

One of the more notable three stackers, the Queen of Bermuda; berthed at Hamilton.

The Honeymoon Ship: Furness' Queen of Bermuda

by Bill Miller

"She was one of the most popular and familiar liners ever to sail from New York," recalled Ian Robertson, a onetime cabin steward aboard the *Queen of Bermuda*. "She was in port, at Pier 95, arriving almost every Friday, staying overnight and then, like clockwork, sailing precisely at 3 on Saturday afternoons. She had booming steam whistles that signaled her departure, tugs positioning her out into the Hudson. She always looked impeccable – elegantly making her way down the Hudson and often in company with her running-mate, the smaller but yacht-like *Ocean Monarch*. They made a great team – and were proud members of the then mighty British ocean liner fleet."

When the Furness-Bermuda Line ordered its 19,000-ton *Bermuda*, it was not only that firm's biggest ship but also something of a gamble. It was estimated that the weekly New York-Bermuda passenger run would

in this issue ...

***The Sinking of
the ss Kentucky***

ms Sagafjord

Don't Shoot! (a quiz)

... and more!

MEETING NOTICE

The August 5, 2023
Chapter Meeting
will be onboard the *Queen Mary*.

Chapter President Emeritus
Bruce Vancil will present
on the *Queen Mary's* history:
"Her Greatest Fame."

Your SoCal Chapter Board of Directors for 2023

Kate Vescera, President
Jim Shuttleworth, Vice President
Sherrill Smith, Treasurer

Scott MacDonald
Terry Tilton

OCEAN TIMES

Wayne Yanda - Editor
editor.oceantimes@gmail.com

Bruce Vancil - Editor Emeritus
Bill Keene - Editor Emeritus

Manuscripts and photographs submitted for publication are considered to be gratis and no reimbursement will be made to the author(s) or photographer(s) or their representative(s).

The copyright of all published materials remains with the author(s), photographer(s), or their representative(s).

The *Ocean Times* is the Journal of the Southern California Chapter of the Steamship Historical Society of America for the Chapter's membership and friends.

© 2023 Southern California Chapter
of the Steamship Historical Society of America.
All Rights Reserved.

In This Issue ...

1	<i>Queen of Bermuda</i>	11	Sinking of the ss Kentucky
2	Chapter Notes	16	LA Fleet Week 2023
3	Editor's Note	24	Don't Shoot!
9	Furness Extra!	24	In Our Wake
10	Ship Shot		



Chapter Notes

Kate Vescera, President

Greetings Everyone! As we move through 2023, we are pleased to inform you that we are planning to have our August 5, 2023 Chapter meeting on Board the *Queen Mary*. We are still working out the details, but please plan to join us on board at 1:00 p.m. (Pacific Time) for our first in-person meeting in over three years.

At our last Chapter meeting on May 6, 2023, Chapter Member George Gillow gave a presentation entitled "*My Travels on Grace Passenger Freighters in the 1950s.*" George spoke about growing up in an American mining town in northern Chile and getting to travel to the US on Grace Line passenger-freighters when his father worked for the Anaconda Mining Company. It was a fascinating presentation, with a lot of beautiful pictures.

At our next meeting on August 5, Chapter President Emeritus Bruce Vancil will be giving a presentation entitled "*Her Greatest Fame,*" about some particularly interesting aspects of the *Queen Mary's* history. We hope to see you there! Also, we are looking for people who would like to present at our upcoming meetings. If you are interested or have ideas about possible presenters, please contact Vice President Jim Shuttleworth for more information.

We are continuing our efforts to expand our membership, develop new Board of Directors members, and recruit new program/project committee members. We are excited about finding people with skills needed to take over the positions of some Board members who will be stepping down in the coming years and also finding people who will help to keep the Chapter vibrant.

As an update, progress is still being made on repairs and renovations on the *Queen Mary*. Regular tours resumed in April, and the hotel and some of the restaurants re-opened on May 12. A Grand Re-Opening celebration attended by 400 or so distinguished guests was held aboard the revitalized *Queen Mary* on Friday, June 9. Additional parts of the ship and additional restaurants and bars will continue to re-open in the coming months.

Hope to see all of you soon!

Best,
Kate Vescera

Hello, and welcome to July's "stateroom reading." A big THANK YOU to this issue's contributors!

Member Bill Miller gives us a look at Furness-Bermuda's *Queen of Bermuda*, one of those known, but not really known, liners. (It also presents the opportunity to run two paintings by Stephen Card.)

Member Charles Bogart recounts the history and series of events leading to the sinking of the ss *Kentucky* in 1910.

An interesting collection of craft made up this year's LA Fleet Week, covered by member Kevin M. Anthoney.

This issue's *Ship Shot* is a recollection of a sailing day by the classic *Sagafford*, courtesy of late member Don Persson.

We came across some vintage slides showing a variety of liners in their World War II "war paint," and a quiz was born. No prizes, but hopefully it provides a few minutes of fun.

(We're skipping *Tramping Cyberspace* this round, as it's summer. Get off the computer, go outside.)

Of course, July is ss *United States* anniversary month, 71 years since her maiden voyage, and we'd be remiss if we didn't publish something. Below is a slide in my collection, possibly from a cruise, given the flags and amount of smaller craft about. Next, is a close-up of those iconic stacks from a "pilgrimage" while visiting a friend in Philadelphia last November. Still proud; with quite a bit of the aluminum now visible.

Until next time, Bon Voyage!

Wayne Yanda, Editor



SUBMISSION DEADLINES

editor.oceantimes@gmail.com

October 2023: August 1, 2023

January 2024: October 1, 2023

April 2024: February 1, 2024

July 2024: May 1, 2024

Images need to be at a 300 dpi resolution in JPG/JPEG format.

Please have text and image captions in a Word document.

Coming this fall ...

The *Kungsholm* of 1928

Matson's C4 Freighters

Battleship *Texas*

Adora Magic City

Where Shall We Go This Winter?

Join, Renew, or Give as a Gift ...

SSHSA-SoCal Membership

for more information:

ladysherrill@msn.com

Sherrill Smith

PO Box 52454

Oxnard, CA 93031-2454

Call for Speakers!

As we move our quarterly meetings back to in-person, if you have a topic you'd like to present to the membership, we'd love to hear it!

for more information:

Jim Shuttleworth

jimpinxit@gmail.com



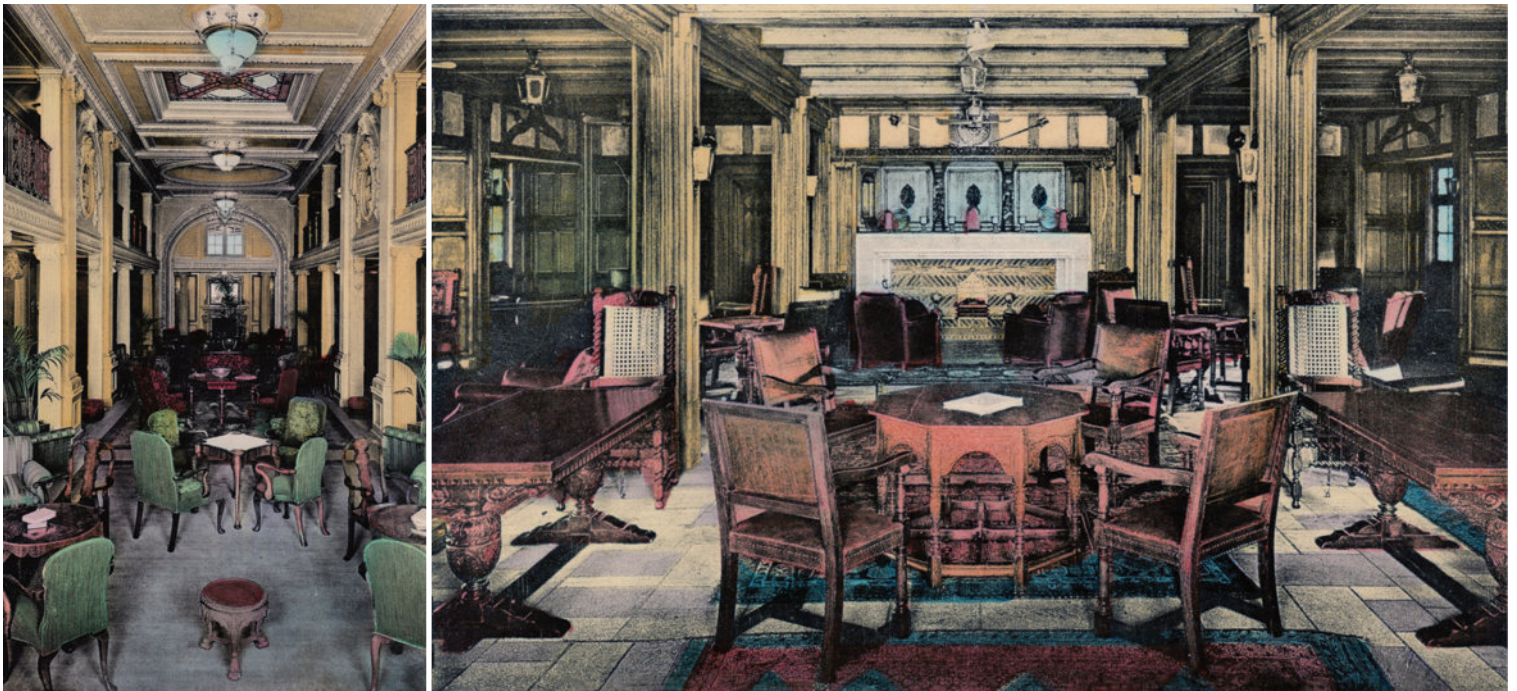
Furness-Bermuda's ill-fated *Bermuda*.
(postcard, private collection)

be seasonal at best and that the 691-passenger *Bermuda* might have to spend considerable time finding employment elsewhere (most likely on longer cruises to the Caribbean). However, soon after this first-class liner entered service in 1927, the result was an overwhelming success. The tiny island, located just some 600 miles south of New York, was coming into its own as a tourist spot – and so the demand for passages exceeded even the wildest expectations at Furness. Within a short space of time, the company turned its attention to an even bigger liner, the 22,000-ton *Mid-Ocean*, which could easily supplement the earlier vessel.

Such well-intended plans went completely astray in June 1931, however, when the four-year-old *Bermuda* burned at her Hamilton berth. Then, as if to deliberately complicate matters, she was scorched a second time at the Belfast repair yard. Afterward, she was worthy only for the scrappers.

Rather quickly, a new set of plans was put in order. The *Mid-Ocean* was given a fresh image and, in the process, while still building, was given a new name: *Monarch of Bermuda*. At least three other liners were temporarily chartered to fill the voids in Furness-Bermuda scheduling, including Cunard's *Franconia*, Holland-America's *Veendam* and the Canadian Pacific *Duchess of Bedford*. Then, in great enthusiasm and projection, a second, brand new liner was ordered from the Vickers-Armstrong yard at Barrow-in-Furness, which was to become the *Queen of Bermuda*.

Tinted postcards of the *Bermuda*'s lounge, left, and smoking room, right.
(private collection)





The *Monarch of Bermuda* first appeared at the end of 1931, and was followed by the 580-ft long *Queen of Bermuda* two years later, in February 1933. As something of a well-publicized "royal pair," they settled down quickly to a luxury cruise trade not paralleled at the time in short-sea travel. The two liners could carry as many as 1,500 passengers to the island each, mostly on 6-night cruises and with a 40-hour passage in each direction and three full days docked in downtown Hamilton. With the combination of their crisp service, rich appointments and precision timetables, they were soon dubbed "the Millionaires' ships." Furthermore, they were quite unique in their day – there was private plumbing in every stateroom. And as for their frequent Saturday afternoon departures, a strong following developed from the "Just Married" set. There was another dubbing: they were the "honeymoon ships."

The Second World War sent the *Queen* hurrying back to Britain, painted in drab gray and soon quickly outfitted for military duties. She was given nine guns, protective outer plating and had her holds filled with empty barrels for added flotation if attacked. The third funnel came off in the process, a dummy and most likely a form of added disguise (only to be returned after the war ended).

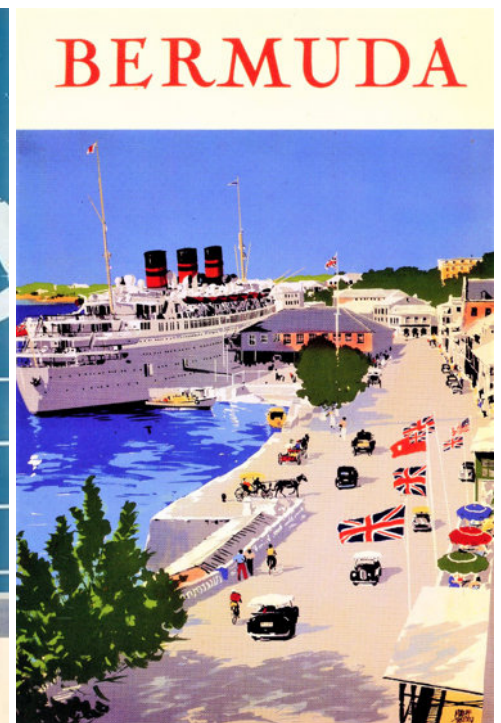
The post-war Furness-Bermuda plan was to reactivate the popular pair,

The Queen of Bermuda on trials in a painting by Stephen Card.

(Stephen Card Collection)

At left, an evocative Furness-Bermuda poster from the 1930s alongside another fine poster of Front Street at Hamilton.

(Author's Collection)





Togetherness: the Queen of Bermuda on the left, the Monarch of Bermuda to the right, at Hamilton, Bermuda.

(Author's Collection)

but then the *Monarch of Bermuda* was heavily damaged by fire while undergoing her restoration. She was ultimately sold off to the British Government, turned into an austere immigrant carrier for the UK-Australia run as the *New Australia* and finally passed, in 1957, to the Greek Line and became their *Arkadia*. The *Queen* was far more fortunate, however – even if something of a Victoria without her Albert. Fully restored to her luxurious self, she left Manhattan's Pier 95 on her first post-war sailing to Bermuda. Coincidentally, the sailing was on Valentine's Day. Her success story resumed immediately.

The *Queen of Bermuda* was given a consort in 1951, in the form of the smaller, more yacht-like, 13,500-ton *Ocean Monarch*. As a new team, a sort of regularity was quickly established with Saturday afternoon sailings promptly at 3 o'clock. Honeymooners – along with film stars, businessmen and their families, general tourists and, in summer, school

Togetherness, Part 2: Another fine painting by Stephen Card of the Queen of Bermuda and Ocean Monarch.

(Stephen Card Collection)



teachers – could rejoice. The most popular offering was the 6-day "Live Aboard" cruise where the ship served as the hotel in Bermuda. Minimum roundtrip fares in the 1950s began at \$150. Alternately, other passengers elected to sail southbound, spend a week or two in a Bermuda hotel and then return by sea – or even aboard the alternate Furness liner.



The ship's "new look" with one funnel.

(Author's Collection)

Furness decided on some face-lifting for their beloved *Queen* in 1961 and sent her to Belfast for a long, winter overhaul. She returned almost unrecognizable: The original three funnels were gone and replaced with one, large, tapered type (and this giving the unusual liner distinction of having sailed as a one, two and three funnel ship). Full air-conditioning was installed throughout her wood-panel innards as well.

Time was running short, however. Several cruise ship disasters in 1965-66, namely disastrous, headline-making fires aboard the *Yarmouth Castle* and *Viking Princess*, prompted the US Coast Guard to bring into effect a new series of stringent safety and especially fire regulations. The aging *Queen* would need at least another major rebuilding. Instead, her owners – with great reluctance – decided to abandon their traditional Bermuda service altogether. At best, Furness liners, with their old world atmospheres and wooded decor, began to look quaint alongside the likes of the splashy, brand new *Oceanic*.

While the *Ocean Monarch* was sold off to Bulgarian interests and became the *Varna*, the 33-year-old *Queen of Bermuda* gracefully slipped off, after her final Bermuda sailing in November 1966, to shipbreakers at Faslane in Scotland.

Last sailing from New York, November 1966.

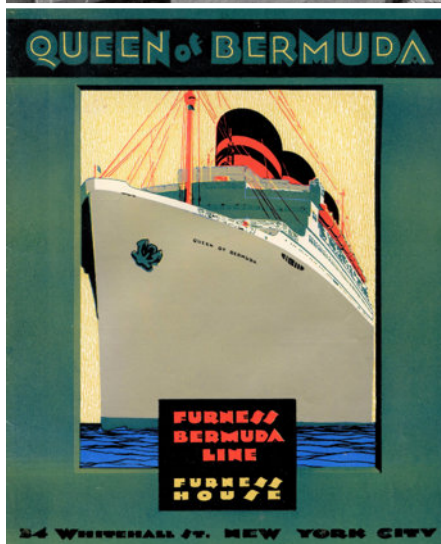
(Author's Collection)

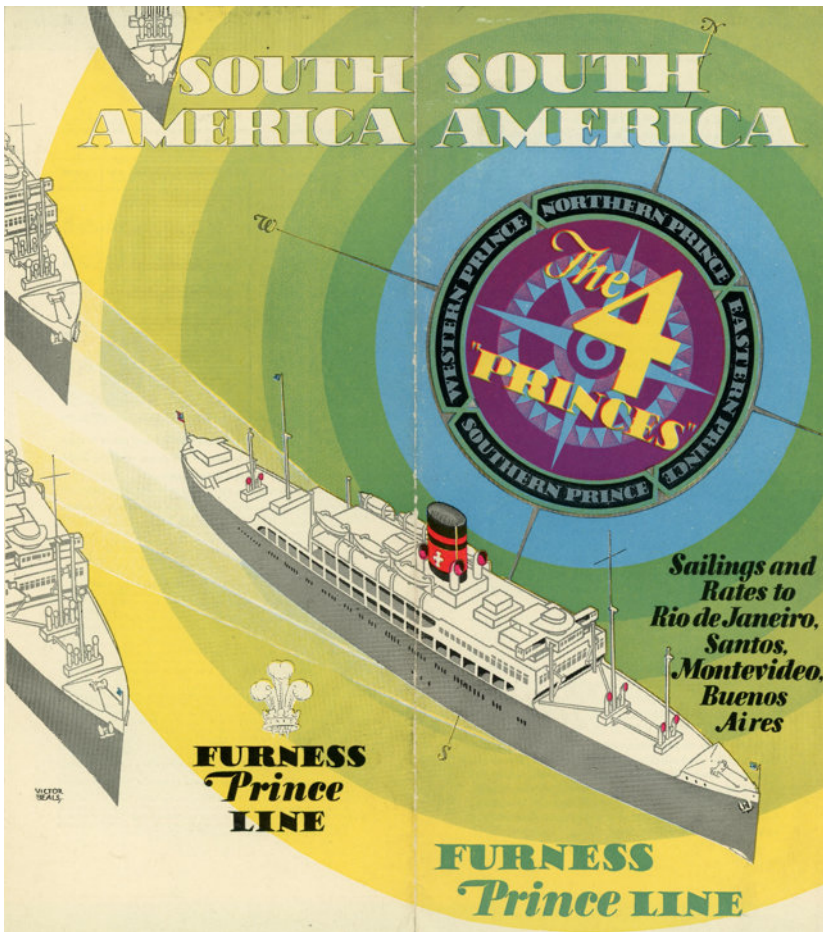




Queen of Bermuda: Interiors

As the brochure cover suggests, the *Queen of Bermuda's* public spaces were lavishly Art Deco; the British version of it anyway. The lounge (left) had a ceiling height of over 20 feet. Panels were golden sycamore, a lighter wood, more appropriate for a warmer climate. Stylized metal railings and sculpted fabrics completed the look. The swimming pool (below) was compared to the baths of ancient Rome. Staterooms B60 and E373 (bottom left and right, respectively), were the typical British hodgepodge. While E373, in Second Class, had a private toilet, shower facilities were shared with others.





Furness Extra!

Furness-Bermuda was probably the best-known branch under the Furness banner, but there were others.

Seven new Clyde-built ships (*Pacific Reliance*, *Pacific Enterprise*, *Pacific Pioneer*, *Pacific President*, *Pacific Grove*, *Pacific Exporter*, and *Pacific Ranger*) entered service starting in the fall of 1927, enhancing its UK to Vancouver run. The appointments were tasteful and understated, with lots of oak and walnut, depending on the space. Capable of 15 knots, the 450-foot motor ships had cabins for just 12 passengers each.

Furness Prince was a First Class-only service to the east coast of South America. The *Northern Prince*, *Eastern Prince*, *Southern Prince*, and *Western Prince* were differentiated from the rest of the Furness fleet with a white fleur de lis on their stacks. Entering service between May and September 1929, these four motorships were 517 feet long, could make 19 knots; carrying just over 100 passengers.



Furness Line M.S. PACIFIC GROVE 10,000 Tons.



ms Sagafjord ... Minutes From Sailing

The above photo of the Sagafjord was taken at the Norwegian America Line pier on “luxury liner row” on Manhattan’s Westside in about 1968. She’s minutes from sailing off to Europe.

When I was about age 12, my mother started taking me to visit passenger ships on sailing day. We would visit ships in Jersey City (my home), Hoboken, and Manhattan’s Westside docks.

When I was about age 16, I visited alone as I looked older at 6’-3” tall. I probably visited every ship that sailed out of the Holland America Line pier in Hoboken from 1952 to 1956. I would even go onboard the cargo ships just by walking past the guard wearing a T-shirt. I mixed with both crews and longshoremen often eating onboard. Some of the men became friendly with me and one man unloading baggage on the passenger/student ship Johan Van Oldenbarnevelt gave me his “hook,” a “T”-shaped steel hook with a wooden handle and said, “I’ll be looking for you when you turn 18.” I still cherish that hook.

I loved to visit the American President Line “Around the World” ships and American Export Lines’ “Four-Aces” at the Harborside Terminals in Jersey City. For these visits, and visits to the big ships in Manhattan, I always wore a suit. After walking everywhere around the ship I would sit down in a lounge and had all kinds of snacks offered to me. I continued to visit ships on sailing days (50¢ donation to a Seaman’s Charity) whenever I could until visits were banned for security reasons.

Those visits inspired me to go to sea as crew and then after college to sail on liners and on 12-passenger cargo ships to points all over the world. I’ll never forget those days visiting those hundreds of ships.



photo & story
by Don Persson



The Lincoln, built in 1897, became the ill-fated Kentucky in 1906.

The Sinking of the ss *Kentucky*

by Charles H. Bogart

On February 3, 1910, the 996 ton, 202 feet long steamship *SS Kentucky*, owned by the Alaska-Pacific Steamship Company,* sank beneath the waters of the Atlantic Ocean 240 miles off of Cape Hatteras, North Carolina. The ship had been purchased by Alaska-Pacific Steamship Company from the Joy Line, which had run her in passenger and freight service in the Long Island Sound. The Alaska-Pacific Steamship Company was in existence from 1906 to 1912. It provided passenger and freight service to Alaska from San Francisco, California, and Seattle, Washington. When *Kentucky* sank, she was under the command of Captain Franz Moore and was on a delivery voyage from New York to Tacoma, Washington, by way of Cape Horn, a 14,000-mile voyage. The Panama Canal would not open to ocean traffic until 1914. *Kentucky*, upon her arrival on the Pacific coast, was to have been placed in the Washington-Alaska coastal passenger/freight trade.

Kentucky had been built in 1897, as the *Lincoln* for the Kennebec Steamship Company of Bath, Maine, by the New England Company** of that city, as a steam powered, twin screw, wooden hull passenger

freighter for use in the coastal trade. As built, *Lincoln* was 203.4 feet long, with a beam of 37.9 feet and drew 12.6 feet of water. Her tonnage was given as 996 gross tons. She was listed as having a crew of 43 and being able to carry 400 passengers; however, she was only equipped with 50 staterooms. She had two boilers that powered two triple expansion engines that developed 1,600 indicated horsepower. *Lincoln* sailed for the Kennebec Steamship Company out of the port of Gardiner, Maine, in the Boston-to-Bath winter trade. *Lincoln* was among the last of the wooden hull, steam powered, screw propelled, coastal ships, to be built for the New England trade. The U.S. government listed *Lincoln* on her documentation papers as an inland passenger ship, i.e., for service in coastal waters. She was the only propeller steamer owned by Kennebec Steamship Company; the company's other ships having side wheel paddles. *Lincoln's* first captain was B. B. Jackson.

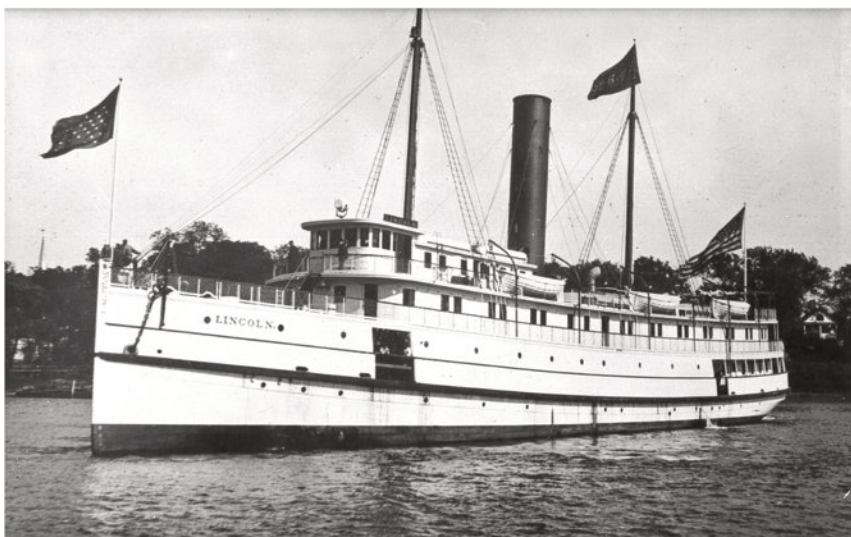
At the end of the 1898 summer sailing season, *Lincoln* was laid up as her earnings were disappointing. Her ports of call had been: Popham Beach, Richmond, Dresden, Bath, and Gardiner, all in Maine. In October 1898, she was chartered to the Florida East Coast Steamship Company for six months for use in passenger service between Miami, Florida, and Havana, Cuba, via Key West, Florida. In May 1899, at the end of the charter, *Lincoln* was returned to Kennebec Steamship Company. After an overhaul, she was put in the Boston to Boothbay Harbor, Maine, trade but again failed to cover her expenses. She was thus once again laid up.

On July 24, 1900, Florida East Coast Steamship was merged into Peninsular and Occidental Steamship Company. Then in November 1900, Peninsular and Occidental Steamship Company, finding that it needed an additional ship for its Tampa, Florida, via Key West, to Havana trade, purchased *Lincoln* for \$150,000 and renamed her *Martinique*. Her home port during her time in Florida was however still listed as New Haven, Connecticut. Part of the purchase agreement with Kennebec Steamship Company was that *Martinique* would be made available for use by the Kennebec Steamship Company during the summer of 1900. However, instead of sailing that summer under the flag of the Kennebec Steamship Company, she flew the flag of the Joy Line and ran in service between

New York and Providence, Rhode Island. Except for the summer of 1900, *Martinique* spent her six years with Peninsular and Occidental Steamship Company making weekly round-trip voyages between Florida and Havana, carrying both passengers and various package goods.

Kennebec Steamship Company used the money realized from the sale of *Lincoln* to finance the construction of the wooden paddle steamer *Ransom B. Fuller*, which was launched on May 17, 1902, at the New England Company Yard. She was the largest wooden steamer to operate on the Kennebec River

For a few years, the Lincoln was a frequent sight on the coastal waters of the northeast United States.

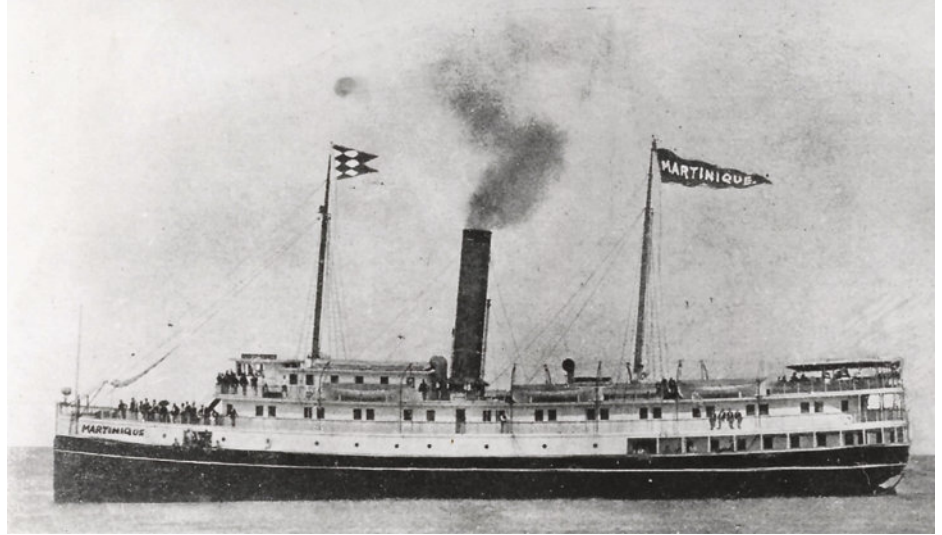


In April of 1906, *Martinique*, after being replaced by a more modern ship, was sold by the Peninsular and Occidental Steamship Company to the Joy Line of New York, New York, and renamed *Kentucky*. She was employed by the Joy Line, providing passenger and freight service in Long Island Sound between New York and Fall River, Massachusetts. She sailed from New York on Monday, Wednesday, and Friday. Then in June 1907, as a result of increased competition in form of the Neptune Line, *Kentucky* was withdrawn from the New York-to-Fall River run. She was at first laid up for a short period and then placed in the New York-to-Providence service.

In October 1907, the Joy Steamship Line was sold to The United States Transportation Company. Among the assets sold in this sale was the *Kentucky*. During 1908 and 1909 *Kentucky* was used to fill in for various boats in the trade from New York to Rhode Island and Massachusetts. In November 1909, *Kentucky* was laid up at Saybrook Point in the Connecticut River, and offered for sale. Here, in December 1909, after having been put in drydock, *Kentucky* was inspected by P.L. Plaskett of the Alaska-Pacific Steamship Company and C.P. Jack, a local marine engineer. These two men reported that "*Kentucky* was in fine condition" and recommended that Alaska-Pacific Steamship Company purchase the ship for use in the Alaska trade.

Bought by the Alaska-Pacific Steamship Company, *Kentucky* was taken from her place of lay up to the Fletcher Shipyard in Hoboken, New Jersey, for fitting out for the voyage to the Pacific Coast. A reported \$50,000 was spent making her seaworthy to sail around Cape Horn, as the Panama Canal was not yet open. These repairs gave her hull an additional eight feet of freeboard.

Commanded by Captain Franz Moore, the *Kentucky* sailed from New York on January 23, 1910, after having received a last-minute equipment modification: a fully equipped wireless room. Few merchant ships at this time were so equipped. Shortly after leaving New York, 150 miles off of Sandy Hook, *Kentucky* began to take on water due to leaks from around the sleeves of her injection pipe. The ship's pumps were manned and worked around the clock to keep the ship buoyant. With the incoming water barely being controlled, Captain Moore set course for Newport News, Virginia. When *Kentucky* arrived at Newport News, even though her pumps had run continuously, she had 16-inches of water in her hold. At Newport News *Kentucky* entered a shipyard for repair. Upon completion of the repairs, *Kentucky* was inspected by a representative of Lloyd's and deemed to be seaworthy. Captain Moore, after replenishing his ship, put back out to sea on February 2. However, McLarney, the ship's wireless operator did not concur with the Lloyd's representative's findings and refused to sail. His mother had sent him a telegram saying



In 1900, the Lincoln became the Martinique, receiving a dark hull which made her look a little sleeker, and for six years, she maintained a weekly service between Florida and Havana.

that she had dreamed that the *Kentucky* would sink and all would be lost and pleaded with her son to leave the ship and return home. McLarney's replacement was W. D. McGinnis.

The day after sailing, during the night of February 2-3, 1910, *Kentucky* encountered a storm and her hull began to leak. Soon she was taking on water through cracks that opened in the seams of various hull planks. Captain Moore, noting that the pumps were having a hard time keeping up with the inflow of water, changed course for Charleston, South Carolina. The water overwhelmed the pumps, entering the boiler room and dousing the fires. This caused the ship to lose steering power and she began to wallow in the sea. At 4:30 a.m., on February 3, McGinnis, *Kentucky's* wireless operator, began to transmit an SOS, stating that the ship was sinking and giving her position as latitude 32:10 and longitude 76:36. McGinnis' SOS message was picked up by the United Wireless Company's Savannah, Georgia station, which immediately began to rebroadcast. The SOS message was picked up by the U.S. Navy's Norfolk radio station operator, who in return sent it to U.S. Navy ships and U.S. Revenue cutters operating in the area.

The ships responding to *Kentucky's* radio cry for help were Mallory Steamship Line's *Alamo*, Revenue cutters *Yamacraw* and *Seminole*, and the Navy's *USS Louisiana* (BB 19). First on the scene of the sinking was *Alamo*, under the command of Captain McIntosh. At the time of the rescue, *Alamo* was bound from New York for Galveston, Texas, by way of Key West, Florida, and was 90 miles from the reported position of *Kentucky* when she received the SOS signal.

Upon receiving the SOS message, the *Alamo* increased speed and headed for *Kentucky's* reported position. She began to make smoke upon reaching the area that *Kentucky* had given as her position. *Kentucky's* radio was still working as her crew was able to keep the incoming water from reaching the ship's dynamo. Upon observing the *Alamo's* smoke, McGinnis sent a message giving the bearing from *Kentucky* to the smoke. *Alamo* then steamed a reciprocal course and soon had *Kentucky* in sight. She reached *Kentucky* at 11:30 a.m., just as the ship was beginning to go under. Captain Moore reported that as he left his ship, she was riding low with waves washing over the deck.

Boats from both ships were used to transfer *Kentucky's* crew of 46, and by 5:00 p.m., all of *Kentucky's* crew were safely onboard the *Alamo*. This rescue is of historical significance, as it appears to be one of the first times an SOS message was used.

The *Kentucky's* crew was taken by the *Alamo* onto its next port of call, Key West, where they were received as distressed seamen. Thus, *Kentucky's* crew, upon returning to New York, were only paid for the time they were onboard the ship; not

Two of the vessels who answered the *Kentucky's* SOS were the *USS Louisiana*, and the *US Revenue cutter Seminole*.

Detroit Publishing CO., Copyright Claimant, and Publisher Detroit Publishing Co. *USS Louisiana*, None. [Cbetween 1906 and 1915] Photograph. <https://www.loc.gov/item/2016806652/>.

Detroit Publishing Co., Publisher. *U.S.R.C. Seminole*, *America's Cup races*, 1901. Photograph. <https://www.loc.gov/item/2016804972/>.



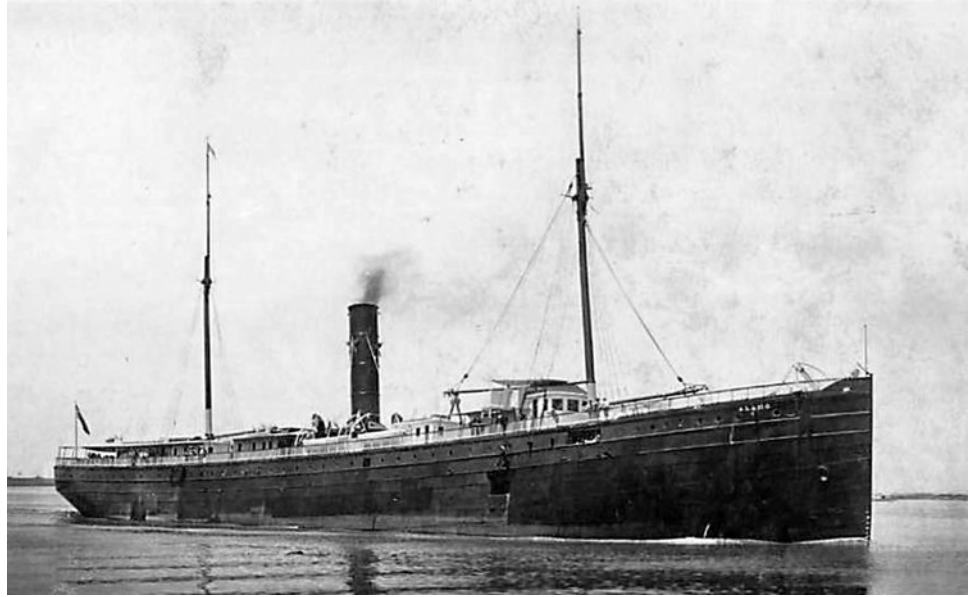
included was the time from their sinking to their return to New York. The crew's request to United States Shipping Commission for a month's wage was denied; and their claim that the ship was unseaworthy when she went to sea was apparently not investigated.

The law firm of Wheeler, Curtis & Height of New York, who represented the Alaska Pacific Steamship Company, issued a news release that read as follows:

"The mean draft of the *Kentucky* was twelve feet and she drew that amount when she left New York for the Pacific -- that when the crew went below to trim coal and they saw water, sheets of water, coming in between the seams (what they saw) was water that had worked in between the wooden skins of the vessel and had pitched about when the *Kentucky* rolled in the sea --- she had several portholes fore and aft when she went into drydock and a strip of planking five inches thick had been put in from stem to stern on both sides replacing the planking containing the portholes. -- The portholes on the inner skin, which was two and a half inches thick, were not replaced by new planking and it is assumed that the water which worked in between the skins poured in through the inner portholes when the vessel lurched and that alarmed her crew. --- the owners had such confidence in the stability of *Kentucky* that they had assumed about \$20,000 of the risk and had started the ship on her way to the Pacific with that amount of her actual cost not insured."

Among the property the company lost was \$1,500 worth of new silver-plated dinnerware intended for the ship's table service. The news release also had a statement from Captain Moore that the flooding *Kentucky* had experienced upon leaving New York "was from a leak around the sleeves of the injection pipe." It was this problem which forced him to take the ship to Newport News where the sleeves were repaired. The law firm, however, in its press release, provided no real information on why *Kentucky* sank.

The scattered remains of the *Kentucky* still lie in and around the site of her watery grave off of Cape Hatteras. *Alamo*, which had been built in 1883, was sold in 1924 for scrap.



The Mallory Line's *Alamo* saved the *Kentucky's* crew.

(private collection)

ENDNOTES

*Various newspaper accounts give the name of the owner of *Kentucky* as Alaskan Pacific Steamboat Company and the Alaskan Coast Company. The company's actual name was Alaska-Pacific Steamship Company. This company later merged with the Alaska Coast Company to create the Pacific-Alaska Company, which in 1916 was bought out by the Pacific Coast Steamship Company to become the Pacific Steamship Company. In 1936, the Pacific Steamship Company went out of business due to the effects of the Great Depression which led to a steep decline in cargo moving at sea. All these affiliated shipping companies were owned/headed by H. F. Alexander.

**In 1888, the New England Ship Building Company was reorganized as the New England Company. During the remaining years of the 19th century the company's original name often appears in contemporary news accounts.



Sailors aboard Ticonderoga-class guided missile cruiser USS Princeton (GC-59) man the rails as the ship prepares to pull in to the Port of Los Angeles for Fleet Week 2023.

(Photo by Petty Officer 2nd Class Kaylianna Genier, Navy Region Southwest.)

LA Fleet Week: 2023

by Kevin M. Anthony

LA Fleet Week, the annual multi-day celebration of our nation's Sea Services, took place over the Memorial Day Holiday long weekend of, May 23-29, in San Pedro at the Port of Los Angeles, and locations around Los Angeles.

Once again Sailors, Marines, Coast Guardsmen and Soldiers from several ships, squadrons and military units visited Los Angeles for this year's sixth Los Angeles Fleet Week.

In previous years (prior to the COVID pandemic) this event took place over the Labor Day holiday weekend at the end of August/early September. However, with the recent climate changes in Southern California having the Fall season with scorching hot temperatures, rather than subject attendees stand in long lines outside under the elements, the organizers chose to move the event up to the month of May for cooler temperatures.

This year the public had the choice of visiting three U.S. Navy ships – USS Princeton (CG-59), a Ticonderoga-class guided missile cruiser, USS Ashland (LSD-48), a Whidbey Island-class dock landing ship, and USS Cincinnati (LCS-20), an Independence-class littoral combat ship – all three of which were docked at the outer harbor's large pier

USS Princeton, USS Ashland, and USS Cincinnati; docked for LA Fleet Week.

(Port of Los Angeles)



46. The U.S. Coast Guard also had its San Pedro, California based cutter, *Terrell Horne* (WPC-1131), on display and available for public tours. The Coast Guard cutter was located at a pier in the Downtown San Pedro Harbor, just south of the main LA Fleet Week Expo grounds (adjacent to the battleship museum USS *Iowa*)—between the fire boat station and the LA Maritime Museum.

All together the culmination of these vessels brought more than 1,300 service men and women to LA to celebrate Fleet Week at events around the region. Soldiers and Coast Guardsmen are also participating during the festivities.

The cooler weather and large number of visiting ships were definitely key ingredients that brought impressive attendance numbers to this year's event. According to the Port of Los Angeles, during 4-day long Holiday weekend, over 100,000 visitors flocked the San Pedro historic waterfront, with almost 50,000 visitors attending the Fleet Week Expo grounds and displays, and 16,000 visitors lined up for the ship tours. In 2022, the Expo grounds had 35,706 attendees, while the ships tours attracted 13,916 ship enthusiasts.

Service members visited the communities of Los Angeles and gave back to these local areas with free band concerts, service projects, and various activities. Other events included:

- US Navy ship tours
- Military displays and equipment demonstrations
- Live entertainment
- Downtown San Pedro and Wilmington Welcome Parties
- Aircraft flyovers
- Galley Wars presented by FOX Entertainment, a culinary cook-off competition between Navy, Marine Corps, Coast Guard, and Army teams
- Competitions, including Dodgeball presented by FOX Studios
- Navy and Marine Corps band performances across L.A.

The public had the opportunity to meet Sailors, Soldiers, Marines and Coast Guardsmen at the Port of Los Angeles May 26-29 from 10 a.m. to 6 p.m. The ships were open for tours from 10 a.m. to 4 p.m. The public was encouraged to attend tours and interact with the military men and women, but that patience was requested as interest is always high; lines and wait times were long, especially later in the day. Because of this, it was not possible to guarantee everyone would be able to get an opportunity to tour one of the ships—due to the high demand. For example, on Sunday, May 28, LA Fleet Week posted on their social media accounts at 2:49 p.m.: “Ship tour lines have reached capacity and are closed for the day. We sincerely apologize for any inconvenience.”

On the LA Waterfront, Fleet Week activities kicked off with the annual Downtown San Pedro Welcome Party on Thursday evening, May



USS Princeton, looking aft.

(Kevin M. Anthony)



USS Cincinnati.

(Kevin M. Anthony)

25. From May 26-29, LA Fleet Week, the largest Memorial Day event in Southern California, welcomed visitors to the LA Waterfront in San Pedro to enjoy free family-friendly festivities, including live music and entertainment, ship tours, aircraft flyovers and exhibits from the Navy, Marine Corps, Coast Guard and Army at the LA Fleet Week EXPO area alongside the Battleship USS *Iowa* Museum.

Access to all LA Fleet Week activities, including ship tours, were through the EXPO area at the Battleship USS *Iowa* Museum, located at 250 S. Harbor Blvd in San Pedro. Due to security and traffic constraints, vehicles were not permitted to travel past 22nd Street, and pedestrians were not admitted into the ship tour area. They had to be shuttled in from the EXPO area.

The visiting ships this year were:

- USS *Cincinnati* (LCS-20): Designed to provide the Navy with modern and networked sea-based platforms, the 418-foot *Independence*-class littoral combat ship, built in Mobile, Alabama, was commissioned on October 5, 2019, and has been deployed at various international ports, including Costa Rica, Mexico and Panama. The crew customarily includes eight officers, 32 enlisted personnel and up to 35 mission crew. During LA Fleet Week, the ship had a crew total of 84, seven of which were female officers. This particular ship is a training ship (non-deploying crew) that has shorter two- to seven-month deployments (compared to its other vessels in this class of ship) due to its constant turn-over of crew. I was informed by one of the ship's officers

before being assigned to an LCS-type vessel, crew members must attend a mandatory one-year LCS vessel training school. This class of ship is so modern in high-tech electronics both in the armaments and the ship's overall operation, that it only takes a total of two crew (not standing, but sitting in comfortable black leather seats) with a joystick operated by one hand, and touch-pad or computer mouse operated by the other hand, to maneuver the ship through the water.



- *USS Princeton* (CG-59): Home-ported in San Diego, this is the thirteenth *Ticonderoga*-class guided-missile cruiser and the sixth U.S. Navy ship to bear the name of *Princeton*. The 568-foot-long ship, with 24 officers and 340 enlisted on board, has completed three deployments to the Arabian Gulf and won two consecutive Battle Efficiency Awards in 1992-93. *Princeton* was the first *Ticonderoga*-class cruiser to carry the upgraded AN/SPY-1B radar system. Built in Pascagoula, Mississippi, the ship was commissioned on Feb. 11, 1989, and carries among an array of armament, anti-submarine missiles, harpoon missiles, quad-canister launchers, torpedoes, and a machine gun system.
- *USS Ashland* (LSD-48): Based in San Diego, the 610-foot vessel is the eighth *Whidbey Island*-class dock landing ship and the second U.S. Navy ship to be named for *Ashland*, the home of Henry Clay, in Lexington, Kentucky. Commissioned on May 9, 1992, in New Orleans, Louisiana, its past port calls and visits include Japan, the Middle East, Philippines, South America and West Africa. The crew includes 20 officers and 302 enlisted.
- US Coast Guard Fast Response Cutter *Terrell Horne* (WPC-1131): Based in San Pedro, the *Terrell Horne* is the third of four planned FRC's to be stationed in the Port of Los Angeles. FRCs are replacing the 1980s-era *Island*-class 110-foot patrol boats and are designed for multiple missions, including drugs and migrant interdictions; ports, waterways and coastal security; fishery patrols; search and rescue; and national defense. The cutters feature advanced command, control, communications, computers, intelligence, surveillance and reconnaissance equipment. Chief Petty Officer Terrell Horne, III, the cutter's namesake, served as executive petty officer of Coast Guard Cutter *Halibut*. He was killed while conducting maritime law enforcement operations near Santa Cruz Island on Dec. 2, 2012.

USCGC Terrell Horne moored next to the LA Maritime Museum.

(Jeff Markussen/Facebook)

USS Ashland (LSD-41)

Class, type: *Whidbey Island*, Dock Landing Ship

Active vessels in the class: 8

Home port: San Diego, CA

Cost: approx. \$150,000,000

Builder: Avondale Shipyard (New Orleans, LA)

Launched: November 11, 1989

Commissioned: May 9, 1992

Length: 610 ft

Beam: 84 ft

Draft: 21 ft

Displacement: 16,883 tons (full load)

Crew complement: 22 Officers, 391 Enlisted

Troops: Marine detachment: 401 + 102 surge

Propulsion: 4 x Colt Industries, 16-cylinder diesels, two shafts, 33,000 SHP

Top speed: 22 knots

Boats & Landing Craft carried:

- 4 Landing Craft Air Cushion vehicles, or
- 3 Landing Craft Utilities (LCU), or
- 64 Amphibious Assault Vehicles (AAV)

The 440 ft. well deck can hold:

- 4 Landing Craft Air Cushion vehicles (LCAC), or 3
- Landing Craft Utilities, or
- 64 Amphibious Assault Vehicles (AAV)

Armaments:

- 2 x Mk 38 MOD 2 25mm Machine Gun System (MGS)
- 2 x Mk 15 MOD Close-in-Weapons System (CIWS) mounts
- 2 x Rolling Airframe Missile (RAM) mounts
- 6 x Mk 26 MOD 17 .50 caliber machine guns
- 1 x Mk 31 MOD 0 RAM Launcher

(from the top) USS Ashland (Port of Los Angeles); USS Ashland's upper deck looking down into the well deck.

(Jeff Markussen/Facebook)

USS Ashland's immense well deck.

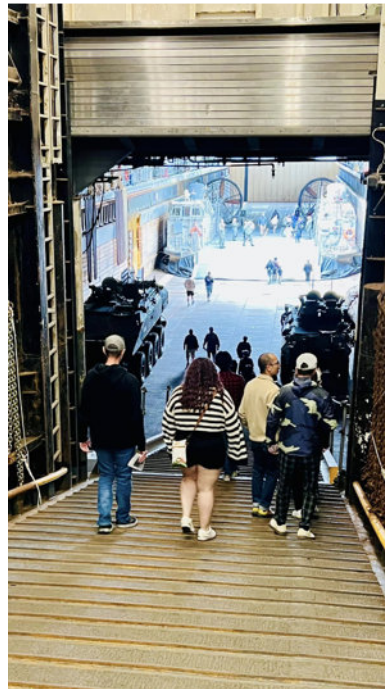
(Jeff Markussen/Facebook)

Ramp leading down to the Ashland's well deck.

(Valerie Mokricky/Facebook)

Crew bunks on the USS Ashland.

(Jeff Markussen/Facebook)



USS *Cincinnati* (LCS-20)

Class, type *Independence*, Littoral Combat Ship

Planned vessels: 19

Active vessels in the class: 14 (plus 1 under construction; 4 in pre-production phase)

Home port: San Diego, CA

Cost: \$360,000,000 each

Builder: Austal-USA (Mobile, AL)

Launched: April 10, 2017

Commissioned: October 5, 2019

Length: 421.5 ft

Height: 126.3 ft

Beam: 103.7 ft

Draft: 14.7 ft

Displacement: approx. 2,784 tons (full load)

Crew complement: 8 Officers, 32 Enlisted, plus up to 35 mission crew

Propulsion:

- 2 x GE LM2500 gas turbines (96,550 hp)
- 2 x MTU Friedrichshafen 20V8000 Series diesel engines (17,160 hp)
- 2 x American VULKAN light weight multiple-section carbon fiber propulsion shaft lines
- 2 x LJ160E and 2x LJ150E Wartsila waterjets
- 1 x retractable bow-mounted Azimuth thruster

Speed: 40 knots (44 max.)

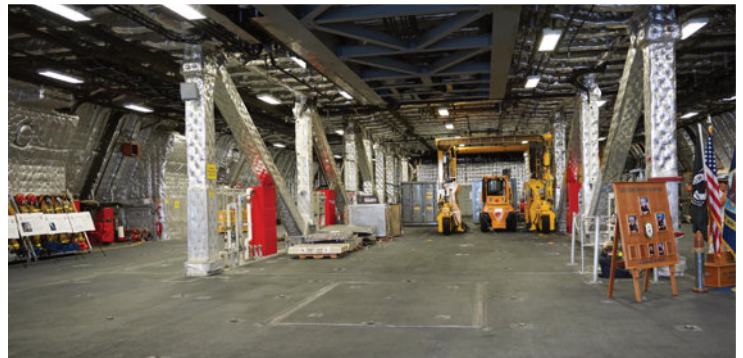
Range: 4,300 nautical miles @ 18 knots

Armaments:

- 1 x Mk 110, 57mm gun weapon system
- 1 x Mk 15 Mod 31 SeaRAM CIWS for RIM-116 rolling Airframe Missiles (RAM)
- 4 x .50 caliber machine guns
- Mk 46 30mm gun weapon system
- 1 x SeaRAM PDWS Launcher
- RIM-162 ESSM missiles in VLS module (32 missiles)
- RGM-84 Harpoon SM (8 missiles)
- RGM-184-A Naval Strike Missile - NSM (8 missiles)
- AGM-114 Longbow Hellfire Missiles (24 missiles)

Aviation:

- 1 x MH-60R/S Seahawk helicopter
- 1-2 x MQ-8B / MQ-8C Fire Scout UAV's



from the top: USS Cincinnati, forward 57mm gun; USS Cincinnati, large mission bay; USS Cincinnati, Navigation Bridge; USS Cincinnati, looking aft through the doorway of the off-board vehicle Launch & Recovery System, with the ss Lane Victory docked nearby.

(Kevin M. Anthony)

USS Princeton (CG-59)

Class, type	<i>Ticonderoga</i> , Guided missile cruiser
Active vessels in the class	27
Home port:	San Diego, CA
Cost:	approx. \$1,000,000,000
Builder:	Ingalls Shipbuilding, West Bank (Pascagoula, MS)
Launched:	October 2, 1987
Commissioned:	February 11, 1989
Length:	567 ft
Beam:	55 ft
Draft:	34 ft
Displacement:	9,600 tons (full load)
Crew complement:	33 Officers, 27 Chief Petty Officers, and approx. 340 Enlisted
Propulsion:	4 x GE LM2500 gas turbine engines
Propellers:	2 x controllable-reversible pitch propellers
Rudders:	2
Top speed:	32.5 knots
Armaments:	
	2 x 61 cell Mk 41 Vertical Launch System for containing a mix of standard, Tomahawk, Harpoon, and ASROC missiles.
	2 x Mk 45 5-inch/54 caliber lightweight guns
	2 x Mk 38 MOD 2 25mm Machine Gun System (MGS)
	2-4 .50 inch caliber machine gun
	2 x Mk 32 12.75 inch triple torpedo tubes
	2 x Mk 15 MOD Close-in-Weapons System (CIWS) mounts
	2 x Rolling Airframe Missile (RAM) mounts
	6 x Mk 26 MOD 17 .50 caliber machine guns
	1 x Mk 31 MOD 0 RAM Launcher
Aircraft Carried:	
	2 x Sikorsky SH-60B or MH-60R Seahawk LAMPS III helicopters



from the top: USS Princeton; USS Princeton, forward 5-inch gun; USS Princeton, helicopter hangar bay; USS Princeton, Navigation Bridge.

(Kevin M. Anthony)

USS Terrell Horne (WPC-1131)

Class, type:	<i>Sentinel</i> , Fast Response Cutter
Active vessels in the class:	53
Home port:	Los Angeles/Long Beach, CA
Cost:	\$35,000,000
Builder:	Bollinger Shipyards (Lockport, LA)
Commissioned:	March 22, 2019
Length:	154 ft.
Beam:	26.6 ft.
Draft:	9.6 ft.
Displacement:	353 long tons
Crew complement:	2 Officers, 22 Crew
Endurance:	5 days, 2,500 nautical-mile range, designed to be on patrol 2,500 hours per year
Propulsion:	2 x 4,300 kW (5,500 HP) MTU diesel engines 1 x 75 kW (161 HP) bow thruster
Top speed:	28+ knots
Pursuit Boat carried on board:	1 x 26 ft. Monohull Over-the-Horizon cutter boat; single Cummins diesel inboard engine with Hamilton water jet drive, with speeds up to 40 knots (stern-launched)
Armaments:	1 x stabilized remote-controlled MK 38 MOD 2, 25mm chain gun autocannon 4 x crew-served .50-caliber Browning M2 machine guns



USCGC Terrell Horne.

(Port of Los Angeles)

ACKNOWLEDGEMENTS

Brian O'Rourke, Media Relations Officer,
Navy Region Southwest, San Diego, CA

Kristopher Haugh, Public Affairs Officer,
Naval Air Facility-El Centro, CA

Ensign Pierson Hawkins, Public Affairs Officer,
LA Fleet Week

Lt. Ada Willis, Public Affairs Officer, Littoral Combat
Ship Squadron ONE, U.S. Navy

Robert Burke, Commanding Officer,
USS *Cincinnati* (LCS-20)

Lt. JG Natalie Pifer, USS *Cincinnati* (LCS-20)

Lt. JG J. Valdez, Asst. Operations Officer,
USS *Cincinnati* (LCS-20)

Lt. Ali DeLeeuw, Chief Engineer,
USS *Princeton* (CG-59)

Matthew E. Todd, Executive Officer,
USS *Princeton* (CG-59)

Marann Fengler, Communications Specialist,
Office of the CEO, Pacific Battleship Center

Jonathan Williams, President,
LA Fleet Week Foundation

www.uscg.mil

www.navy.mil

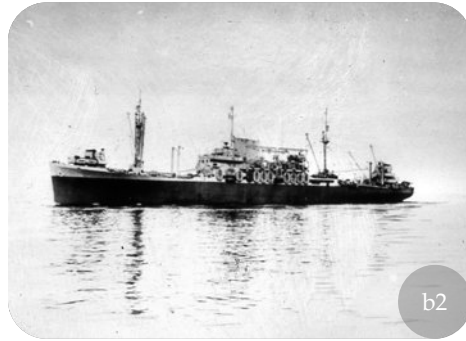
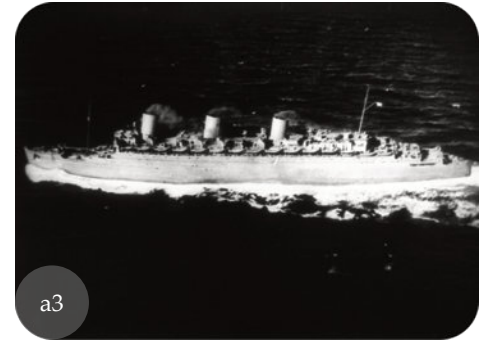
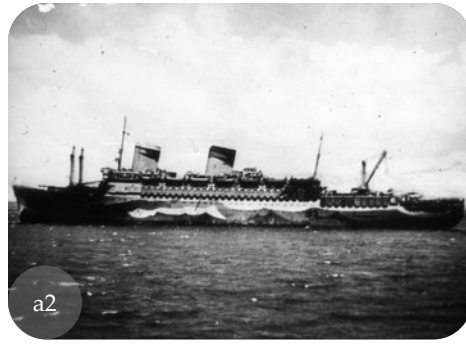
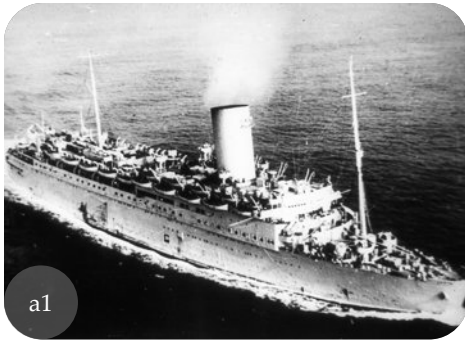
www.navysite.de

www.seaforces.org

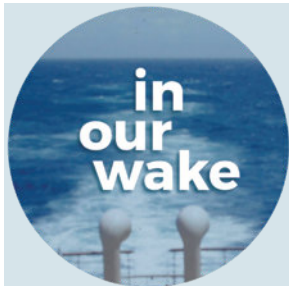
www.militarynews.com

www.military-today.com

Don't shoot! They're on our side!



During World War II, The US Army Air Force produced a series of slides to train pilots in the art of recognition so they wouldn't sink any Allied ships by mistake. How well do you know your liners in their war paint? Answers below. **a1:** She never sailed for her owners on her intended South America run. **a2:** She didn't make her official maiden voyage until 1946. **a3:** She and her sister shortened the war by at least a year. **b1:** This vessel was part of a trio that served the Canal Zone. **b2:** Three of this planned sextet sailed from New Orleans to South America. After the war, two were put on the New York-South Africa route. **b3:** Seven of these passenger-cargo liners were built for a round-the-world service. Only two were returned for that purpose.



Congratulations go to three Chapter members for articles published in the Spring 2023 issue of *PowerShips*.

Recently departed member **Don Persson** offered a first-hand account, as recorded by Captain Brian McManus of the Blue Funnel Line's *Agapenor*, about the 14 merchant ships that were stranded in the Great Bitter Lake during the Six Days War, and remained captive for almost six years.

Member **Bill Miller** offers us the story *French Line Flagship: The Liberté*, in his ongoing *Lives of the Liners* series.

Member and *PowerShips* West Coast Regional Editor **Jim Shaw** included histories about the wooden cargo ships built in Oregon for the Great War Emergency Fleet Corporation. The first, the *North Bend*, was built 105 years ago. Also included in his West Coast reporting is the history of the Weyerhaeuser Company's vessels operated by the Calmar Steamship Corporation to move forest products from the west coast to the east coast. These World War II era C4 troopships were reconstructed by Bethlehem Steel to create vessels specifically designed to transport heavy structural steel westbound, and packaged lumber eastbound.

