

## CUBA

<i>Length, overall</i> ... 341' 2"	<i>Gross tons</i> ..... 2,473	<i>Propulsion</i> Recip.eng.(2)
<i>Beam</i> ..... 47' 0"	<i>Speed (knots)</i> --- 15	<i>Passengers</i> ..... 596
<i>Draft</i> ..... 17' 0"	<i>Radius (miles)</i> ... 3,500	<i>Cargo (cu. ft.)</i> ... 32,015

*Built in 1921 by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.  
Operated prior to World War II by Peninsular & Occidental Steamship Co.*

**T**HE CUBA was taken by the War Department in February 1942 and prepared for transporting troops in the Caribbean. Alterations consisted chiefly of increasing passenger capacity and providing adequate ventilating equipment.

Following hasty conversion, the CUBA began operations between New Orleans, Panama, Trinidad, Cuba, British Guiana, Puerto Rico, and other ports in the West Indies. She continued in this "home port and inter-island service" throughout the war, being interrupted only as indicated below.

The vessel was drydocked in Panama in September 1942 on account of a bent propeller. In November 1942 the CUBA was sent to New York for general repairs. Leaving there in February 1943, she went to Norfolk from where a voyage was made to Bermuda. Following return to Norfolk, the vessel resumed duty in the Caribbean, on which she has continued to date.

For a considerable length of time the CUBA was assigned to the Panama Canal for local operation, but on 1 January 1946 New Orleans became her home port. She is expected to remain in Army service until the summer of 1946.