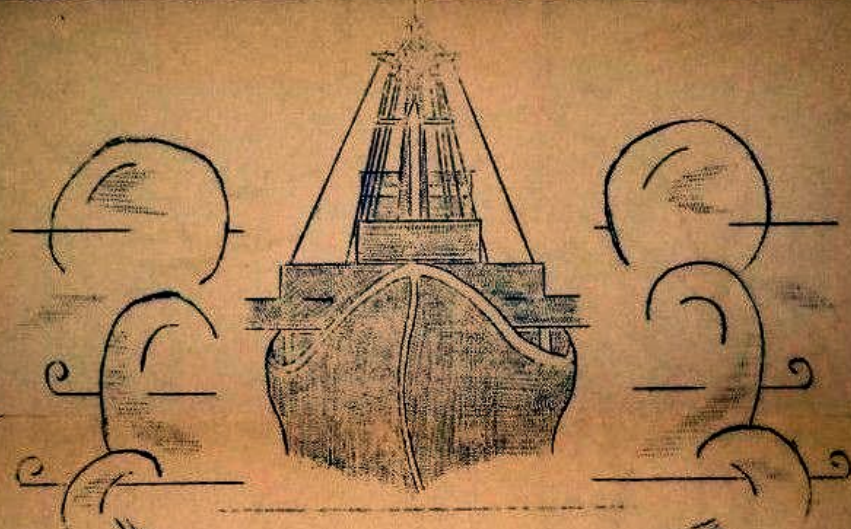
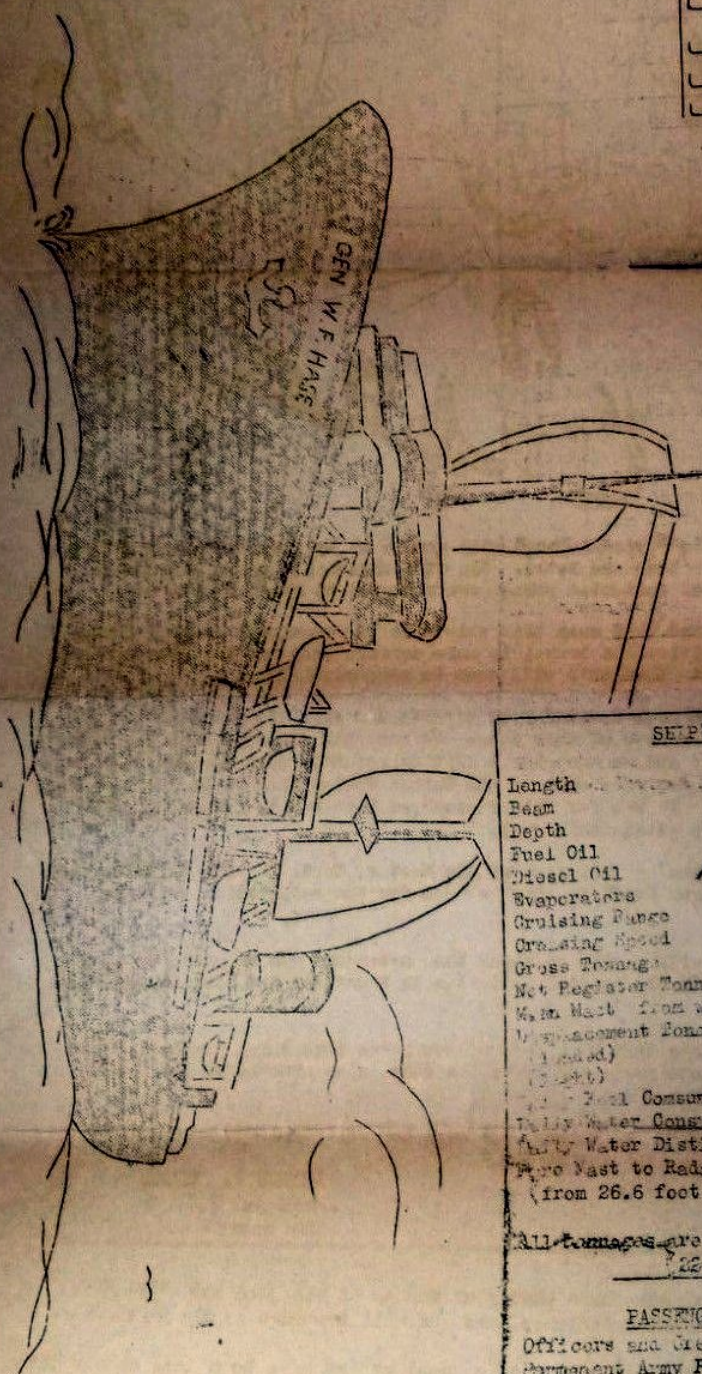


USAT GEN W. HASE



SOUVENIR EDITION

SHIPS DATA



SHIP'S DATA

Length	522.0 Feet
Beam	77.6 Feet
Depth	43.6 Feet
Fuel Oil	13,030 Bbls
Diesel Oil	6500 Gals
Evaporators	44,000 gals daily
Cruising Range	13,500 Miles
Cruising Speed	16.5 Knots
Gross Tonnage	13,016 tons
Net Register Tonnage	10,400 tons
Main Mast (from waterline)	122 feet
Displacement Tonnage (loaded)	16,400 tons
(empty)	9,575 tons
Daily Fuel Consumption	400 Bbls
Daily Water Consumption	45,000 gals
Daily Water Distilled	44,000 gals
Radar Mast to Radar Sweep (from 26.6 foot waterline)	123 feet

All tonnages are given in long tons (2240 lbs.)

PASSENGER CAPACITY

Officers and Crew	160
Permanent Army Personnel	24
First Class	226
Troop Class	1700
Overload Troop Class	2000

~~SECRET~~

The United States Army Transport William F. Hase was built at the Kaiser Yard in Richmond, California, being completed on the 22 April 1944, as a C-4 type Cargo Ship. She was converted into a Navy Troop Transport by the Kaiser Shipbuilding Company, Vancouver, Washington. Being commissioned on the 6th day of June, 1944 by Mrs. Eilde Wood, The youngest daughter of General Hase, for whom the ship was named.

General Hase-the name is of Dutchorigin and is pronounced Hab-zoo-was a West Point graduate, with a long career of military service. He was a close friend of Billy Mitchell and held the same ideas about the Air Force. As an artillery officer, he served honorably in both the Spanish-American and First World wars. In 1930, he was commanding Corregidor. General Hase died in 1964, still in office, as the Chief of the Coast Artillery Corps.

As the U.S.S. Gen. W.F.Hase, AF-146, under Navy Control, the ship made a total of 10 voyages in both the Atlantic and Pacific, sailing with a total of more than 46, 821 passengers to and from such foreign ports as Honolulu, Espiritu, Santos, Bougainville, Finchaven, Noumea, Calcutta, Marseilles, Columbo, and Manila. Few of the U.S. ports included in the voyages are; Seattle, San Francisco, San Pedro, and Norfolk. So far the General Hase has circled the globe twice, while under the Navy's control.

The transport was taken over by the Army on June 6th, 1946, and her conversion to the United States Army Transport General Hase was completed on the 7th of August 1946. She made her first voyage under Army control from San Francisco to Honolulu, a distance of 2,090 miles, sailing on the 19th of Sept. 1946, with 703 passengers, and returning to the States with 1350 persons aboard. On her second voyage, the Hase sailed from San Francisco to Yokohama via Honolulu, Guam and Manila, carrying 1914 passengers, military, civilian and dependents, adding 37 other passengers at each port that she visited on this trip. She arrived in Yokohama, 30 November 1946, and sailed for San Francisco on the 2 December 1946, on the 14 January 1947. The Hase started its third voyage, the destination this time was from San Francisco to Yokohama, then to Okinawa, and finally to Manila, arriving in the Philippine Island on the 11 February 1947. On this trip 3,052 passengers were transported to these points. With 2,113 aboard she again set sail for the homeland, departing from Manila on the 15th of February 1947 for San Francisco. Docking there on the 6th of March 1947. 20th of March 1947 was the beginning of the Hase's fourth voyage. The Hase left San Francisco with approximately 1,200 passengers destined for Manila via Okinawa. Arriving in Manila 9 April 1947. Then returned to San Francisco on the 7th May, 1947. The fifth voyage, the Hase again headed for Yokohama, only this time the ports of call in between were Guam, Honolulu, Saipan. They left San Francisco on the 23rd of May 1947, and after visiting the ports named she dropped anchor in Yokohama on the 17th June 1947. Leaving Yokohama on the 16th of June 1947 the Hase headed for Honolulu, arriving there on the 26th of June 1947. Setting sail for the Mainland on the 2 July 1947, she arrived in San Francisco and brought her 5th voyage to and end on the 6 July 1947. The good ship General Hase again set sail for the high seas on her 6th voyage on the 17 July 1947, the trip being from San Francisco to Honolulu and then to Okinawa. She docked at Honolulu on the 23rd of July 1947, and on the 25th of July 1947, she sail for Okinawa, arriving there on the 5th of August 1947. On the 7th of August 1947 this good ship once again set sails for the Homeland, and she completed her sixth voyage on the twenty-first of August 1947. Then the seventh voyage which started on the fifth of Sept. from San Francisco and landed on Okinawa on the 21st. After one day there, the Hase sailed for Yokohama and arrived the 26th. The advance party boarded the vessel on the same day. Noon of the 27th brought the start of the last leg of the voyage to a beginning as the Hase sailed from Yokohama harbor. Three days later, on the 1st of Oct. she docked at Guam. The visit lasted two days and she set sail on the 3rd of Oct. Wake Island was seen on the 8th of Oct. Hawaii was next on the 11st and the Hase arrived on the 13th of Oct. One day was spent here and again the high seas. The voyage was completed as the Hase steamed under the "Golden Gate" and docked on the 20th of October. Leaving the states on the 23rd and stopping at Hawaii on the 3rd of Nov, the ship landed at the Philippines on the 21st. From there with 57 men they sailed for Yokohama on the 23rd arriving there on the 28th. Then, you 1500 veterans of the occupation boarded and we left for the states on the 29th. As you read this we are but a few hours away, docking tomorrow, the 11th of December. And so "au revoir" to the USMT General W.F. Hase and hello to paradise.





- 28 November 1947 - Advance Party Boards the USAT General W F Hase.
- 29 November 1947 - Main Party Boards. Gen Hase leaves Yokohama Harbor amid cheers and blaring Brass Bands. "Sayonara" Japan and great expectations for things to come.
- 30 November 1947 - First day at sea. Also first sign of seasickness. Everyone boarding familiar with either the rail or pail.
- 1 December 1947 - Second day at sea. We celebrate our first boat drill with very Green Gills.
- 2 December 1947 - Third day at sea. The seas continue to be heavy, but nevertheless Sea Legs and Clear Heads are more in vogue.
- 3 December 1947 - Fourth day at sea. Heavy seas, wind, and rain are still in evidence. Everyone that can is sticking pretty close to the "sack".
- 4 December 1947 - Fifth day at sea. The General Hase sights a ship traveling in the opposite direction. Ah, those five year neon! The International Date Line crept up on us and we crossed it a before it was realized.
- 5 December 1947 - Sixth day at sea. The first of two consecutive Fridays makes an appearance. The sea has calmed to allow our speediest day, 402 miles. Speculation is running high for an early arrival in "Frisco".
- 6 December 1947 - Seventh day at sea. After all these years we found that "second Tuesday of next week", only this time it's Friday.
- 7 December 1947 - Eighth day at sea. Big I & E Quiz Show on the Sun Deck with "Tomon Cigarettes" for prizes.
- 8 December 1947 - Ninth day at sea. Church services held on the Sun Deck. The Hase Log Staff was reported busy as bees on the Souvenir Edition.
- 9 December 1947 - Tenth day at sea. Another successful fire and boat drill. Weather unusually calm allowing another 400 mile day.
- 10 December 1947 - Eleventh day at sea. The deck painting detail is still at it. Everything should soon be "ship shape".
- 11 December 1947 - Twelfth day at sea. Everyone is anxiously scanning the Horizon for you know what. The Hase Log Staff proudly presented its Souvenir Edition to all.
- 11 December 1947 - Good old USA.—San Francisco never looked so good.

