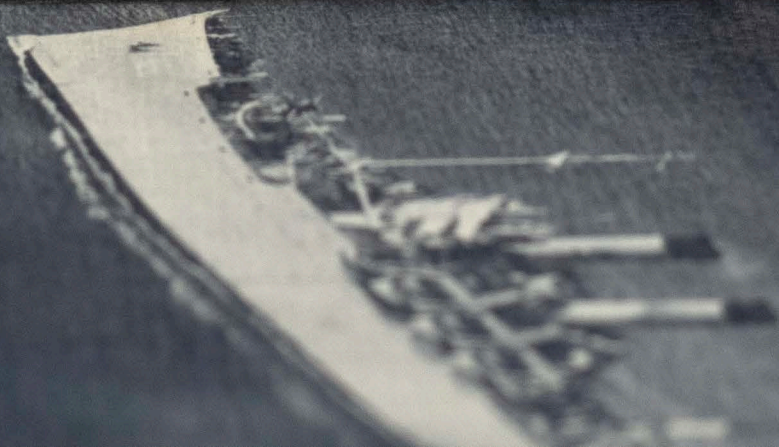


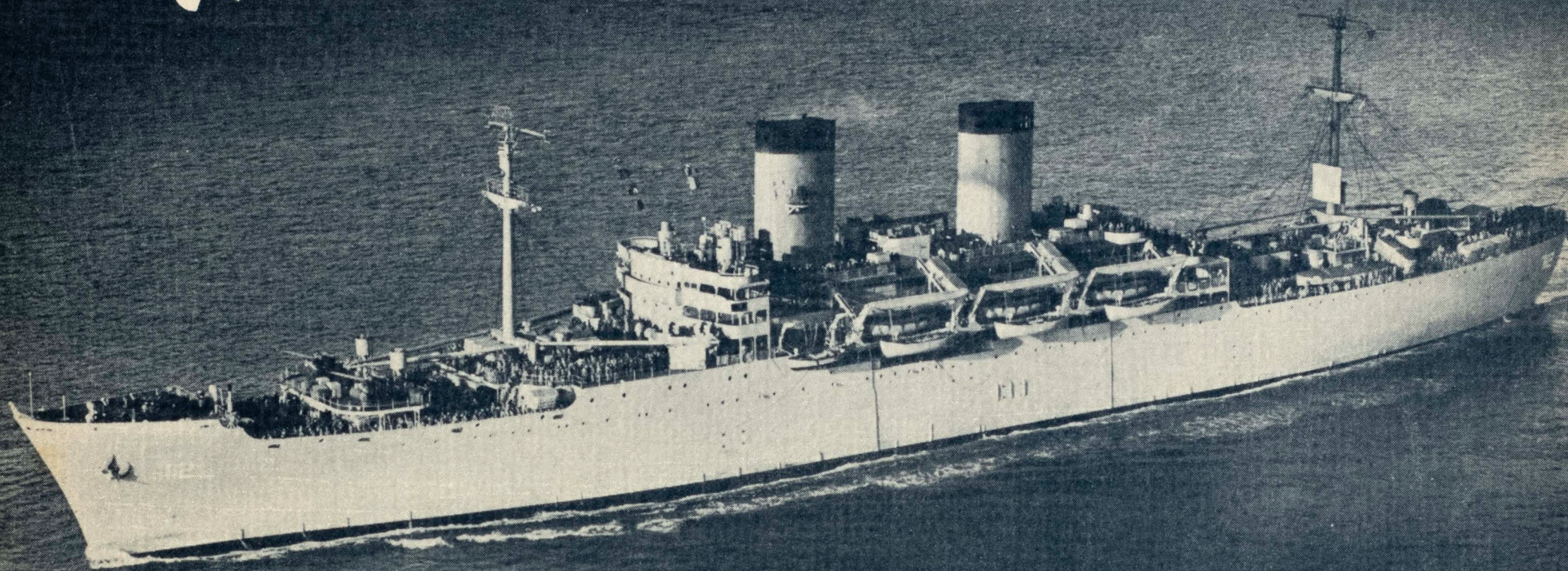
THIS IS

The Ship of Control

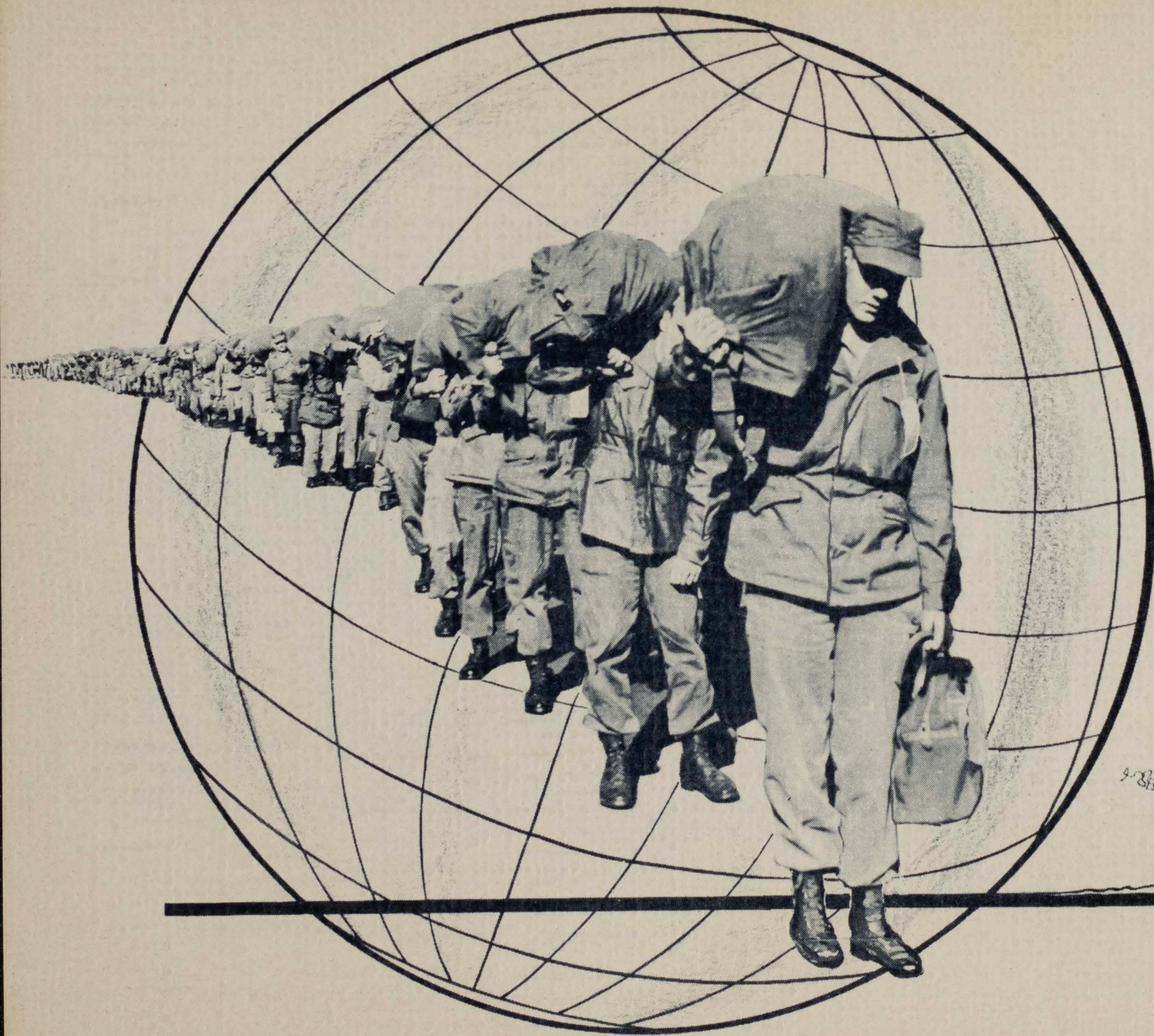


1974

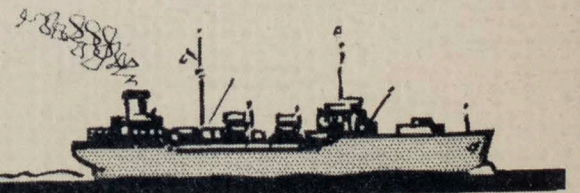
THIS IS
The Ship I Sailed On

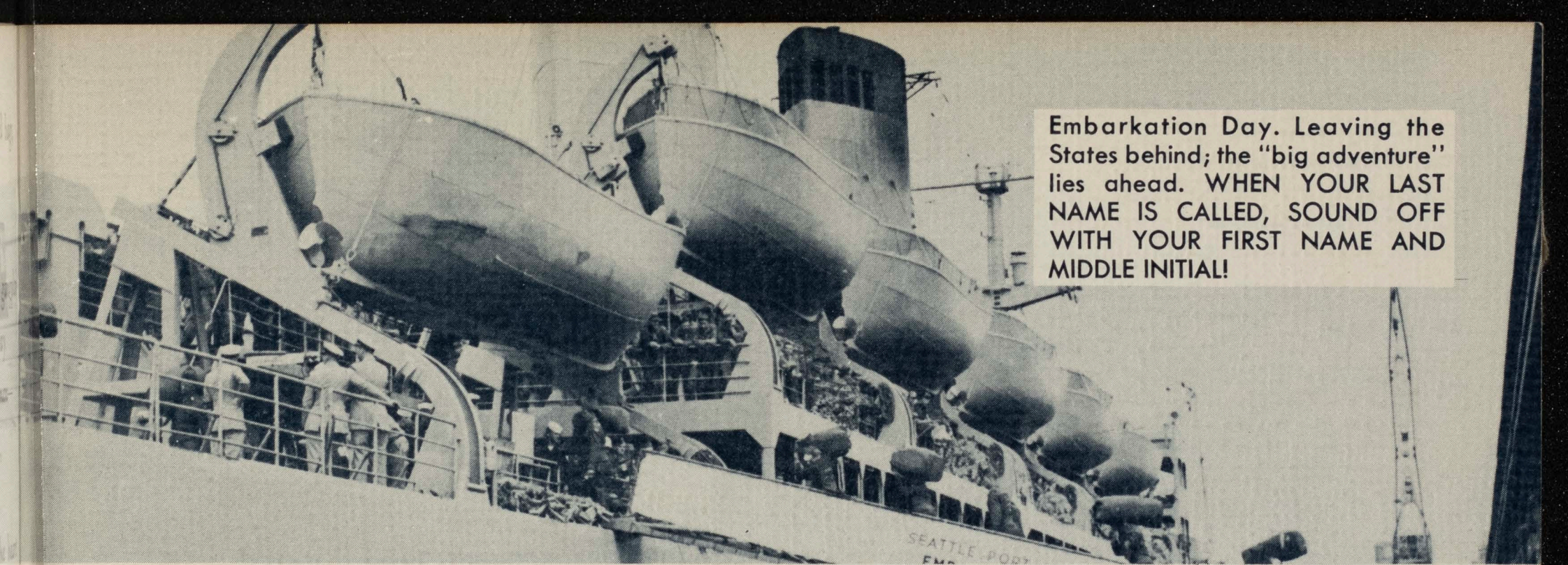


USS General William A. Mann




Men carrying duffel bags,
Bulging with
Close possessions,
Trode heavily up a gangplank
And then sail away.
It is with these men—
The men on foot,
The young men,
Where dwells the heart
Of America's strength
And security.



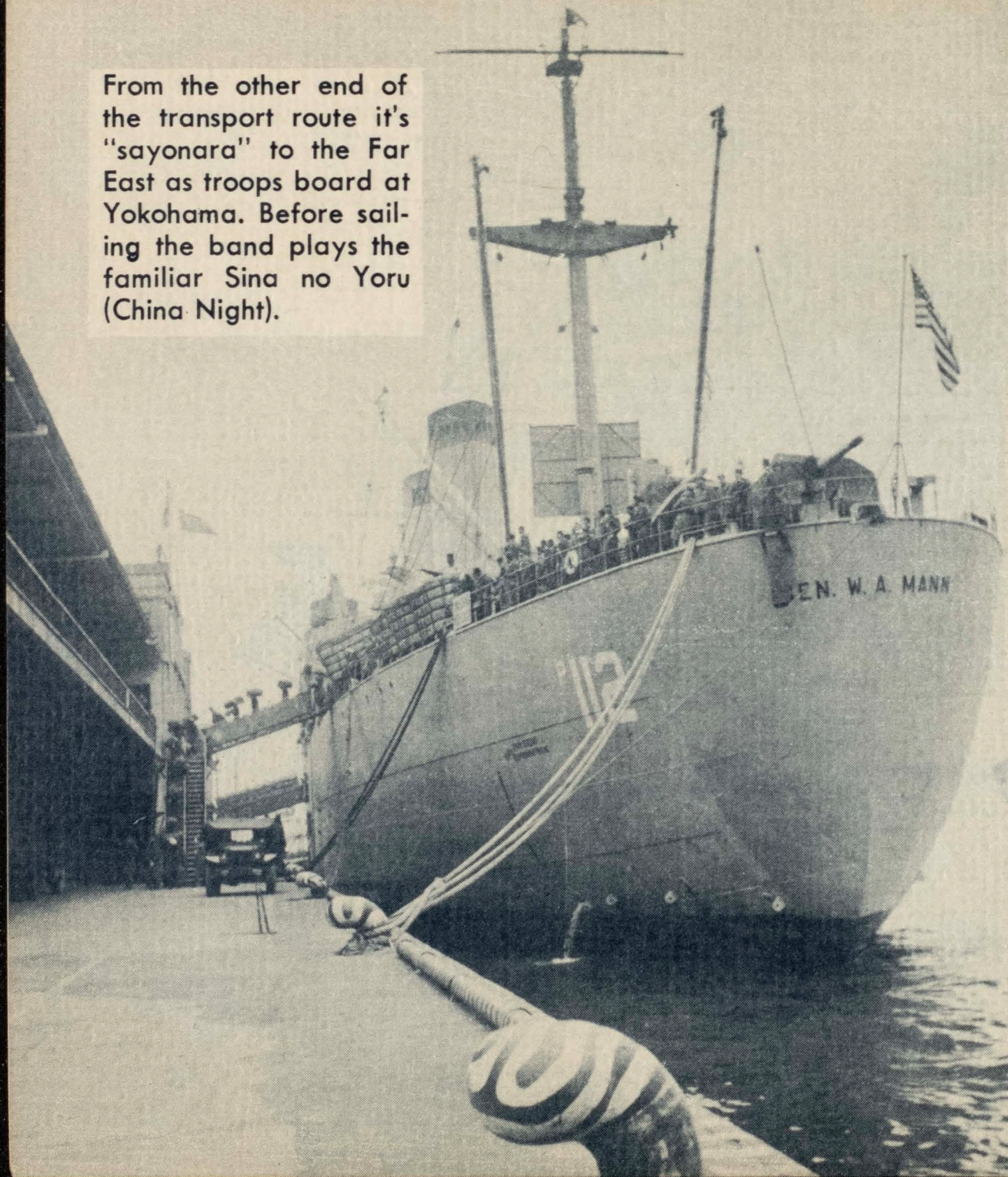


Embarkation Day. Leaving the States behind; the "big adventure" lies ahead. WHEN YOUR LAST NAME IS CALLED, SOUND OFF WITH YOUR FIRST NAME AND MIDDLE INITIAL!

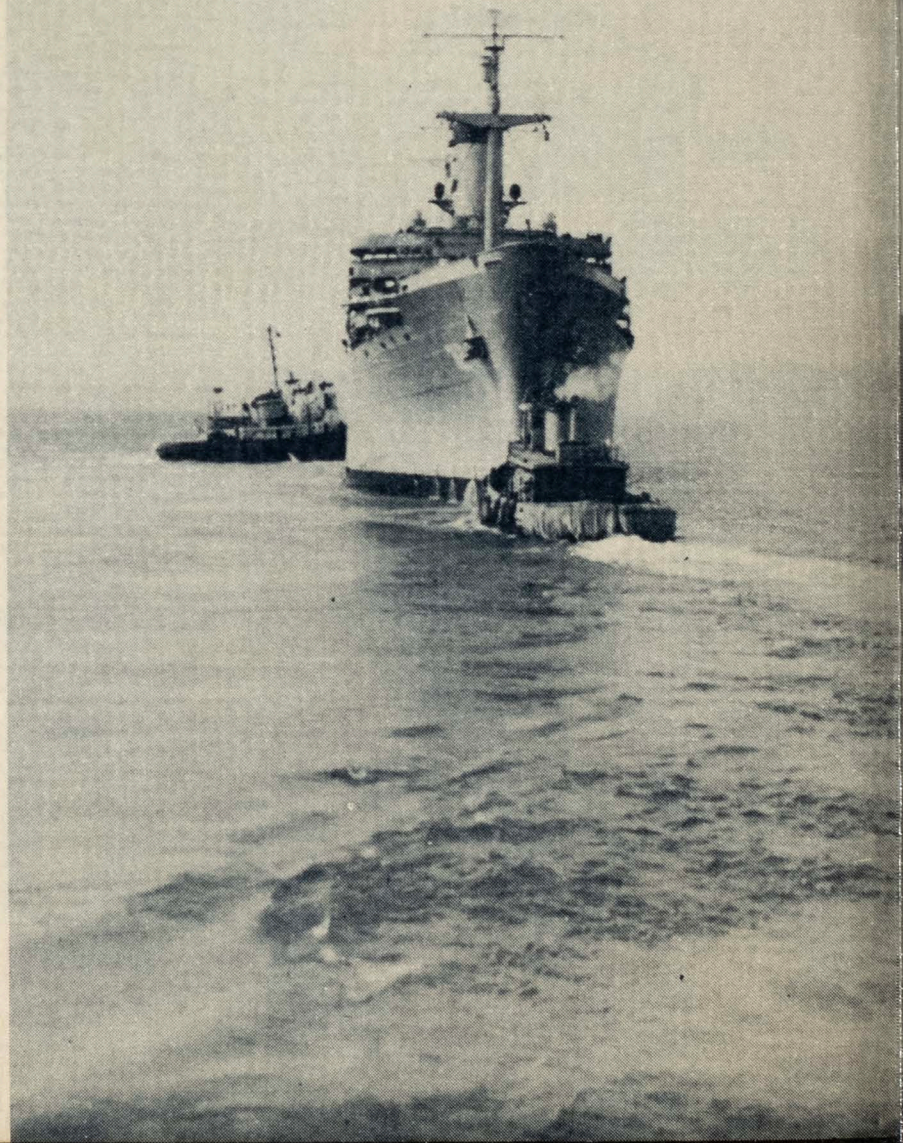


Civilian passengers board. They have much to think about: travel orders, passports, baggage, berthings—and yes, the children.

From the other end of the transport route it's "sayonara" to the Far East as troops board at Yokohama. Before sailing the band plays the familiar Sina no Yoru (China Night).



Sailing time. Good-byes have been said. The hurried last phone call was made; the last letter posted. Soon land will fade from the horizon and for days to come the sea will be a mysterious and treacherous companion.

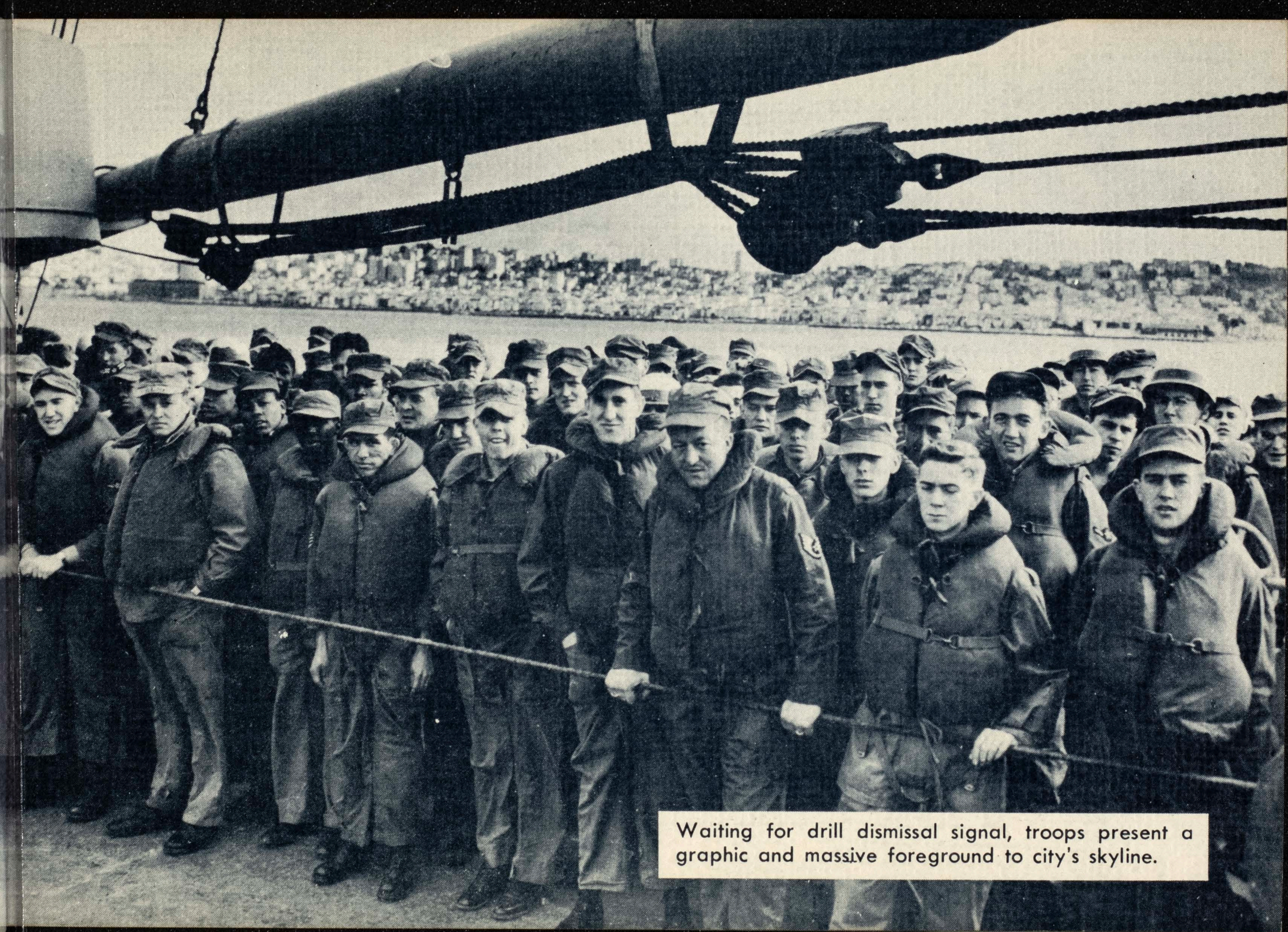




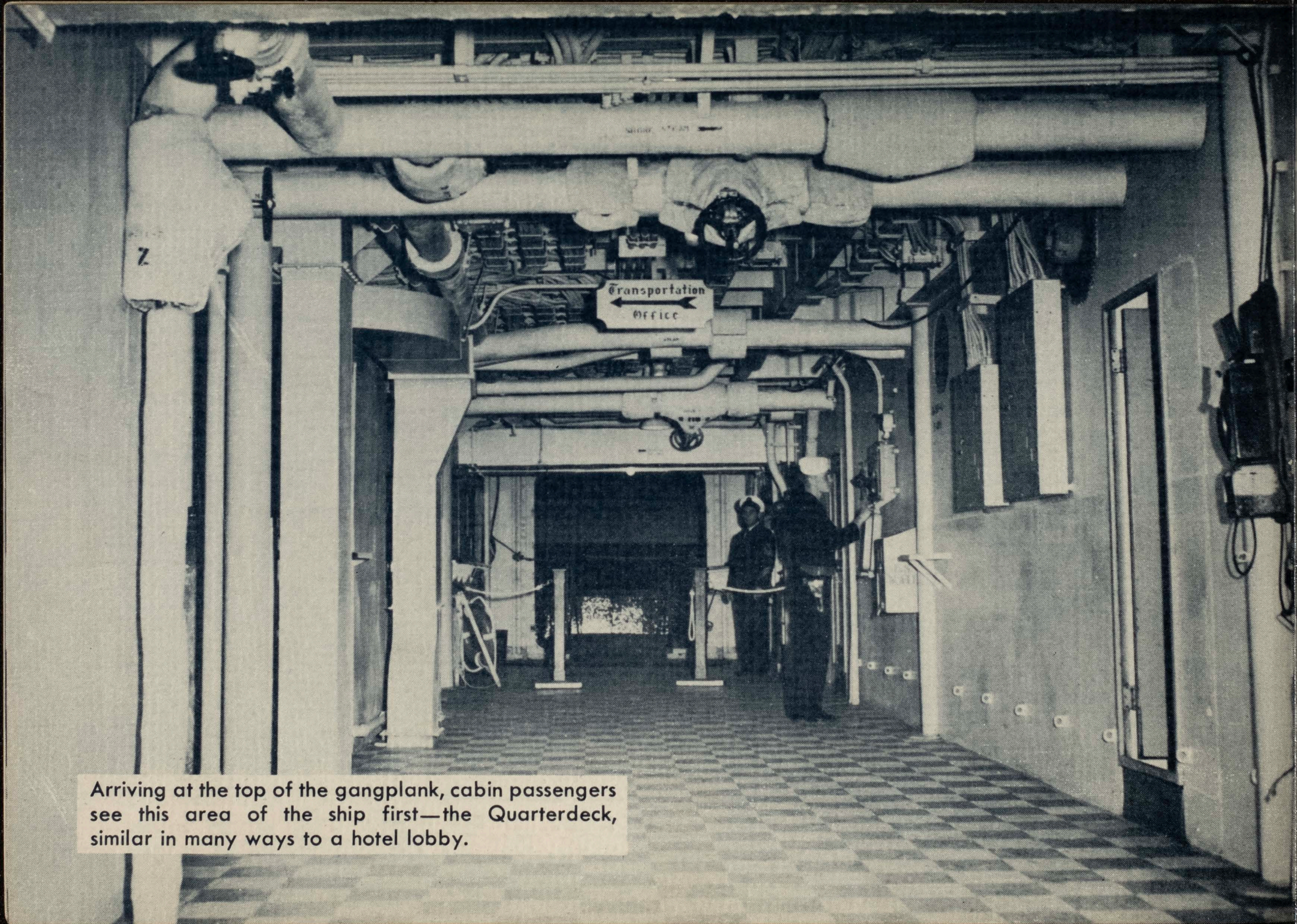
Enlisted passengers compartments. Troops put gear on bunks and get settled into the routine of life in a confined world afloat in a seeming endless sea.

Lifeboat drill. "NOW HEAR THIS! AT THE SOUND OF THE ALARM, REPORT TO YOUR STATION!" Cabin passengers stand by on Prom Deck.





Waiting for drill dismissal signal, troops present a graphic and massive foreground to city's skyline.



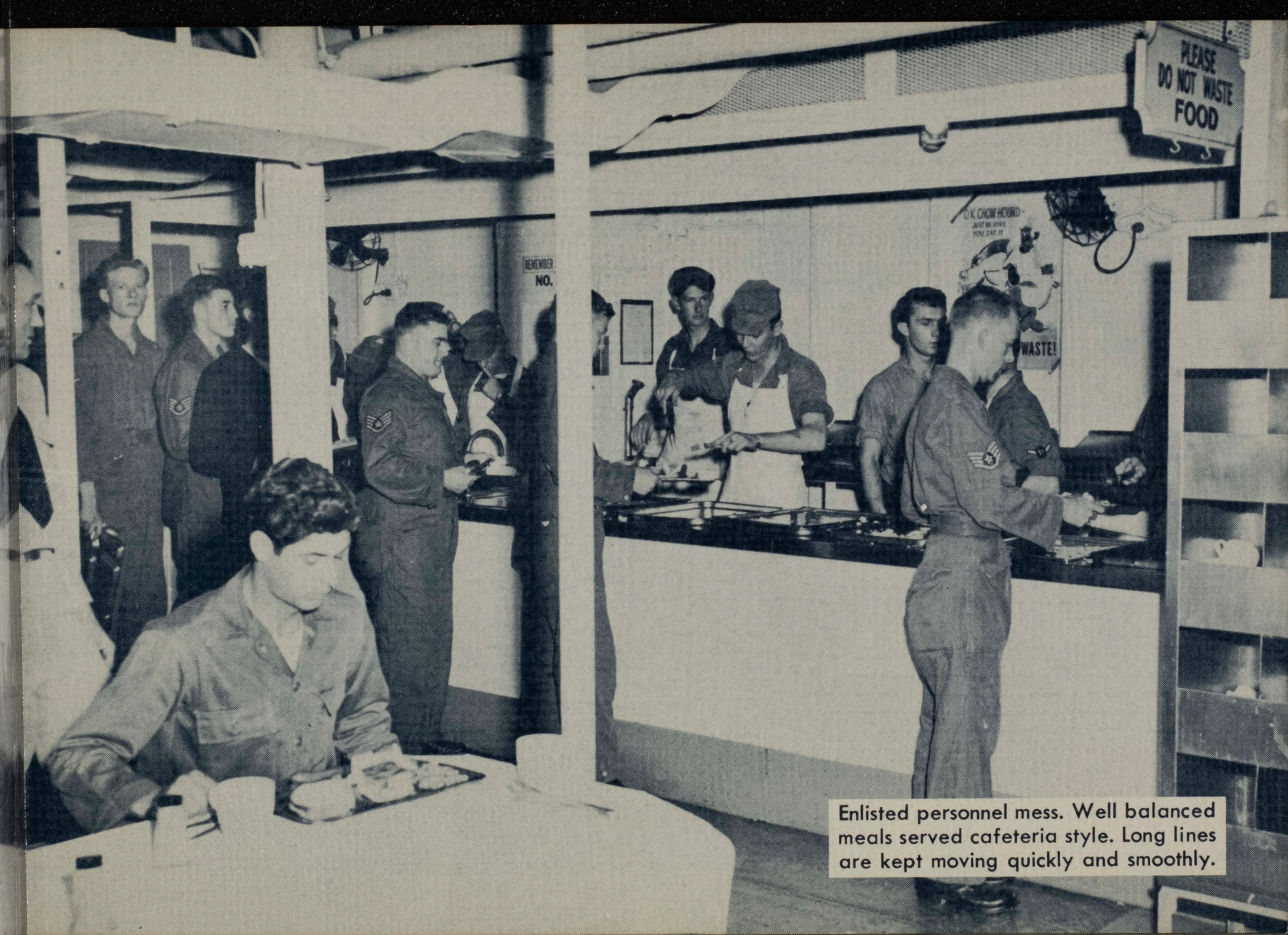
Arriving at the top of the gangplank, cabin passengers see this area of the ship first—the Quarterdeck, similar in many ways to a hotel lobby.

Typical cabins. These Army dependents make themselves comfortable for the voyage ahead. First ones there get the lowers.





Washroom, where traffic is heavy in the early morning as troops begin day with clean start.



Enlisted personnel mess. Well balanced meals served cafeteria style. Long lines are kept moving quickly and smoothly.



Not much elbow room in mess on a loaded transport, but plenty of wholesome food. When the sea is heavy, many appetites are light.

Wardroom mess for cabin passengers. A wide variety of food amid pleasant surroundings. For infants there is baby food and a formula kitchen.

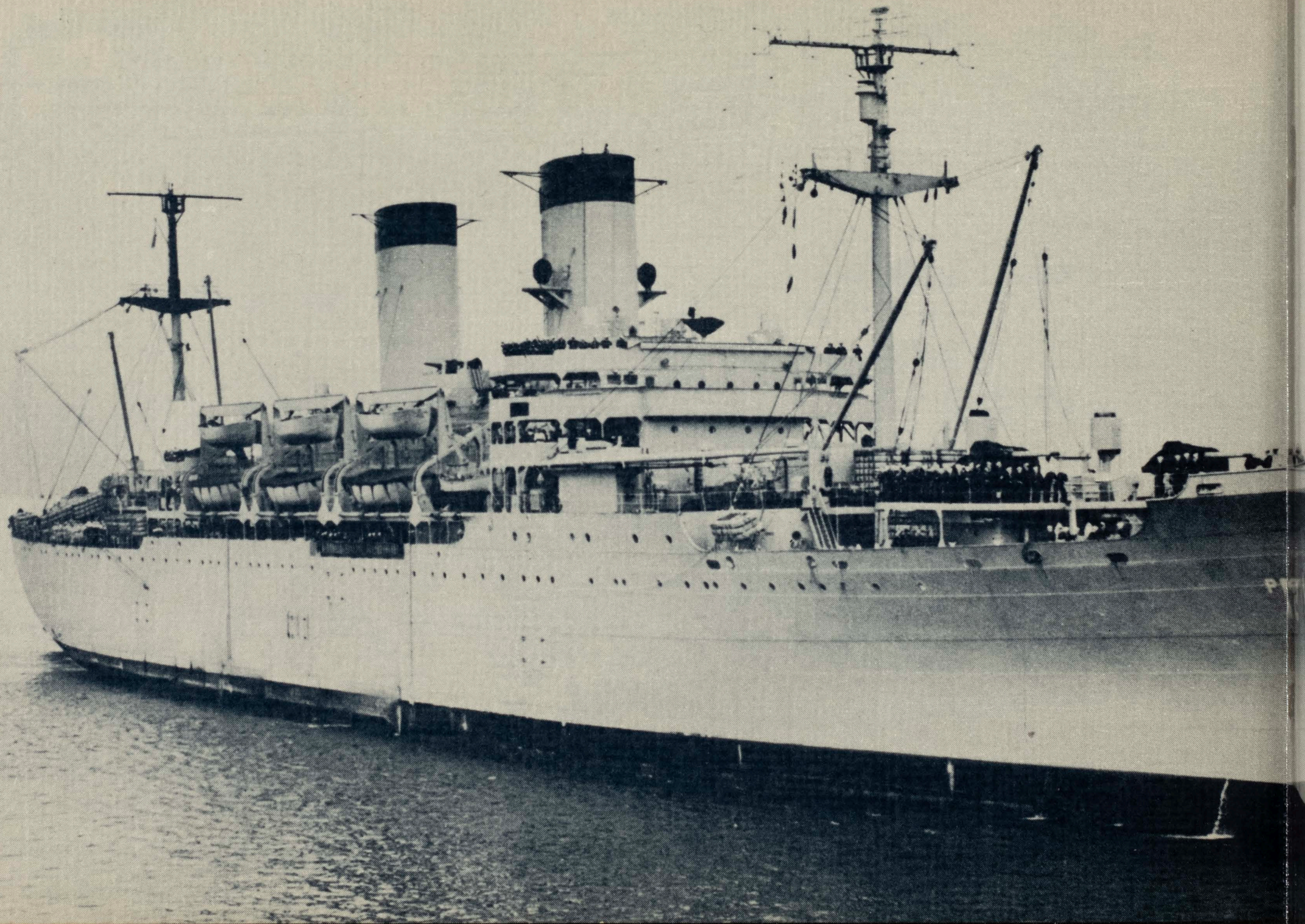


Cabin passengers' lounge, scene of varied recreational activities. Religious services are conducted here for all aboard ship.



Troop recreation lounge. Constant activity keeps this place busy day and night. Many friendships formed at sea are deep and long enduring.





The Story of

USS GENERAL W. A. MANN, T-AP 112

THE USS GENERAL W. A. MANN, T-AP 112, operated by the Navy's Military Sea Transportation Service, was built in 1943 by the Federal Shipbuilding and Drydock Co., Kearny, N. J., and was named in honor of Major General William Abram Mann, who served in the campaign against the Sioux Indians, and in the Spanish-American War and World War I.

Following construction, the Mann operated from the East Coast as a troopship and made stops at Casablanca, Oran, Rio de Janeiro, Liverpool, Naples, Gibraltar, and Algiers. In November of 1944 she headed through the Suez Canal to Bombay, and then reached Los Angeles by way of Brisbane and Milne Bay. Succeeding voyages brought the Mann to Melbourne, Noumea, Manila, Leyte, Pearl Harbor, Marseilles, Okinawa, Nagasaki, Wakayama, Seattle, San Francisco, and Yokosuka.

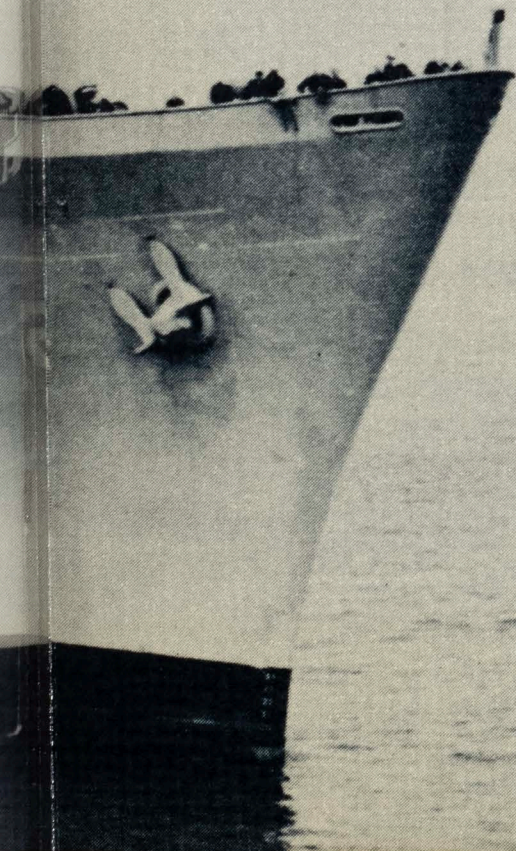
In 1945 the Mann participated in the "Magic Carpet" troop lift for World War II homecoming Pacific veterans. The following year the Mann began the "diaper run" carrying military dependents as well as servicemen to and from the Far East.

When the Military Sea Transportation Service was set up under the Department of the Navy, the Mann, along with many other transports, passed under control of MSTS in 1950. After the outbreak in Korea the Mann carried thousands of United Nations troops in and out of Japan and Korea.

A P-2 type ship, the Mann has an overall length of 623 feet, a beam of 76 feet, a weight of 19,631 gross tons, and a cruising speed of 19 knots.

She has up-to-date navigational and life saving devices, and her many facilities enable all aboard to follow recreational, religious, and educational pursuits while at sea.

The entire complement of the Mann are members of the U. S. Navy



180TH MERIDIAN

Mystic Order of the Golden Dragon

*Ruler of the
180th Meridian*



GREETINGS!

Be it known that on _____, 19____,

I, _____, entered the Royal and Mystic Domain of Neptunus Rex and the Golden Dragon by crossing the 180th Meridian, otherwise known to landlubbers as the International Date Line.

mark of the Golden Dragon

Witnessed:

Neptunus Rex

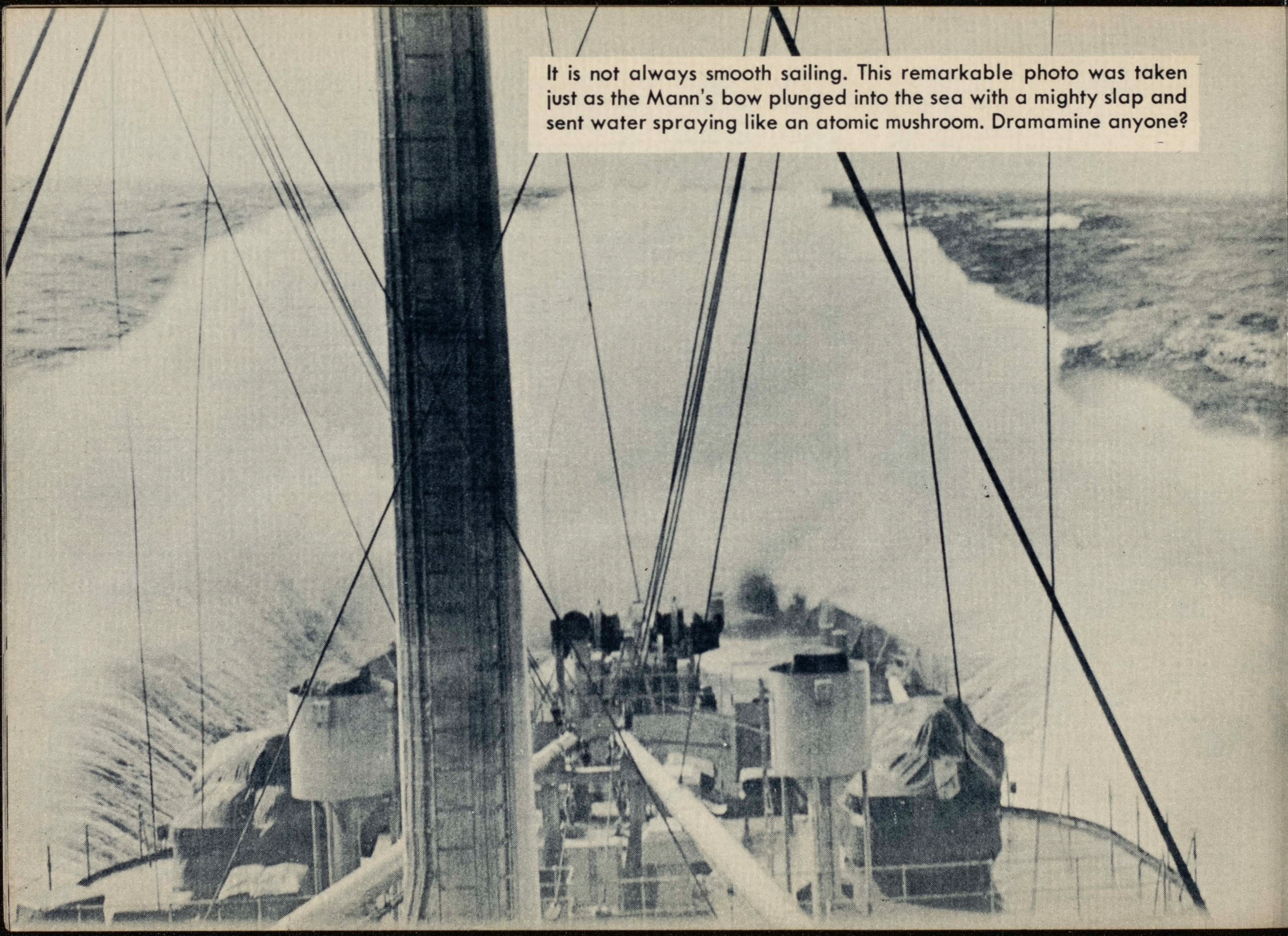



In mid-Pacific the sea was calm. Dark clouds hung like rolling hills on the horizon.



International Date Line initiation ceremony. " . . . Know ye: ye that are chit signers, squaw men, smokers, ice men, gold brickers, sad sacks, fish eaters . . . and hearken ye: all ye sculpins, killer whales, tiger sharks, sea otters, eels, mermaids . . . there appeared within the limits of my royal, majestic, and mystic domain . . . "

It is not always smooth sailing. This remarkable photo was taken just as the Mann's bow plunged into the sea with a mighty slap and sent water spraying like an atomic mushroom. Dramamine anyone?





Two sluggers help break shipboard monotony. If the footwork's unorthodox, it's not the boxing—it's the sea. (Note bottom of screen in upper left for outdoor movies.)



Each shipload has plenty of talent. Troops form bands with instruments loaned out by ship's chaplain. Here a civilian passenger lends vocal support in an open air variety show.



A popular shipboard pastime
—shuffling the pasteboards.



"Dear Mom . . . sorry I
haven't written sooner,
but . . ."

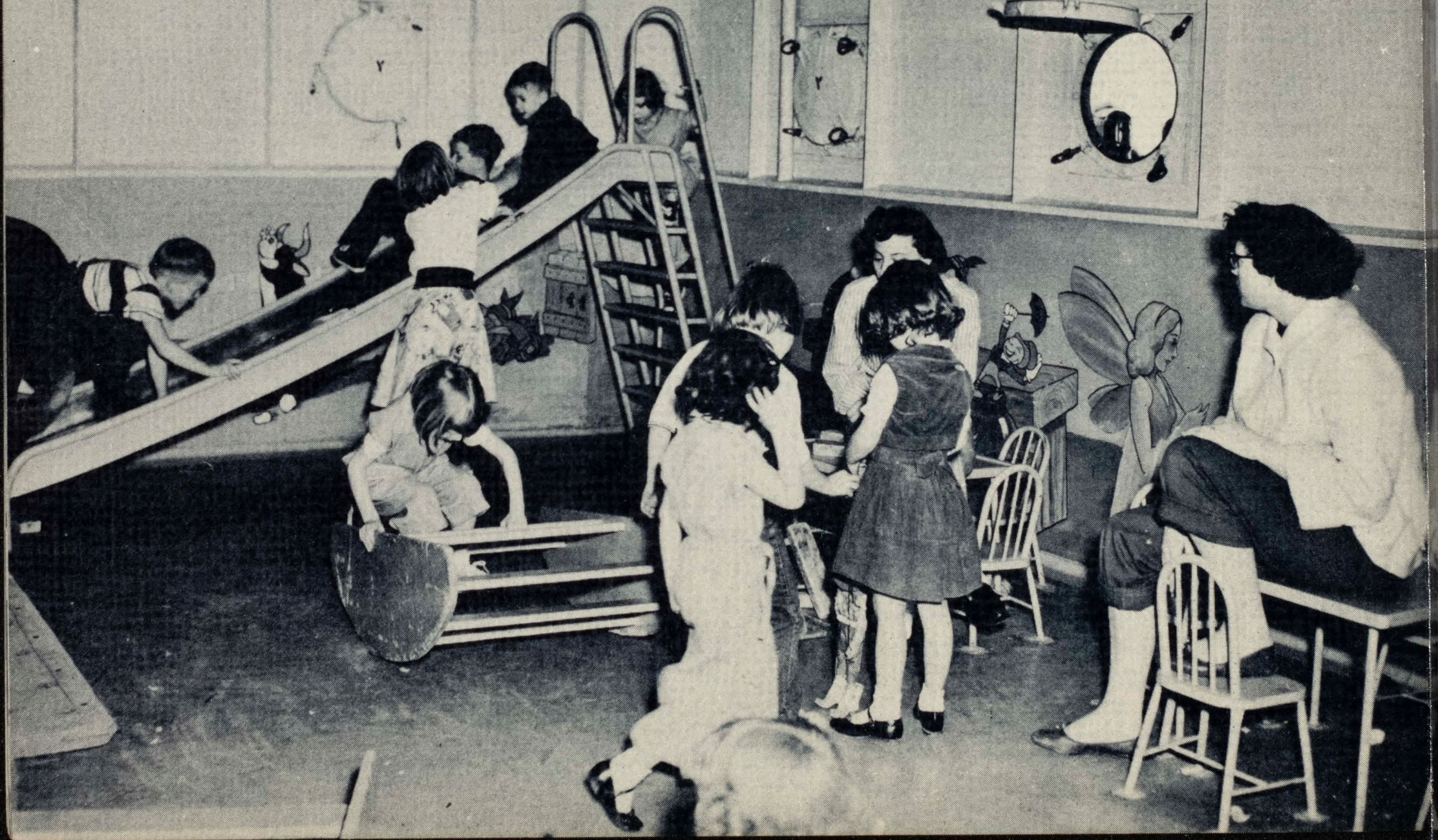


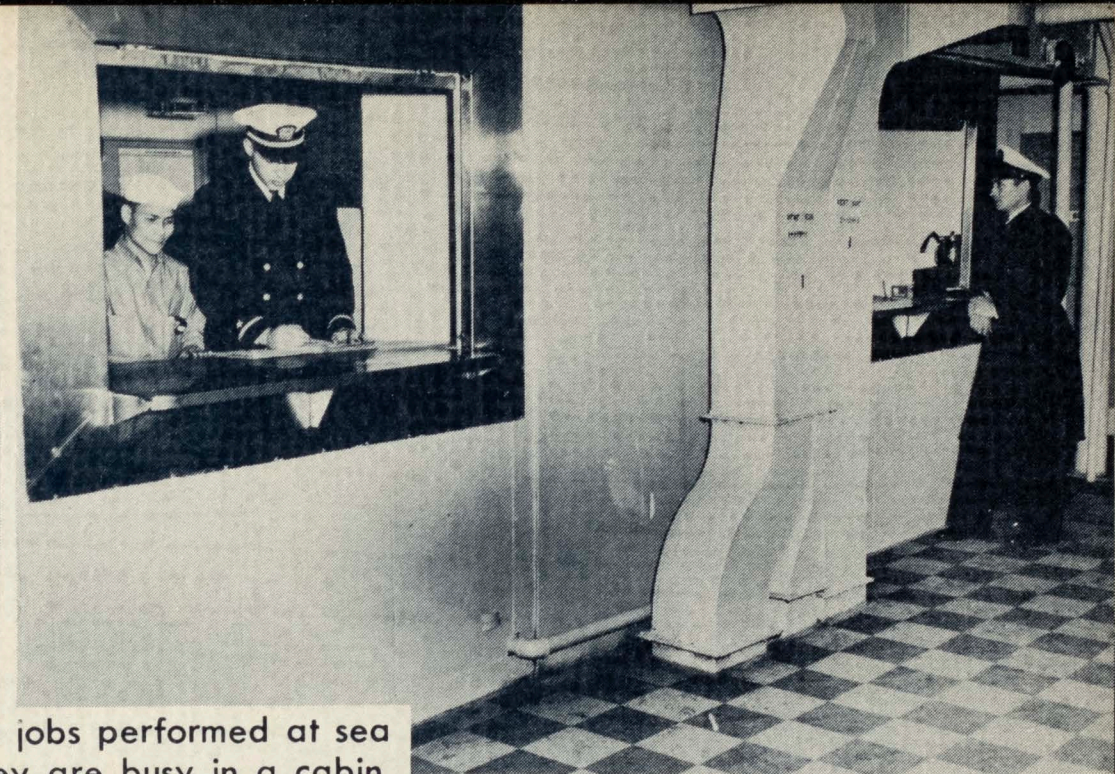
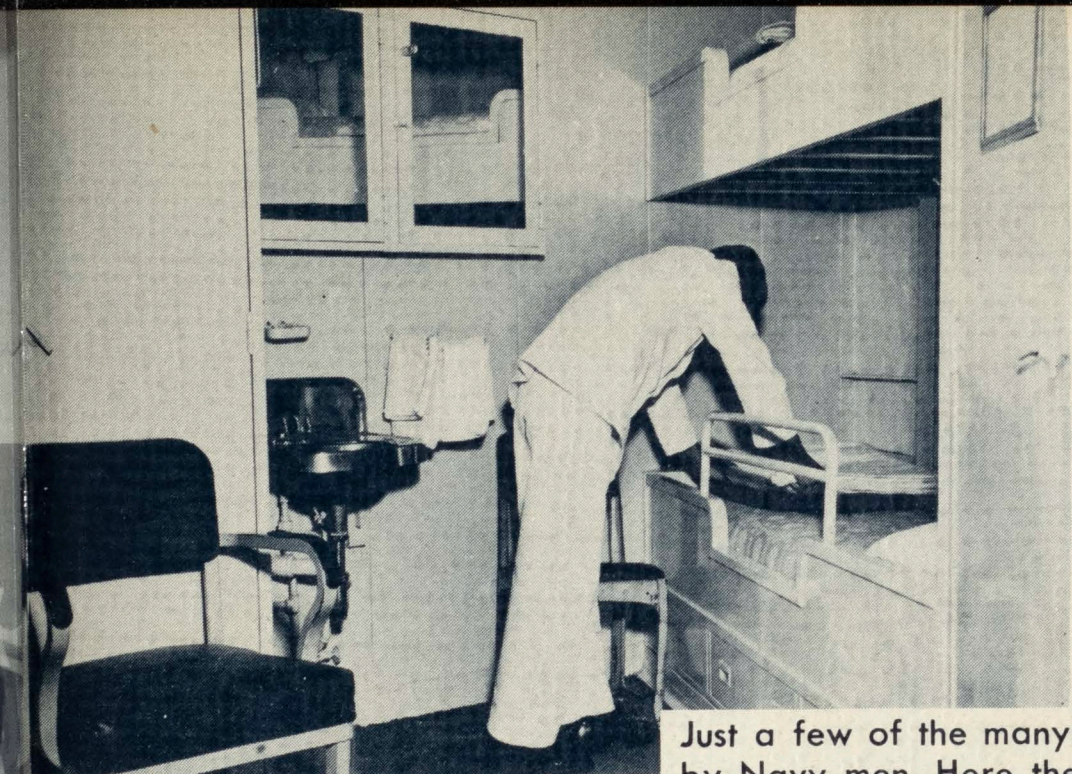
" . . . and this is the kid brother, and this is my sister. Your sister? Wow! Where did you say you were from? . . ."



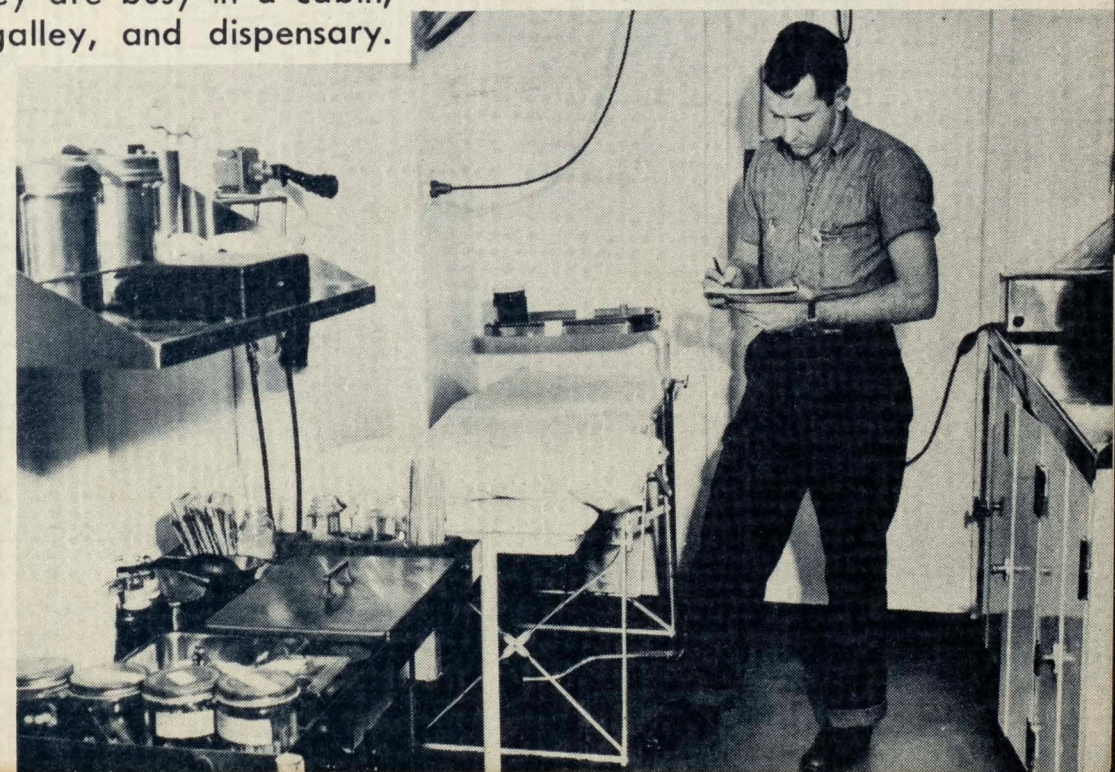
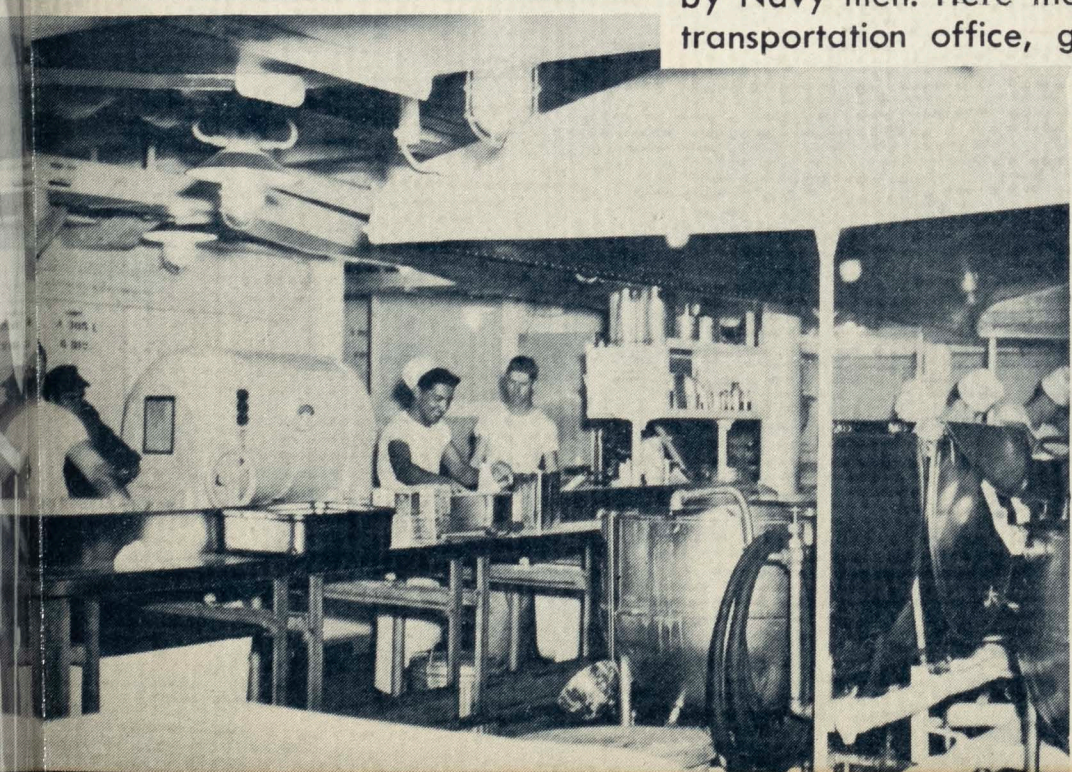
Cabin passengers' store and fountain, the closest thing aboard ship to the corner drug store. This store and the one for troops do a heavy volume each voyage.

Ship's nursery. At sea, as well as on land, children must spend pent-up energy.



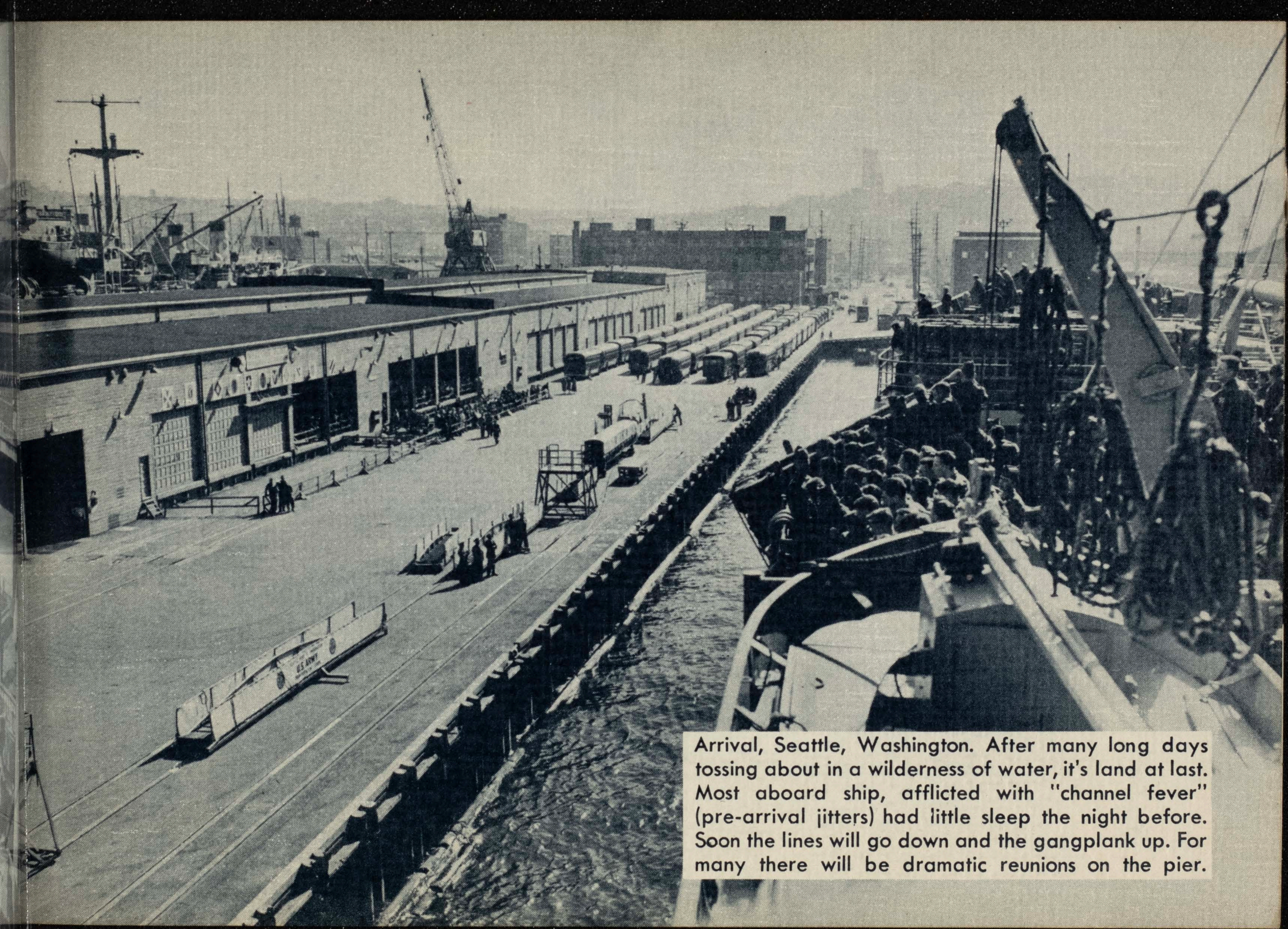


Just a few of the many jobs performed at sea by Navy men. Here they are busy in a cabin, transportation office, galley, and dispensary.



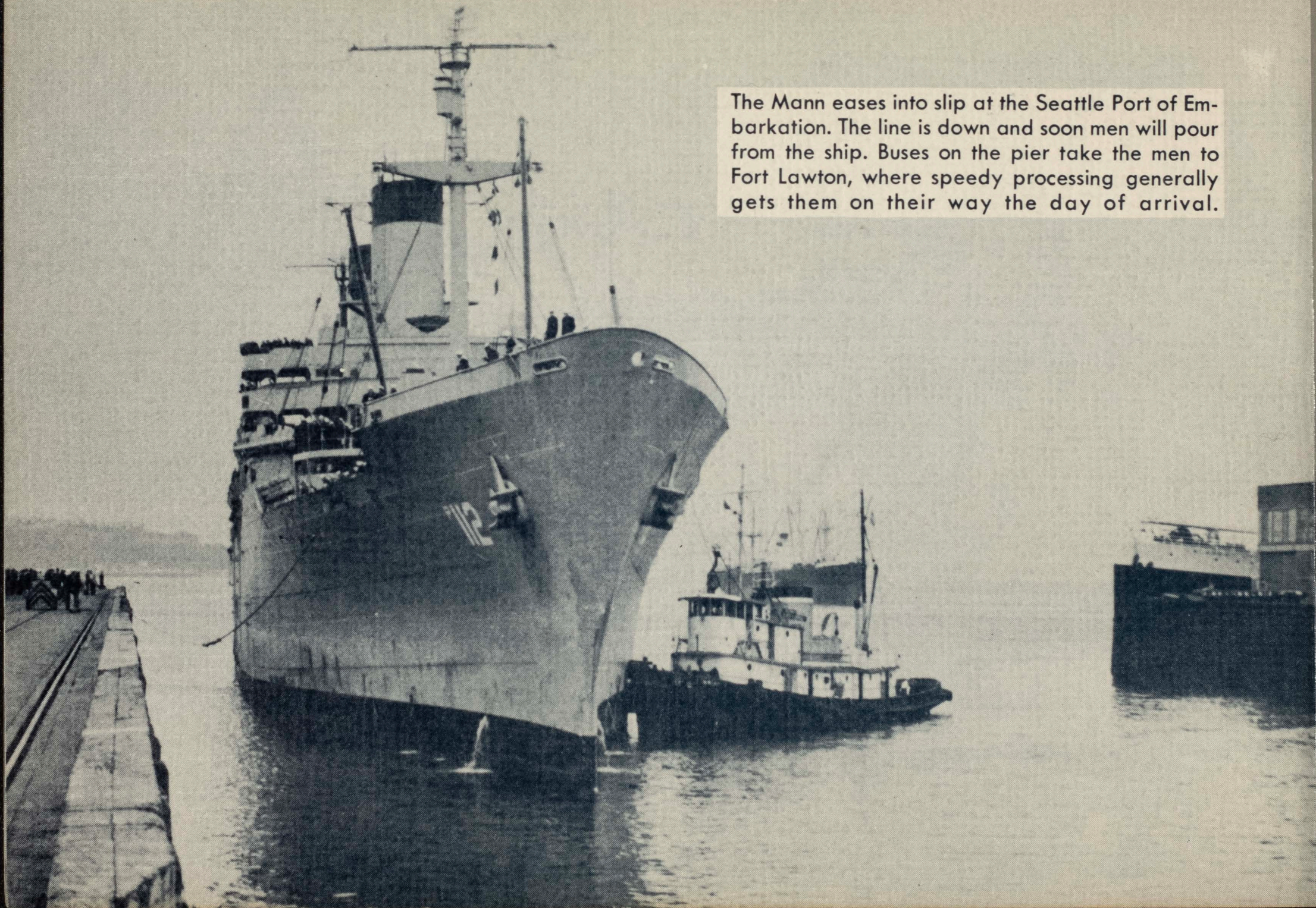


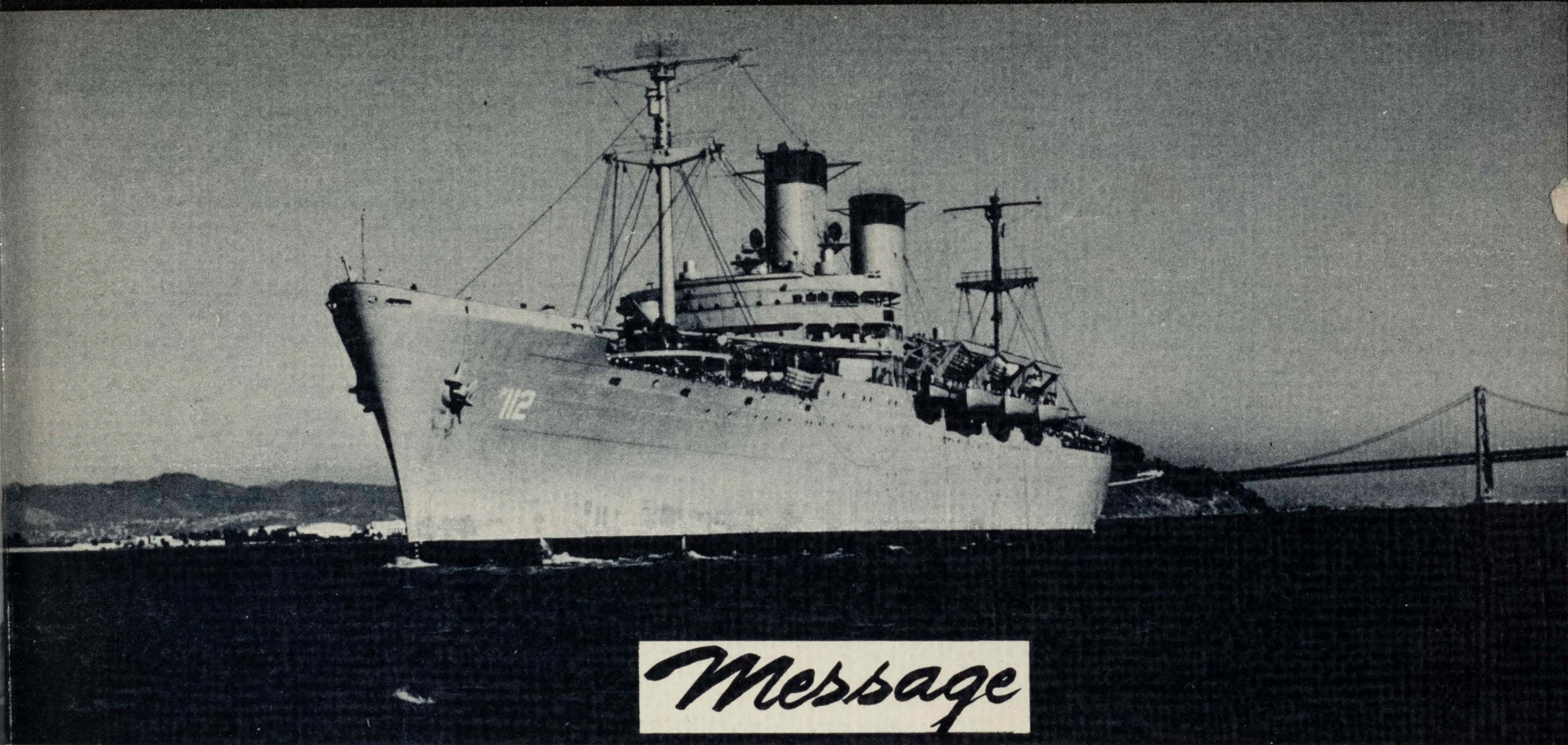
Arrival Far East at Yokohama's Center Pier Four. Ahead lay sharp changes in living routine. First noticeable change: purses bulging with bulky yen and military currency instead of U. S. coins and green money. The sights, sounds, and smells of the Orient present a strange contrast of the old and new existing side by side.



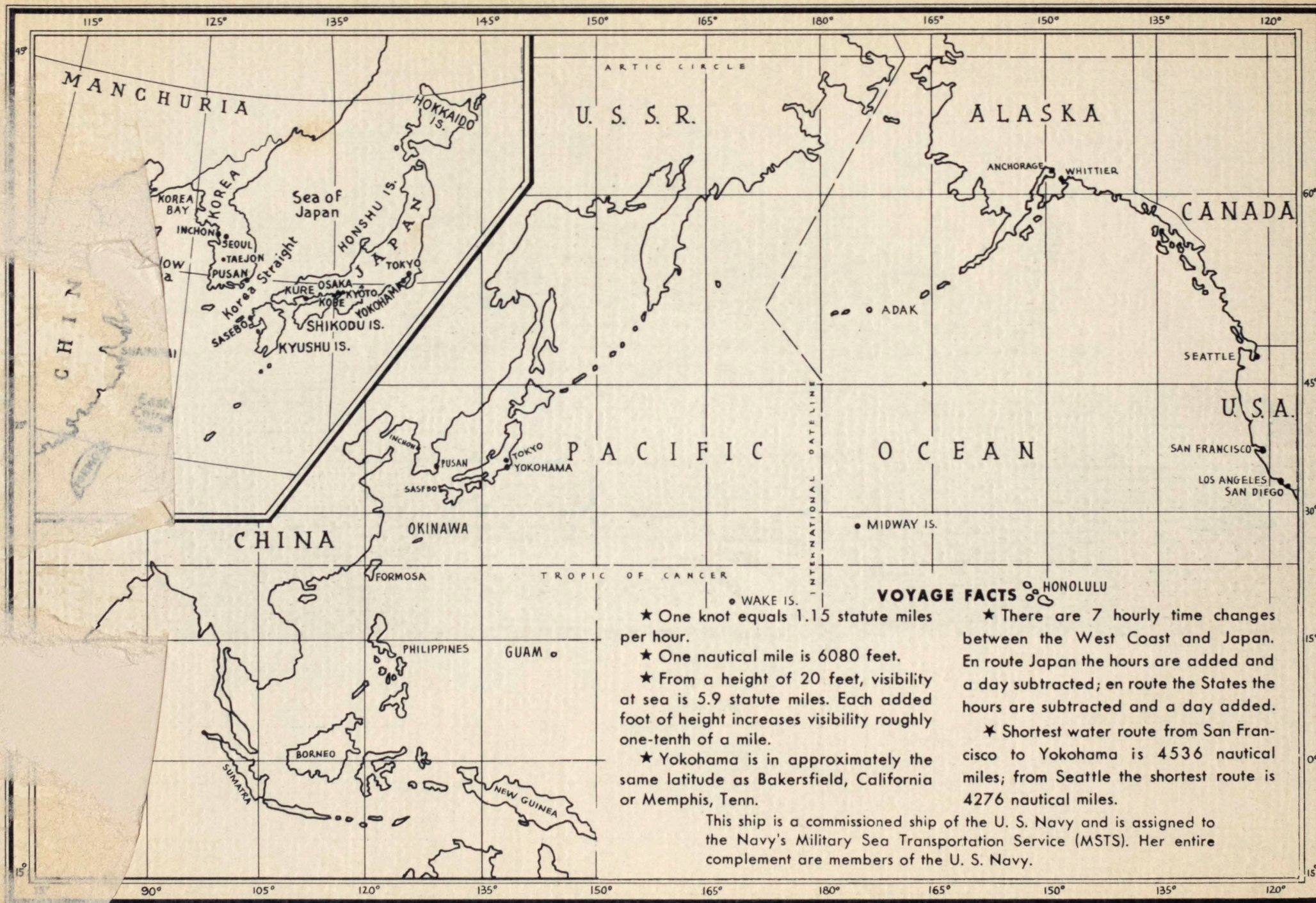
Arrival, Seattle, Washington. After many long days tossing about in a wilderness of water, it's land at last. Most aboard ship, afflicted with "channel fever" (pre-arrival jitters) had little sleep the night before. Soon the lines will go down and the gangplank up. For many there will be dramatic reunions on the pier.

The Mann eases into slip at the Seattle Port of Embarkation. The line is down and soon men will pour from the ship. Buses on the pier take the men to Fort Lawton, where speedy processing generally gets them on their way the day of arrival.





Message

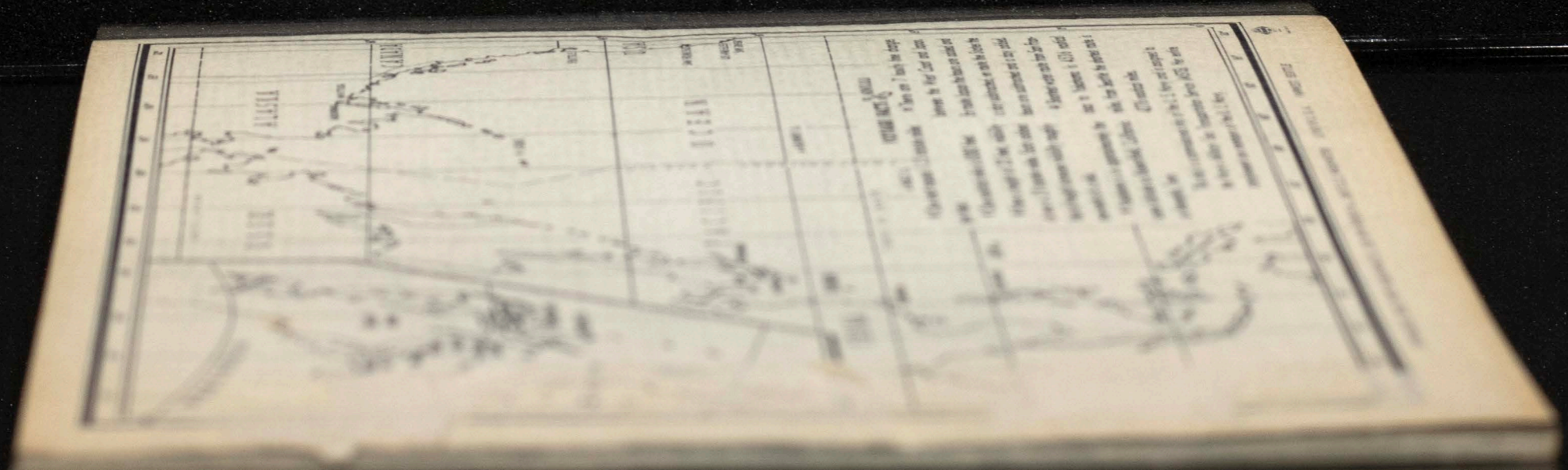


VOYAGE FACTS

- ★ One knot equals 1.15 statute miles per hour.
- ★ One nautical mile is 6080 feet.
- ★ From a height of 20 feet, visibility at sea is 5.9 statute miles. Each added foot of height increases visibility roughly one-tenth of a mile.
- ★ Yokohama is in approximately the same latitude as Bakersfield, California or Memphis, Tenn.
- ★ There are 7 hourly time changes between the West Coast and Japan. En route Japan the hours are added and a day subtracted; en route the States the hours are subtracted and a day added.
- ★ Shortest water route from San Francisco to Yokohama is 4536 nautical miles; from Seattle the shortest route is 4276 nautical miles.

This ship is a commissioned ship of the U. S. Navy and is assigned to the Navy's Military Sea Transportation Service (MSTS). Her entire complement are members of the U. S. Navy.





The following text is a transcription of the map's legend or notes, oriented vertically:

The map is a reproduction of the original map of the United States, showing the boundaries of the states and the location of the major cities. The map is oriented vertically on the page.

The scale of the map is 1 inch = 100 miles.

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