering a rather wide field aboard ship. The heart of the electrical plant is the dynamo room, for it is there that the electricity is generated and distributed.

It may be of interest here to state some of the more important uses of electricity on board ship, such as the ship's service telephone, the fire control telephone, ringing call bells, salvo bells or buzzers and cease firing gongs, firing of guns; by this means salvo firing is made possible and it is even used to elevate and train our turret rifles.

Again there are various forms of indicators used as signals or otherwise, which make it possible for the Officer of the Deck to handle such conditions on the ship as the speed of the engines and the degree of train of the helm. There are also various galley appliances with electrical attachments, such, for instance, as meat choppers, dough mixers, potato peelers, toasters and percolators.

The laundry, too, is electrically equipped, with motor driven washing machines, dryer and collar machine as well as electric flat-irons. The heavier electrical duty apparatus installed on board are such as ventilating blowers for fresh air supply or exhaust, deck

winch and boat crane equipment used in coal-  
ing, handling stores and the like.

Then, too, the searchlights are electrical  
units used for signaling at a distance by day  
or night, picking up objects at night otherwise  
invisible.

Lastly, there are 1200 incandescent lamps  
on board for general lighting, making an elec-  
trical station on board equivalent in size to  
many localities on shore of 2000 or more in-  
habitants.

This equivalent was kept in repair on board  
this ship from date of her entry into the war,  
April 13th, 1917, to the date of the signing of  
the armistice on November 11th, 1918, by the  
ship's force.

A system of intensive training was adopted  
whereby recruits entering the Navy were  
schooled in radio and general work and  
transferred quarterly as rated electricians. To  
do this, the electrical personnel must have  
been of the first order.

## THE SINKING OF THE LUCIA

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Noticeable among the adventures of the Huntington during the war was the rescuing of the crew of the U. S. A. C. Transport Lucia.

The Lucia was an interned Austrian merchant ship of about 10,000 tons and was taken over by the United States government at the outbreak of the war. While at the navy yard undergoing repairs several thousand air tanks had been built around her hull with the intention of making her unsinkable. She carried a crew of 66 officers and men. A navy complement of 24 bluejackets manned her battery.

She was torpedoed Oct. 17, 1918, about a thousand miles off the coast of the United States. The torpedo struck well aft and the explosion wrecked the engine room, instantly killing four men on watch there. The ship soon began to settle by the stern. The lifeboats were rigged out, manned and lowered into the water, but stood by the wreck. The armed guard manned their guns, but the U-boat did not come to the surface to see how successful their attack had been. S. O. S. calls were sent out as long as the wireless apparatus was in working order. The Huntington was eastward bound with a convoy of troop ships when she picked up the distress call. The Captain immediately dispatched the destroyer

Fairfax to the assistance of the sinking vessel.

The air tanks performed their duty to a certain extent for the Lucia remained afloat nearly 24 hours after the explosion. The destroyer arrived on the scene several hours after the ship sank. Rough seas prevailed and it was only by careful maneuvering and many hours of wet work that the survivors were taken aboard safely. When the Huntington came up a motor boat was lowered and the survivors were transferred from their cramped quarters on the destroyer to the spacious decks of the big cruiser where a complete new outfit of clothing was issued to them as well as bedding and other necessities. Before leaving the ship they expressed their gratitude in the following card of thanks.

We, the officers and crew of the U. S. A. C. Transport Lucia wish to take this opportunity to thank the officers and the members of the crews of the U. S. S. Huntington and the U. S. S. Fairfax for their kind and courteous treatment while aboard the latter named ships and the assistance rendered us at a time when we were in dire need of a helping hand.

It is with a feeling of regret that the crew of the ill-fated Lucia leave the U. S. S. Huntington, and we assure you that the assistance you so cheerfully rendered will long be remembered.

We, the officers and crew, thank you through

CAPTAIN C. F. LEARY.



1. THE LAST OF THE LUCIA
2. LUCIA SURVIVORS IN HUNTINGTON MOTOR BOAT
3. U. S. S. FAIRFAX



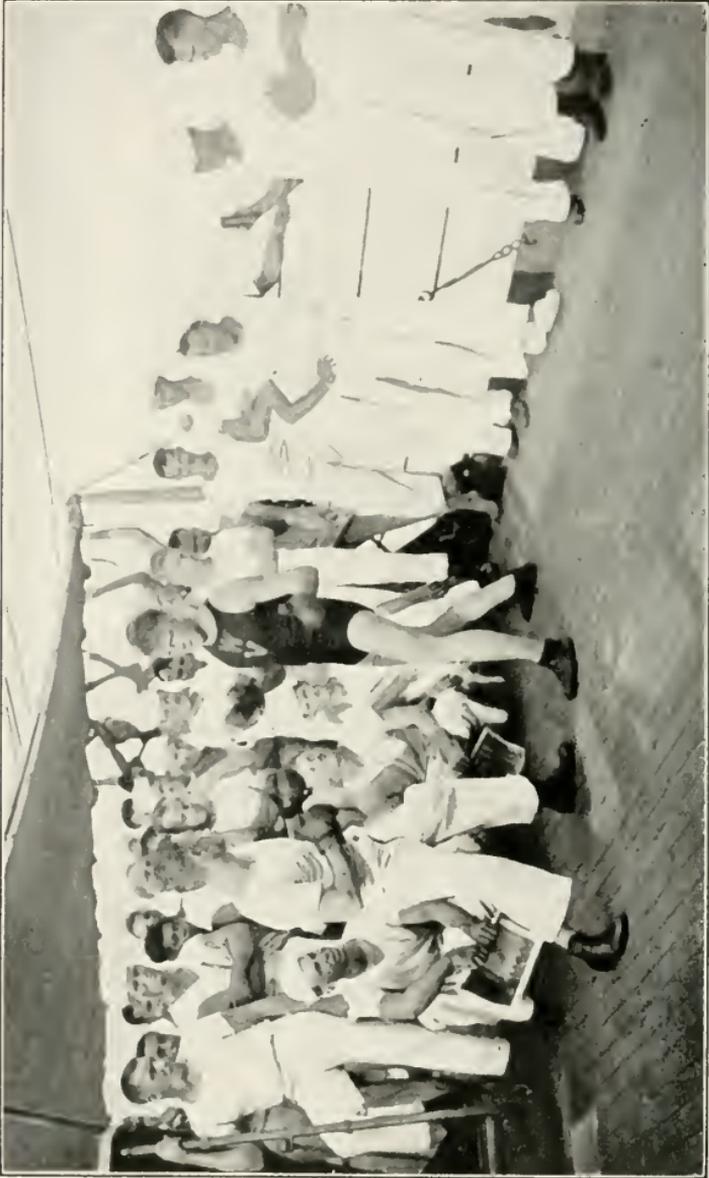
1. OFFICERS AND CREW S. S. LUCIA, TORPEDOED OCTOBER 17, 1918
2. ARMED GUARDS S. S. LUCIA, TORPEDOED OCTOBER 17, 1918

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## ATHLETICS

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In athletics, the Huntington was always a topnotcher. Prior to the war, she was considered the best sporting ship in the Pacific Fleet. She boasts seventeen different trophies won in sporting events all over the world, among which are the following: The "Our Navy" Cup for baseball championship of the Pacific Fleet. The Seattle Cup for the best fleet racing cutter crew. The Army and Navy Champion Football Cup. The Hongkong Cup presented by the merchants of that far eastern city to the champion baseball team of the Asiatic Station. This ship won the trophy three times and retained it aboard ship. Thirteen other cups and trophies of more or less importance won at sporting events stand as a tribute to the sporting qualities of the U. S. S. Huntington. These trophies have been boxed up and sent ashore for safe keeping during the war.



FUN FOR THE GOBS

## THE CARPENTER'S GANG

At the time the entrance of our United States into the "World War," April, 1917, the Carpenter's Gang on this vessel, composed of approximately twelve experienced and rated men, under Lieutenant W. H. Stiles, Jr., First Lieutenant, and Carpenter H. R. Newby, were confronted with the task of doing most of the structural work in connection with the installation of an airplane catapult and making the vessel ship-shape and ready for any duty that she might be called upon to perform.

After leaving San Francisco the fire control system was put into effect on the masts; it was clearly seen that there would have to be more substantial protection for the men on watch than the canvas screens then used. This work was not really started, however, until the first convoy trip, when both the forward and after fire control stations were completely housed with metal and the forward netting covered with wooden decking.

During our two months in Pensacola the Junior Officers' mess room and pantry on the Main Deck were torn out and an airplane engine repair shop installed and the Gun Deck Warrant Officers' staterooms were torn out and an aero workshop fitted out. In July Mr. Stiles was relieved as First Lieutenant by Commander A. H. Woodbine, and later in

Hampton Roads Carpenter Newby was detached and his duties were taken over by Chief Carpenter's Mate Ross.

Temporary coal bunkers were installed on the Main Deck, and later, January, 1918, more substantial and larger bunkers were built on the Gun Deck.

The removal of the catapult, found unsatisfactory, called for considerable effort, as did also the building of a wind shield and lookout stations on the upper bridge, the reinstallation of staterooms on the Main Deck and the complete covering of the boat deck.

While in the Navy Yard, New York, for two months, caused by ramming an uncharted rock in the East River, Commander Woodbine was relieved by Lieutenant F. D. Powers as First Lieutenant.

During April, 1918, metal covers were installed over the engine room hatches and in July, 1918, the engine room hatches were extended from the Main to Boat decks.

In May, 1918, C. C. M. Ross was transferred and his duties were taken over by C. C. M. Harry C. Klopp, who has since become Carpenter. In August, 1918, Lieutenant Powers was relieved by Lieutenant-Commander G. R. Madden as First Lieutenant. The building of a lookout station on the foremast under the fire control station was undertaken and completed in August-September, 1918, and the

housing-in of the upper bridge was accomplished.

When the armistice was signed and word was received to convert this vessel into a transport the bulk of the work, such as tearing out the Gun Deck coal bunkers, increasing galley and bake shop facilities, etc., naturally fell to the Carpenter's Gang.

All of these jobs undertaken and completed by the Carpenter's Gang, during the period that this country was at war, are really navy yard jobs, and were done in addition to the regular routine work and thousands of other jobs that arise on a man-o-war during war times. The Carpenter's Gang itself during this period remained practically the same in number, from twelve to eighteen, except that for a while they were allowed some fifteen or twenty helpers, but who had little or no experience in this line of work.

## ROSTER OF OFFICERS

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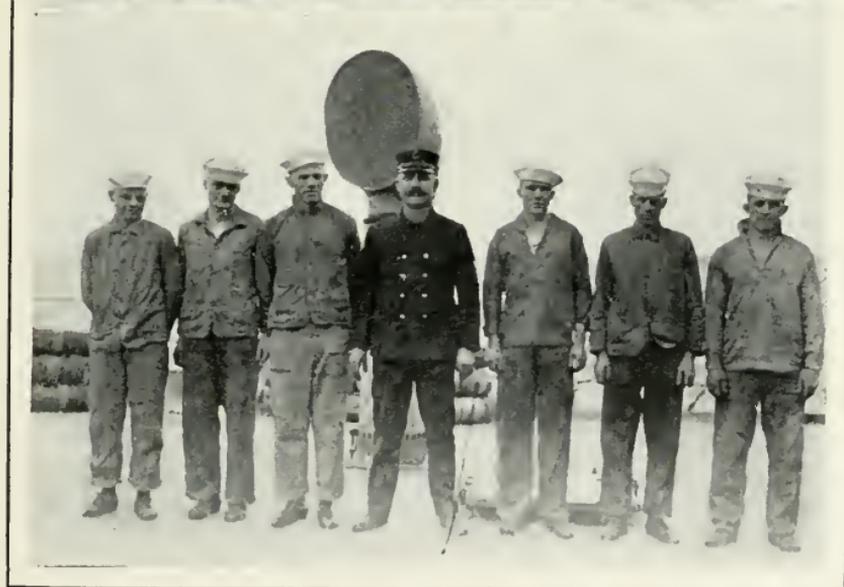
Roster of officers aboard, February 1, 1919

Rank	Name	Duty
Captain	Edward S. Kellogg	Commanding
Lieut.-Comdr.	William H. Stiles	Executive
Lieut.-Comdr.	Herbert A. Ellis	Navigator
Lieut. Comdr.	William G. Elliott	Sen. Eng. Off.
Lieut.-Comdr.	Gustavus R. Madden	First Lieut.
Lieutenant	Theo. M. Waldschmidt	Troop Off.
Lieutenant	Ion Pursell	Watch Off.
Lieutenant	J. Warren Quackenbush	Watch Off.
Lieutenant	Jay G. Huntoon	Watch Off.
Lieutenant	Thomas F. Remington	Watch Off.
Lieutenant	Jens Nelson	Asst. Eng. Off.
Lieutenant	Hector L. Ross	Asst. Eng. Off.
Lieut. (jg)	Walter J. Thomas	Watch Off.
Lieut. (jg)	William E. Hooper	Electrical Off.
Lieut.-Comdr.	Heber Butts M. C.	Sen. Med. Off.
Lieutenant	Archibald C. Pfeiffer M. C.	Asst. Med. Off.
Lieutenant	Ernest A. Daus M. C.	Asst. Med. Off.
Lieut. (jg)	Ralph P. Morse M. C.	Dentist
Lieutenant	James D. Boyle P. C.	Supply Off.
Lieutenant	George M. Eyferth P. C.	Pay Office
Ensign	James D. G. Wognum P. C.	Chaplain
Lieut. (jg)	Hugh R. Davidson C. C.	Machinist
Machinist	John Burch	Machinist
Machinist	Asa M. Gainer	Machinist
Machinist	Henry Fitzsimmons	Pharmacist
Pharmacist	Clarence Beasley	G. S. K. Dept.
Carpenter	Harry C. Klopp	Carpenter

## ROSTER OF THE CREW

Name.	Rate	
Abbott, Ernest W.....	WT	USN
Acker, Walter F.....	Sea	USN
Acrey, Lindall W.....	Sea	USN
Adams, John C.....	Csmth1c	USN
Adams, Ora R.....	SC4c	USN
Adler, Henry R.....	Sea	USN
Affeldt, Casimer J.....	Sea	USN
Aiton, John.....	Phm2c	USN
Akin, Earl C.....	Sea	USN
Alderman, Claude S.....	F2c	USN
Allen, Albion R.....	Bmkr	USN
Allen, William C.....	E2c(g)	USN
Allie, Joseph W.....	SF2c	USN
Allion, Dale C.....	Sea	USN
Alora, Prudencio.....	Matt2c	USN
Alviar, Carlos D.....	Matt1c	USN
Anderson, Harry O.....	Eng2c	USN
Anderson, Howard.....	MM1c	USN
Anderson, Royce C.....	Sea	USN
Andrews, James H.....	F2c	USN
Arceta, Eligio.....	WOSTd	USN
Arndt, Herman E.....	Cox	USN
Artice, Leddie J.....	Matt1c	USN
Aster, Walter S.....	Sea2c	USN
Ault, William I.....	F2c	USN
Austin, Lawrence C.....	CMM	USN
Aydt, William J.....	E2c(g)	USN
Ayende, Miguel.....	Matt3c	USN
Ayers, William O.....	F2c	USN
Azotea, Zoilo M.....	WRStd	USN
Babb, Charles N.....	Eng2c	USN
Bailey, George H.....	F2c	USN
Baird, Robert K.....	Sea	USN
Baker, Jackson E.....	F1c	USN
Baker, Wilfred L.....	Eng2c	USN
Baldwin, Arthur W.....	Eng2c	USN
Barker, George.....	MM2c	USNRF
Barnes, Joseph F.....	Sea2c	USN
Barrett, Harold F.....	Mus1c	USN
Barry, Jerome C.....	Cmlc	USN
Bartholomew, Frederick D.....	Sea	USN

Name.	Rate.	
Bartley, Arthur L.....	Sea	USN
Bartley, Charlie A.....	Sea	USN
Bates, Morris S.....	Sea	USN
Bauman, James H.....	Sea	USN
Bauman, Fred A.....	Sea	USN
Becker, Arthur.....	Mus1c	USN
Bedell, Alden N.....	F1c	USN
Behun, Joseph.....	F1c	USN
Bell, Virgil B.....	MM1c	USN
Bell, Glenn C.....	Sea2c	US
Bellman, Samuel P.....	Sea	USN
Bennett, Raymond J.....	F3c	USNRF
Bender, Arthur L.....	Cox	USN
Berger, Frank.....	Sea	USN
Bernal, William J.....	1stMus	USN
Betz, Clayton C.....	Eng2c	USN
Bierlein, Norbert J.....	Sea	USN
Bittencurt, Ernest J.....	Eng1c	USN
Blair, Arthur J.....	Sea	USN
Blaiklock, Frederick W.....	F2c	USN
Bloyd, Clarence V.....	MM1c	USN
Bohannon, Hugh A.....	WT	USN
Booker, Fred.....	Matt2c	USN
Borzzone, Toney.....	WT	USN
Boucher, Earl E.....	Eng2c	USN
Boughton, Earl.....	MM2c	USN
Boy, Earl R.....	Y1c	USN
Brady, John T.....	F1c	USN
Brady, Joseph E.....	Phm3c	USNRF
Brandenburg, Joseph E.....	F1c	USN
Brasse, Robert E.....	Sea	USN
Bregger, Frederick J.....	MM1c	USN
Brodeur, Edward.....	F1c	USN
Brown, Thomas L.....	MM1c	USN
Brunns, Walter H.....	Sea	USN
Bryan, Howard F.....	Sea	USN
Bunting, Hugh F.....	Phm3c	USN
Burianek, John.....	CMM	USN
Burkhart, Earl J.....	BM2c	USN
Burroughs, James O.....	F1c	USN
Buser, David T.....	Msmth1c	USN
Butler, William R.....	F3c	USN
Cade, Harry D.....	Sea2c	USN
Callahan, James E.....	Sea	USN
Campion, Jesse C.....	Eng2c	USN



STOREROOM KEEPERS



1. PAYMASTER'S DIVISION  
2. GUNNER'S GANG

Name.	Rate.	
Carey, Edison .....	Eng2c	USN
Casumpang, Deogracias .....	Matt2c	USN
Cannon, Frederick H.....	Sea	USN
Carlson, Carl G.....	QM2c(G)	USNRF
Carlson, Albert O.....	MM1c	USN
Carroll, Robert F.....	F3c	USNRF
Carruth, Ernest B.....	Sea2c	USN
Carson, Fred S.....	Eng2c	USN
Carter, Floyd B .....	F1c	USN
Carter, William P.....	Sea	USN
Casey, John P.....	F3c	USNRF
Castell, William E.....	F2c	USN
Cesena, Babe .....	F2c	USN
Chapman, Gary E.....	Sea2c	USN
Chaney, James B.....	CBM	USN
Chaney, Robert C.....	F2c	USN
Chiossi, Carlo L.....	F1c	USN
Chiswell, Robert J.....	F1c	USN
Christian, David .....	SC2c	USN
Clancey, Walter A.....	Mus2c	USN
Clark, Joseph A.....	F3c	USN
Clarke, John L.....	Sea	USN
Clausen, Walter W.....	F3c	USNRF
Clay, Fred H.....	F1c	USN
Clifton, John M.....	F1c	USN
Clifton, Frank W.....	SF2c	USN
Collier, Charley C.....	F1c	USN
Colligan, John R.....	Eng2c	USN
Colson, Fred P.....	GM1c(g)	USN
Consentino, Phillip .....	Sea	USN
Corcoran, Raymond C.....	F2c	USN
Corcoran, Michael .....	F1c	USN
Corvin, James W.....	Sea	USN
Courtney, James J.....	PHm2c	USNRF
Cox, Walter E.....	Eng2c	USN
Creighton, Vernon O.....	Eng2c	USN
Crippen, Cleon H.....	F2c	USNRF
Cronin, Andrew L.....	F1c	USN
Crothers, John F.....	Sea	USN
Crouse, Alphas .....	SC1c	USN
Curry, Ernest W.....	WT	USN
Cullum, Edwin L.....	Phm3c	USN
Czarnecki, Charles .....	Sea2c	USN
Dalton, George S.....	F3c	USN
Daniel, James T.....	MM1c	USN

Name.	Rate.	
Daniels, Benjamin W.....	CM2c	USN
Davis, Harry L.....	CM3c	USN
Davis, Clenton W.....	Eng2c	USN
Davis, Gerold O.....	GM2c(g)	USN
Davis, Lester J.....	SC3c	USN
Dean, John W.....	SK2c	USN
Denis, Joe W.....	Eng1c	USN
Densmore, William E.....	BM2c	USN
De Riso, Frank S.....	Eng2c	USN
Destreza, Juoquin.....	WRstd	USN
Diedrich, Carl W.....	F2c	USN
Dixon, Robert J.....	Bugler	USN
Dougherty, Henry B.....	SF2c	USN
Drumm, Erwin J.....	Sea2c	USN
Duff, Robert.....	F2c	USN
Duffy, David A.....	E2c(g)	USN
Dunklau, Adolph.....	MM2c	USN
Dunlap, Walter E.....	Sea	USN
Durfee, William W.....	Phm3c	USN
Dunn, Warren T.....	Phm3c	USN
Eanes, Francis J.....	Sea2c	USN
Earl, Thomas H.....	Sea	USN
Edsall, Harry J.....	Sea2c	USN
Eicher, George J.....	CY	USN
Elmer, John H.....	Sea2c	USN
Elmquest, John F.....	SM	USN
Emerson, William L.....	Sea	USN
Endrup, Chester C.....	Bkr1c	USN
Englehardt, George F.....	CM2c	USNRF
Engle, Laurence O.....	Bkr2c	USN
Engleman, Jesse O.....	Sea	USN
Evans, Benjamin.....	E2c(g)	USN
Evans, Alfred J.....	Eng1c	USN
Fairclough, Gerard G.....	F2c	USN
Farmer, John J.....	F2c	USN
Feakins, Charley A.....	F3c	USNRF
Fenton, Charles E.....	F3c	USNRF
Fields, Bert E.....	MM1c	USN
Finn, Frank McK.....	SC2c	USN
Fitton, Charles.....	F3c	USN
Fitzpatrick, George B.....	F1c	USN
Fitzsimmons, Harry O.....	Sea	USN
Fleischer, Charles.....	Sea	USN
Fleming, Wesley C.....	F2c	USN
Fogg, William J. B.....	Eng2c	USN



2-A DIVISION  
BLACKSMITHS



CARPENTER'S GANG

Name.	Rate.	
Ford, Truman A.....	Sea	USN
Foster, Joseph B.....	F2c	USN
Fournier, Floyd C.....	F1c	USN
Frank, Ray N.....	Sea	USN
Frick, Julius H.....	F1c	USN
Friedle, Henry V.....	BM1c	USN
Fundarek, Joseph G.....	Mus2c	USN
Fuller, Grover B.....	CY	USN
Gabbard, Sherman.....	F3c	USNRFF
Gallagher, John E.....	Sea	USN
Gammelgaard, Harold M.....	QM3c(g)	USN
Galvin, John J.....	Sea2c	USN
Gariner, Oliver R.....	F1c	USN
Gatzke, Alfred A.....	F2c	USNRFF
Georgia, Edmund M.....	F1c	USN
Gillins, Robert.....	Matt2c	USN
Glaser, Frederick E.....	F2c	USN
Glenn, Lawrence R.....	F1c	USN
Glidden, Don Lois.....	CE(g)	USN
Godfrey, Robert A.....	F3c	USN
Goldstein, Jack S.....	F3c	USN
Gollwitzer, Walter T.....	CMM	USN
Gomez, John E.....	Bkr1c	USN
Gorman, John J.....	Phm3c	USN
Gracz, Walter J.....	Sea2c	USN
Grant, Fred D.....	MM2c	USN
Grantham, Richard O.....	Sea2c	USN
Gray, Ernest.....	Matt3c	USN
Green, Richard.....	Sea	USN
Green, John R.....	F2c	USN
Green, William E.....	F1c	USN
Griffin, Ralph A.....	E1c(g)	USN
Grigsby, Loy O.....	Mus2c	USN
Griffin, Albert.....	F2c	USN
Griffith, Robert L.....	F2c	USN
Groda, Fennie.....	F2c	USN
Grogan, Roy V. R.....	F2c	USN
Gross, William.....	Matt3c	USN
Grow, Monon R.....	F2c	USN
Grund, John E.....	F3c	USN
Hand, Russell E.....	F3c	USN
Hann, Sidney W. H.....	F1c	USN
Hannon, Michael J.....	Y1c	USNRFF
Hannon, William H.....	Sea	USN
Hanson, Arthur E.....	HA1c	USN

Name.	Rate.	
Hardin, Lee B.....	F3c	USNRF
Harris, Frank L.....	F3c	USN
Harrison, James A.....	MM2c	USN
Hartley, John L.....	F2c	USN
Hartley, Crister E.....	F1c	USN
Hastings, William E.....	BM1c	USN
Haverstick, Archie L.....	Sea	USN
Haw, Stuart M.....	Sea	USN
Hawelka, George F.....	WT	USN
Haynie, John M.....	Phm1c	USN
Healey, William E.....	Sea2c	USN
Heenan, John C.....	F3c	USNRF
Heggen, Adolph I.....	F3c	USN
Henderson, Robert H.....	Matt2c	USN
Henry, Charles C.....	F3c	USN
Henry, Leslie W.....	Sea	USN
Hensen, George F.....	F1c	USN
Herbert, Bert D.....	Cox	USN
Herkert, Oscar A.....	F3c	USNRF
Herring, William.....	F2c	USN
Heynen, Robert C.....	F3c	USN
Higginbotham, David L.....	E2c(RO)	USN
Hill, Kirby L.....	Sea	USN
Hilliard, Walter L.....	F1c	USN
Hinkley, Adino.....	Sea2c	USN
Hockett, Fred A.....	Mus3c	USN
Hohensee, Walter F.....	F1c	USN
Hojgard, James J.....	Eng2c	USN
Holden, Marvin L.....	F3c	USN
Hollenbeck, William B.....	BM2c	USN
Holley, Homer.....	F1c	USN
Holly, John H.....	Sea	USN
Holmes, Warren R.....	HA1c	USN
Hook, Newton.....	Sea	USN
Hopkins, Frank J.....	CE(RO)	USNRF
Hopkins, Andy W.....	F2c	USN
Horgan, Charles J.....	GM3c(g)	USN
Horn, Benjamin A.....	F3c	USNRF
Horn, Thomas K.....	SK1c	USN
Houghton, Alfred R.....	F3c	USNRF
Houk, Walter H.....	F1c	USN
Houts, George.....	Cox	USN
Howk, Gerald D.....	F3c	USN
Hrabik, William K.....	Mus1c	USN
Hubbard, John H.....	Matt3c	USN



2-B DIVISION  
WIRELESS OPERATORS



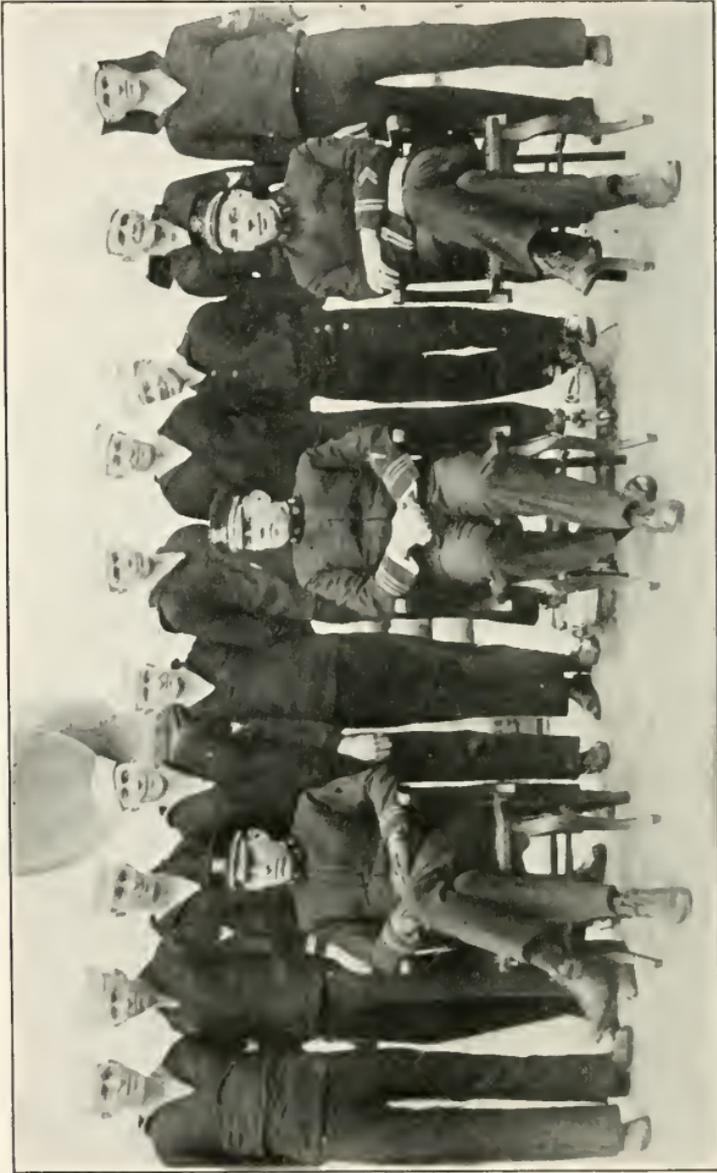
TWO GROUPS OF MEN

Name.	Rate.	
Hubley, Charles S. H.....	F3c	USNRF
Huebner, Rex W.....	Bkr2c	USN
Huey, Lawrence G.....	Eng2c	USN
Huffman, Asa T.....	F2c	USN
Huffman, Hugh M.....	BM2c	USN
Hufford, Jesse M.....	F2c	USN
Hughes, Winfield S.....	CE(g)	USN
Hull, Bryan E.....	Bkr1c	USN
Humphreys, Edward B.....	F2c	USN
Humphrey, Leone I.....	Sea	USN
Hurley, Lester W.....	Mus2c	USN
Hyde, Raymond A.....	Sea	USN
Iler, Harry .....	Bmkr	USN
Ingram, Eugene .....	BM1c	USN
Issing, John G.....	F1c	USN
Ives, Frank E.....	QM-c(g)	USN
Jacobson, John A.....	F2c	USN
Jacoby, Otis L.....	Sea	USN
Jacoby, Harold S.....	Eng1c	USN
Jackson, Crudip W.....	CSK	USN
Jahn, Alfred H.....	F1c	USN
Janes, Walter L.....	F1c	USN
Jaques, Chaucey M.....	F3c	USN
Jespersion, Essum K.....	WT	USN
Jewell, Martin F.....	F3c	USNRF
Job, James A.....	Csmth1c	USN
Johnson, Jared D.....	Sea	USN
Johnson, Lloyd L.....	BM1c	USN
Johnson, John R.....	F1c	USN
Johnson, Clinton A.....	CY	USN
Jones, William A.....	F2c	USN
Jordan, Marion F.....	F2c	USN
Kaiser, Theodore .....	F2c	USNRF
Kanewske, Edward R.....	F1c	USN
Kasper, Leroy R.....	Sea	USN
Kelly, James A.....	F3c	USN
Kennedy, Mack M.....	Sea	USN
Kenny, William B.....	F2c	USN
Kersey, Thomas M.....	Elc(g)	USN
Keyes, Floyd .....	Ptr1c	USN
Killebrew, Hugh W.....	SC3c	USN
Kiniry, Daniel B.....	F1c	USNRF
Kirkland, Ernest B.....	SF2c	USN
Kelozynski, Frank S.....	Y2c	USN
Kleiffman, Ralph D.....	Sea	USN

Name.	Rate.	
Klepinger, George W.....	Sea	USN
Klinger, Mervin .....	Y3c	USNRF
Kloepfer, Harold .....	Cox	USN
Koontz, John C.....	GM3c(g)	USN
Kolinski, Roman .....	Sea	USN
Koppl, Joe .....	Sea	USN
Kouts, Leslie N.....	SC4c	USN
Kreiner, William E.....	F2c	USN
Kruse, Francis W.....	F1c	USN
Kurkoski, Nick I.....	F1c	USN
Kuss, Charles E.....	Cox	USN
Lake, Clyde D.....	GM1c(g)	USN
Lamanski, Edward J.....	E2c(g)	USN
Landsberg, Joseph S.....	F3c	USNRF
Lane, Harold W.....	Mus2c	USN
Lapan, George L.....	F3c	USNRF
Lapham, Clarence A.....	F2c	USN
Lappin, William D.....	Sea	USN
Larson, John S.....	Cox	USN
Larive, Lee G.....	F3c	USNRF
Lauridsen, John W.....	F1c	USN
Lea, James .....	F3c	USNRF
Ledbetter, John D.....	Eng2c	USN
Lee, John J.....	Sea	USN
LeGrand, Andrew P.....	WT	USN
Leith, Frank R.....	Sea	USN
Leithead, Nathan R.....	Cox	USN
Lenaberg, Walter E.....	F2c	USN
Lerner, Carl E.....	F3c	USNRF
Leksi, Leo .....	SF2c	USN
Liggins, William H.....	F3c	USNRF
Lone, Mikkel .....	F3c	USNRF
Long, William W.....	CBM	USN
Lovell, Shirley H.....	Y3c	USN
Lowe, Eugene .....	E1c(g)	USN
Luciano, Henry .....	Phm3c	USN
Lunasin, Joaquin .....	Matt1c	USN
Lynch, James G.....	CWT	USN
Mabin, John M.....	F1c	USN
Magee, Herbert L.....	Sea	USN
Maher, David R. ....	F1c	USN
Maier, Adolph E.....	F3c	USNRF
Maines, Paul M.....	QM2c(s)	USN
Mairs, Robert W.....	E3c(g)	USN
Malone, Bernard A.....	F3c	USN



TWO GROUPS OF MEN



MEDICAL FORCE

Name.	Rate.	
Mankins, Arthur J.....	Eng2c	USN
Marble, Edwin H.....	Mus1c	USN
Marheine, Fred L.....	F3c	USNRF
Marquis, Ralph E.....	F1c	USN
Martin, David M.....	Sea	USN
Martin, Jack O.....	Eng2c	USN
Mason, Alvin F.....	Sea	USN
Mathews, Arthur J.....	Sea	USN
Mattenson, John B.....	Sea	USN
Matiz, Cristobal.....	Matt3c	USN
May, James A.....	Bsmth1c	USN
McAuliffe, Maurice A.....	MM2c	USN
McCalla, Jacob I.....	F3c	USNRF
McCarty, Thomas H.....	Sea	USN
McCarthy, Fred F.....	Cox	USN
McCloskey, Leo C.....	MM1c	USN
McConville, Thomas H.....	GM2c	USN
McCoy, Raymond W.....	F1c	USN
McEvoy, Ray W.....	Cox	USN
McEvoy, Patrick I.....	S2c	USN
McGovern, Leo M.....	Sea	USN
McGrew, Cecil A.....	F2c	USN
McHatton, Elmer H.....	E2c(g)	USN
McJunkins, Charlie.....	WT	USN
McKinney, Joseph I.....	F1c	USN
McMillian, William H.....	Sea	USN
McNeilly, Samuel M.....	Cox	USN
Medicis, George.....	Eng2c	USN
Meier, Charles F.....	F2c	USN
Melker, Harry.....	WT	USN
Melsa, Frank W.....	F3c	USN
Merriman, Arthur J.....	Bmkr	USN
Miekle, William A.....	F2c	USNRF
Miekle, Earle T.....	Phm2c	USN
Mitchell, James R.....	F1c	USNRF
Moger, Samuel W.....	Mus1c	USN
Monaco, Francis J.....	Sea2c	USN
Monihan, Richard.....	BM2c	USN
Montgomery, Ted R.....	Sea2c	USN
Moore, William H.....	Eng2c	USN
Moore, Harry D.....	Sea2c	USN
Moore, Joseph J.....	F1c	USN
Moran, John.....	Sea2c	USN
Morehouse, Dan A.....	F1c	USN
Morell, Guy A.....	F2c	USNRF

Name.	Rate.	
Morgan, Thomas .....	F3c	USNRF
Morgan, William N.....	Eng2c	USN
Morrera, Michael A.....	Sea	USN
Morrison, Leland S.....	F3c	USN
Morrison, William F.....	Mus2c	USN
Morse, Ray C.....	Cox	USN
Mortimer, Cecil L.....	F1c	USN
Mosher, Ralph D.....	F3c	USNRF
Motto, Louis .....	MM1c	USN
Moyer, Robert P.....	Eng2c	USN
Murphy, Daniel P.....	SF2c	USN
Murphy, Thomas .....	MM2c	USNRF
Musser, John G.....	F3c	USNRF
Naillon, Harrison .....	Sea	USN
Neely, Charles E.....	BM1c	USN
Nelson, Robert S.....	Bsmth2c	USN
Newbigging, James T.....	Sea	USN
Nickerson, Norman G.....	Sea	USN
Niklas, Carl A.....	Phm3c	USN
Nilan, Leo J.....	F1c	USN
Noon, Raymond C.....	F3c	USNRF
Norris, Albert F.....	F1c	USN
Nye, Norwood C.....	Phm3c	USN
Oakes, George L.....	Bugler	USN
Olsen, Edward G.....	Y3c	USN
Opuzzenski, Martin .....	Sea2c	USN
Orcini, Anacleto T.....	Matt1c	USN
Ortega, Reginald A.....	GM3c(g)	USN
Ossenfort, John, Jr... ..	Sea2c	USN
Ost, John W.....	Sea2c	USN
Ostrander, Evert L.....	CQM(g)	USN
Page, Jack M.....	Y2c	USN
Palkovics, John J.....	F2c	USN
Pangburn, Arthur S.....	Sea	USN
Pangle, Oscar F.....	Sea	USN
Parker, Addis T.....	SC2c	USN
Paschal, Paul .....	BM1c	USN
Peacock, William G.....	CCM	USN
Pearson, Sigurd .....	F1c	USN
Perasso, James J.....	Eng2c	USN
Petchell, Clarence K.....	F2c	USNRF
Peters, Lee R.....	F1c	USN
Petterson, Frank T.....	F1c	USN
Pfister, George L.....	Sea	USN
Phelps, Thomas L.....	F1c	USN



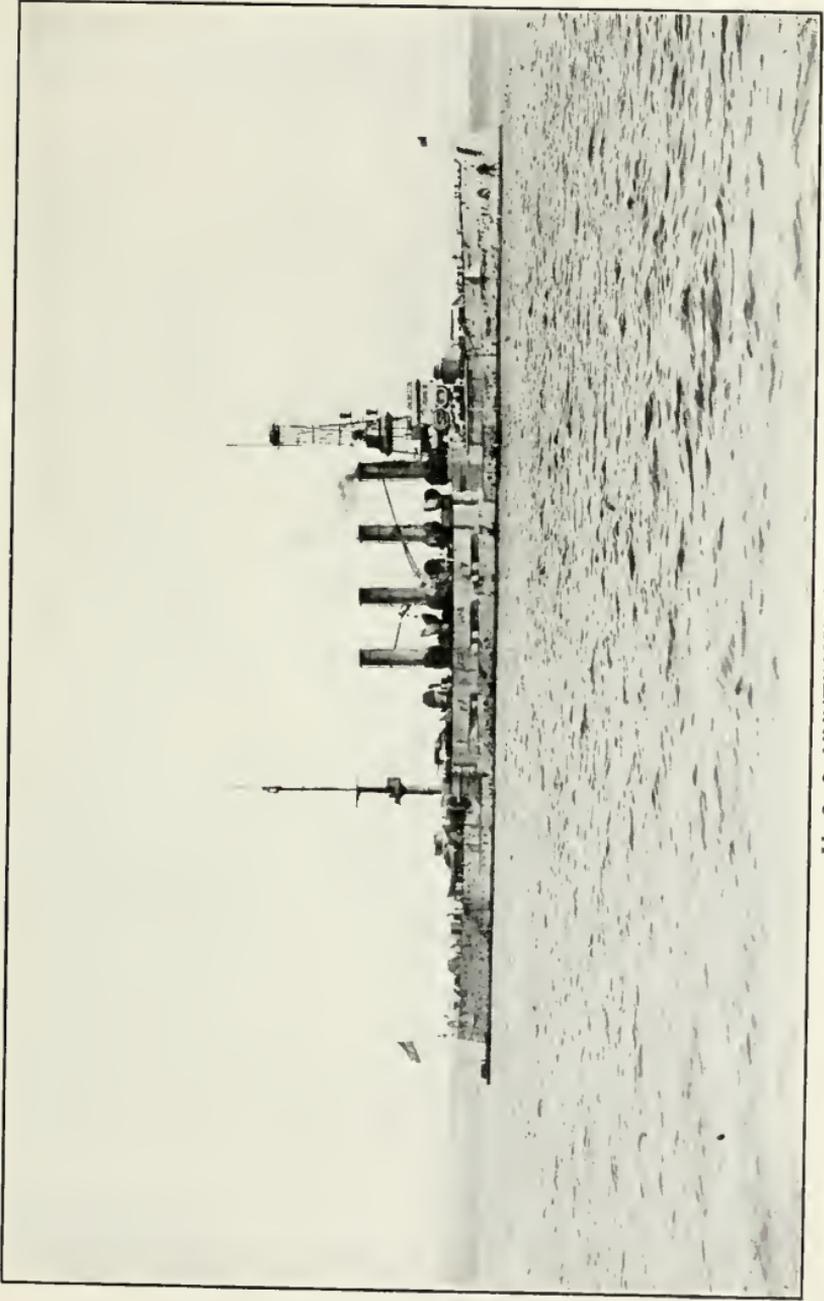
I-A DIVISION  
MASTER AT ARMS FORCE



FIREROOM FORCE

Name.	Rate.	
Phillips, Aaron E.....	CWT	USN
Pichinino, Richard N.....	CY	USN
Pinson, Oscar L.....	Sea	USN
Pittman, Mervin E.....	Mus1c	USN
Poindexter, John M.....	Mus1c	USN
Polson, Earl I.....	CM2c	USN
Porter, Francis .....	Sea	USN
Porter, Horace L.....	F1c	USN
Pratt, Mort De Witt.....	F2c	USN
Price, Hubert O.....	F3c	USN
Pritchce, Frank I.....	Sea	USN
Puchero, Matias .....	Matt2c	USN
Pulido, Maximino .....	Matt3c	USN
Rasmussen, Willie .....	CM3c	USN
Reagan, Malachi L.....	MM2c	USN
Reed, James .....	Matt1c	USN
Reyes, Jose de los.....	Eng2c	USN
Reynolds, Jackson J.....	SC1c	USN
Rhoades, George M.....	Sea	USN
Riley, William T.....	F1c	USN
Ringer, George A.....	SC3c	USN
Ringstad, Henry J.....	F3c	USN
Robak, Frank M.....	CWT	USN
Roberts, Floyd L.....	Mus2c	USN
Robertson, George H.....	WT	USN
Robertson, George V.....	Eng1c	USN
Rodebaugh, Lester E.....	F1c	USN
Roders, Frederick O.....	Sea2c	USN
Rodil, Angel .....	CCK	USN
Rohrer, Allan B.....	WT	USN
Rojas, Emilo .....	Matt3c	USN
Rummel, George A.....	E2c(g)	USN
Safranek, Charles N.....	Sea2c	USN
Samples, Richard T.....	Eng2c	USN
Sanders, Seay A.....	GM1c(t)	USN
Saunders, Woodard .....	SK1c	USN
Sawyer, Thomas A.....	Sea	USN
Schmidt, Oscar C.....	CWT	USN
Schnabel, Louis D.....	SK3c	USN
Scott, James E.....	WT	USN
Shafer, Vernon E.....	SK1c	USN
Sharp, Harold P.....	Eng2c	USN
Shaw, Clarence G.....	Phm3c	USN
Shaw, Joe .....	F2c	USN

Name.	Rate.	
Sheridan, Leo S.....	F2c	USN
Silva, Max .....	Eng2c	USN
Simmons, Grover C.....	F3c	USN
Sloan, Frank D.....	Eng1c	USN
Slowicki, Kenneth D.....	CMM	USN
Smart, Russell M.....	Eng2c	USN
Smith, Victor E.....	CGM(g)	USN
Smith, John C.....	Eng1c	USN
Smith, John E.....	CBM	USN
Smith, Hugh M.....	E1c(g)	USN
Smith, Charles P.....	Sea	USN
Smith, Earl J.....	WT	USN
Snead, Mat H.....	SC1c	USN
Sodahl, Harold T.....	Ptr1c	USN
Solt, William J.....	F1c	USN
Sorenson, Floren B.....	MM2c	USN
Souders, Harry G.....	Sea	USN
Sousa, Antone L.....	F1c	USN
Sponagel, Aughust .....	WT	USN
Stack, James .....	Sea	USN
Stanley, William D.....	F2c	USN
Starrett, Raymond A.....	CY	USN
Steiner, Alvah G.....	F1c	USN
Steward, Jerry A.....	CMM	USN
Strelecki, John A.....	F1c	USN
Stupak, Michael .....	F2c	USN
Suits, Albert L.....	Sea	USN
Summers, Thera E.....	Sea2c	USN
Taguibolas, Estebaw .....	Matt3c	USN
Tatom, Wayne A.....	Cox	USN
Taylor, Clyde L.....	Y3c	USN
Teed, Eugene W.....	CQM(s)	USN
Thayer, Geln R.....	Ptr3c	USN
Thibodeau, Francis G.....	E2c(g)	USN
Tibbets, Mark C.....	Eng1c	USN
Tint, Ralph .....	SF2c	USNRF
Thomas, John H.....	MM2c	USN
Thompson, Elmer R.....	Sea	USN
Thomson, Edward R.....	F1c	USN
Thornton, Millard H.....	SC3c	USN
Traylor, Tomy J.....	F3c	USN
Trimble, Edgar T.....	MM1c	USN
Tumulak, Juanito P.....	Matt1c	USN
Turk, Ira B.....	WT	USN
Urell, Thomas H.....	CCStd	USN



U. S. S. HUNTINGTON AT BREST



Name.	Rate.	
Valiant, June W.....	GM3c(t)	USN
Van Allen, Frank C.....	Mus2c	USN
Van Baaren, Harry.....	MM1c	USN
Vanderlinden, Alfonse .....	CWT	USN
Van Horn, Harold E.....	Sea	USN
Vann, Allen .....	Matt3c	USNRF
Vann, William M.....	Sea	USN
Vickroy, Clarence G.....	Bkr2c	USN
Villian, Jules .....	F1c	USN
Vonada, Earle E.....	Sea2c	USN
Voss, August F.....	Y3c	USN
Wadenstorfer, Frank H.....	F3c	USN
Wafer, Cone B.....	WT	USN
Walker, Williad R.....	Y1c	USN
Walsh, John .....	F1c	USN
Waltz, George F.....	Cox	USN
Warner, William .....	Eng1c	USNRF
Warren, Delbert A.....	WT	USN
Waterhouse, William J.....	F2c	USN
Weakland, Bernhard .....	F1c	USN
Weber, Henry J.....	SF2c	USN
Weddell, Charles F.....	Sea	USN
Weeks, Harry I.....	F1c	USN
Weiner, Eddie O.....	BM2c	USN
Weinman, Peter .....	F2c	USN
Weiss, Charles J.....	Y2c	USN
Weiss, William O.....	F1c	USN
Wenger, David, Jr.....	F2c	USN
Wenks, Joseph E.....	F1c	USN
Werback, Walter J.....	Sea	USN
West, Edward O.....	Eng2c	USN
Westphal, Anton .....	SC1c	USN
Wheeler, George R.....	CMM	USN
Wheeler, Euen M.....	F1c	USN
White, Foster H.....	SK3c	USN
White, John H.....	Eng2c	USN
Whitehead, James A.....	F1c	USN
Wickerd, John W.....	F1c	USN
Wilcox, Frank .....	Sea2c	USN
Williams, Hugh .....	F1c	USN
Williams, Milo K.....	Mus1c	USN
Williamson, Earl E.....	Sea	USN
Wilson, Elmer E.....	Phm3c	USN
Wilson, Irving J.....	Sea	USN
Wilson, Frank R.....	MM1c	USN

Name.	Rate.	
Wilson, Frank .....	Matt3c	USN
Winn, Hiram W.....	Bsmth1c	USN
Winn, William G.....	WT	USN
Wirthle, Percy O.....	Bmkr	USN
Wisor, Charles A.....	MM1c	USN
Wombles, Ewing .....	Swt	USN
Wood, Harold L.....	Sea	USN
Womack, Carl F.....	E2c(RO)	USN
Wood, Walter C.....	Eng2c	USN
Woodford, Norman A.....	E2c(RO)	USN
Wright, Herbert L.....	GM2c(g)	USN
Wynee, Archie A.....	CY	USN
Yandle, Orville A.....	Eng2c	USN
Yedinak, Paul G.....	Prtr1c	USN
Yehle, Edward .....	Bkr1c	USN
Yost, George S.....	WT	USN
Young, Wilbert C.....	SC3c	USN
Zimmerman, William V.....	Sea2c	USN









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Winn, Hiram W  
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