



One Jap "Judy" missed!

plosion occurred. General Quarters and the emergency klaxon were sounded and the crew excitedly hurried to their battle stations.

A torpedo had struck the bow from the port side, ripping open a great hole in the hull. Aviation gasoline vapor spread rapidly into nearby compartments, greatly increasing the danger of another explosion. Miraculously enough no such explosion occurred. Rumors concerning the damage at first ran rampant over the sound-powered telephones, but shortly it was apparent that there was one firm bulkhead forward of the collision bulkhead which separated the rest of the ship from the sea. Ship's repair parties soon got the damage under control. Shortly after the hit the *Maryland* weighed anchor.

Several hours later the commander of the task force ordered the *Maryland* to proceed to Eniwetok in company with two escorting destroyers. Further orders were received there, directing the ship to a Navy yard for repairs.

Two days after the torpedoing, burial services

were held on the quarter-deck for the two men who lost their lives in the action.

All the long way back to Pearl Harbor damage control parties kept a continuous close watch to detect weakening of the ship's structure around the damaged area. At Eniwetok temporary repairs were made. After departure the ship's speed had to be considerably reduced from time to time as side of the bow began "breaking up." On July 10 the ship entered Pearl Harbor for urgent repairs, while the Jap press reported that the *Maryland* had been sunk.

This is a sketch of the damaged bow, drawn by F. R. Vreeken, FC3c. A new bow was built and welded in place by the Pearl Harbor Navy Yard.

