



Ocean Times

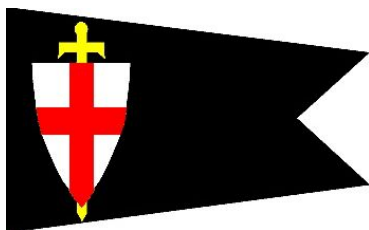


In full Crusader dress, the Bartram & Sons-built Turakina reverted to P&O ownership in 1973 and was sold to Liberian interests in 1977 only to be broken up a decade later at Huangpu, China as Sines.

photo: D Brown

What Ever Happened to Crusader Shipping?

by James L. Shaw



Starting in the late 1950s and continuing through the early 1970s a number of cargo liners dressed in light green hulls could be seen loading and discharging freight at west coast ports. These were the "Crusaders," a pool of conventional ships put together by four British shipping companies, Shaw Savill & Albion, Port Line, Blue Star Line, and the New Zealand Shipping Co, all active in the

refrigerated trades and traditionally connected to the long haul route between Great Britain and Australia/New Zealand.

In the mid-1950s, with the Japanese market expanding, the four carriers created Crusader Shipping Ltd to offer a refrigerated cargo service between the Antipodes and the West Coast of North America via Japan. Overall management of the new enterprise was entrusted to Shaw Savill and the new undertaking's name was linked to one of Shaw Savill's fastest sailing ships of the age of sail: the 1865-built *Crusader*.

A bow shot of Crusader ex-Edith Thorden showing the 3,461gt refrigerator ship's tripod mast arrangement and brightly colored shield carried on the stem. photo: J Shaw Collection



What Ever Happened to Crusader Shipping? continues on Page 3

MEETING NOTICE

**The May 7, 2022
Chapter Meeting
will be a ZOOM event**

Wayne Yanda will present
*The Art and Design of
Matson's Postwar Liners*

Richard Smith will present
*Famous Cunard Captains,
their Ships and their
Royal Connections.*

The ZOOM meeting link
will be sent out in advance.

In This Issue...

Chapter Notes**What Ever Happened to
Crusader Shipping?**

by James L. Shaw

**California
A Remarkable Steamer**

by Michael Jay Mjelde

**What Ever Happened to
Catalina Cruises?**

by Kevin M. Anthoney

The L'Atlantique

by Bill Miller

**Robert E. Hopkins
in Dry Dock**

by Don Persson

Tramping Cyber Space

by Bruce Vancil

Carnival Radiance

by Kevin M. Anthoney

Ship Shot:**Raffaello ... Tendering
in Sint Maarten**

by Don Persson

OT News**The Mail****In Our Wake**

by Old Tramp

Chapter Notes from Bruce Vancil, President

If it's not too late, Happy New Year.

February 5th saw our first meeting of the New Year. The Board of Directors met in the morning of the 5th. We were informed of the resignation of one of our Board members. Kate Vescera of Long Beach was appointed to fill out that term. Kate is a member of both chapter and National organizations. The Chapter looks forward to her contributions as a board member. The member's meeting in the afternoon was conducted via Zoom and featured two presenters. Kate Vescera presented a history of German ocean liners and was well received by the attending audience which was the largest we have seen in a Zoom member's meeting. Wayne Yanda followed with a presentation focusing on *The Art & Design of APL's President Jackson-class* also very well received. The quality of our lecturers seem to be as good as ever. If you have any comments I'd like to hear them - Bruce Vancil steamer@pacbell.net - shoot me a note if you like.

The May meeting set for May 7th via Zoom will feature two presenters as one joins us from Iowa and the other presents from the UK. Join us on May 7th 1:00 pm Pacific time and participate in this meeting that expands the fellowship of ship enthusiasts across the USA and the world. More on the specifics when invitations come out. Hope to see you there!

Thank You

Chapter member **Jim Shaw** brings us the history of another west coast shipping line in *What Ever Happened to Crusader Shipping?* A pool of conventional ships put together by four British shipping companies, Shaw Savill & Albion, Port Line, Blue Star Line, and the New Zealand Shipping Co, Crusader Shipping Ltd offered refrigerated cargo service between the Antipodes and the West Coast of North America via Japan.

New Chapter member **Michael Jay Mjelde** brings us the story of a much older steam ship that is best remembered as being the first Pacific Mail Steamship Company vessel to arrive in San Francisco and that remained in service for 46 years. *California, A Remarkable Gold Rush Steamer and Eventual Sailing Vessel* fills in the story of those years of service.

Chapter member **Kevin Anthoney** asks and answers the question *What Ever Happened to Catalina Cruises?* ... and takes us through the story of several owners, the growth of the fleet, and name changes to what is today's Catalina Classic Cruises. Kevin also invites us aboard the *Carnival Radiance* (ex-*Carnival Liberty*) as guests for the renaming ceremony recently celebrated in San Pedro in *From Victory ... Emerges a Radiance*.

Member **Bill Miller** relates the short life of the *L'Atlantique*, a first class ship with high design on the South America run in *The L'Atlantique, Art Deco and the Run to Buenos Aires*.

Member **Don Persson** tells us about the aftermath of the emergency voyage up the Hudson River to deliver gasoline and heating oil to Albany, breaking ice almost all the way. See *Ice Everywhere!* in the January *Ocean Times*. His *That's Not Going to Buff Out ... The Robert E. Hopkins in Dry Dock* tells the story of the ice damage in both prose and photos. Don also provides the Ship Shot for this issue as the *Raffaello* tenders passengers to/from shore at Sint Maarten.

Chapter President **Bruce Vancil** continues to entertain us with a number of interesting videos in this issue's *Tramping Cyber Space* inviting us to visit a mix of presentations from comparing ocean liner sizes, to a tour of the sailing yacht *Sea Cloud*, and the history of the SS *Leviathan*, the ex-SS *Vaterland*.

Thank You to all that made this issue of the *Ocean Times* a success.

Your SoCal Chapter Officers for 2022

Bruce Vancil — President
Jim Shuttleworth — Vice President

Sherrill Smith — Treasurer
Kate Vescera — Secretary

Bill Keene - Editor sshsaoceantimes@icloud.com | Wayne Yanda - Associate Editor | Alan Huguenot - Assistant Editor | Bruce Vancil - Editor Emeritus

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A year short of being sold to Everett Orient Line in 1972 the 1957-built Crusader was beginning to show her age but soldiered on for another decade as Rentoneverett before undergoing demolition at Kaohsiung, Taiwan in 1983. photo: J Shaw Collection

The First Crusaders

For a core fleet Crusader Shipping acquired two uncompleted refrigerator ships then being built by Finland's Valmet OY for Sweden's Thorden Line. The first of the 3,400gt newbuildings was launched as *Edith Thorden* but delivered to Crusader Shipping as *Crusader* in December 1957. The second, following nine months later, was christened *Saracen*, its name coming from the early Crusaders' Muslim opponents of the 12th century.

In 1963 another former Thorden ship, the 1948-built *Arctic Ocean*, was added to the fleet as *Knight*

Templar. These relatively fast reefer vessels were supplemented on a seasonal basis by refrigerated cargo carriers supplied by the various partner companies. Several of these, including Shaw Savill's *Amalric* and the New Zealand Shipping Company's *Turakina*, adopted full Crusader livery. This included a light green hull in a shade known as "eu-de-nil" and a buff yellow funnel decorated with a black crest containing a red and white shield and sword.



Sporting a handsome profile Shaw Savill's German-built 7,791gt *Amalric* of 1959 rests at San Francisco while dressed in Crusader colors during the early 1970s and well prior to going to Indian breakers for demolition as *Milos V* in 1986. photo: J Shaw Collection



Under transformation for Crusader Shipping, New Zealand Shipping Company's 1960-built *Turakina* is seen partially painted in Crusader colors at San Francisco while being attended to by a Crowley 'Red Stack' tug. photo: J Shaw Collection



The oldest unit in the Crusader fleet, the 1948-built Knight Templar ex-Arctic Ocean was purchased in 1963 but sold five years later to Philippine interests as Mindanao Sea only to be lost to fire in 1973. photo: J Well

A 15-year run

The Crusader service was soon expanded to peripheral ports in the Philippines, Malaya, Indonesia, New Guinea, and several South Pacific Islands as demand for fresh produce grew. To meet seasonal demands extra ships were added to the service by the various partners. These included Federal Steam Navigation Company's *Northumberland*; Port Line's *Port Montreal*; Blue Star Line's *Hobart Star*; and Shaw Savill's *Carnatic*, all "seconded" on an interim basis.

Outside vessels were also brought in as needed, including China Navigation's 1959-built sister ships *Kwangtung*

and *Kweichow*, both employed under the name *Norman*, the first in 1965/66 and the second in 1966/67.

While the Crusader operation should have made a profit, it never did. Losses continued to mount as containerization took hold of both the dry and refrigerated trades. This forced Port Line to withdraw from the partnership in 1972, its share then being taken over by the three remaining members. As the reefer and breakbulk trades continued to decline the conventional ships were returned to their owners and the service wound up by the mid-1970s.



Crusader Swire Container Service (CSCS) Logo



A well weathered reefer, the 1958-built Saracen is seen during her final days as the Greek-owned Dimitrios K before being broken up for scrap in 1981. photo: T Jones Collection



Port Line's contribution to the Crusader pool was the 1954-built Port Montreal which was sold to become Puerto Princesa after the British company left the pool in 1972 and was later scrapped after suffering typhoon damage in the Philippines during 1978. photo: D Brown

Dispersal of the fleet

Of the original three refrigerator ships, *Crusader* was sold in 1972 to Hong Kong-based Everett Orient Line, becoming *Rentoneverett* until scrapped in 1983. *Saracen* was taken over by Shaw Savill and traded as *Langstone* until 1975 when sold to Greek interests to become *Dimitrios K* then scrapped six years later. *Knight Templar*, the oldest of the fleet, had been sold to Philippine interests in 1968 and traded as *Mindanao Sea* until lost by fire during 1973. The other conventional ships employed in the trade were largely gone

by the late 1970s and early 1980s, one of the last, *Amalric*, surviving until scrapped in 1986.

The Crusader name, still valuable, was retained and applied to a new containerized undertaking, the Crusader Swire Container Service (CSCS), established by Overseas Containers Ltd and China Navigation in the late 1970s. However, this undertaking was eventually merged into New Zealand Unit Express and the latter phased out of service by the early 1990s.

SSRISA

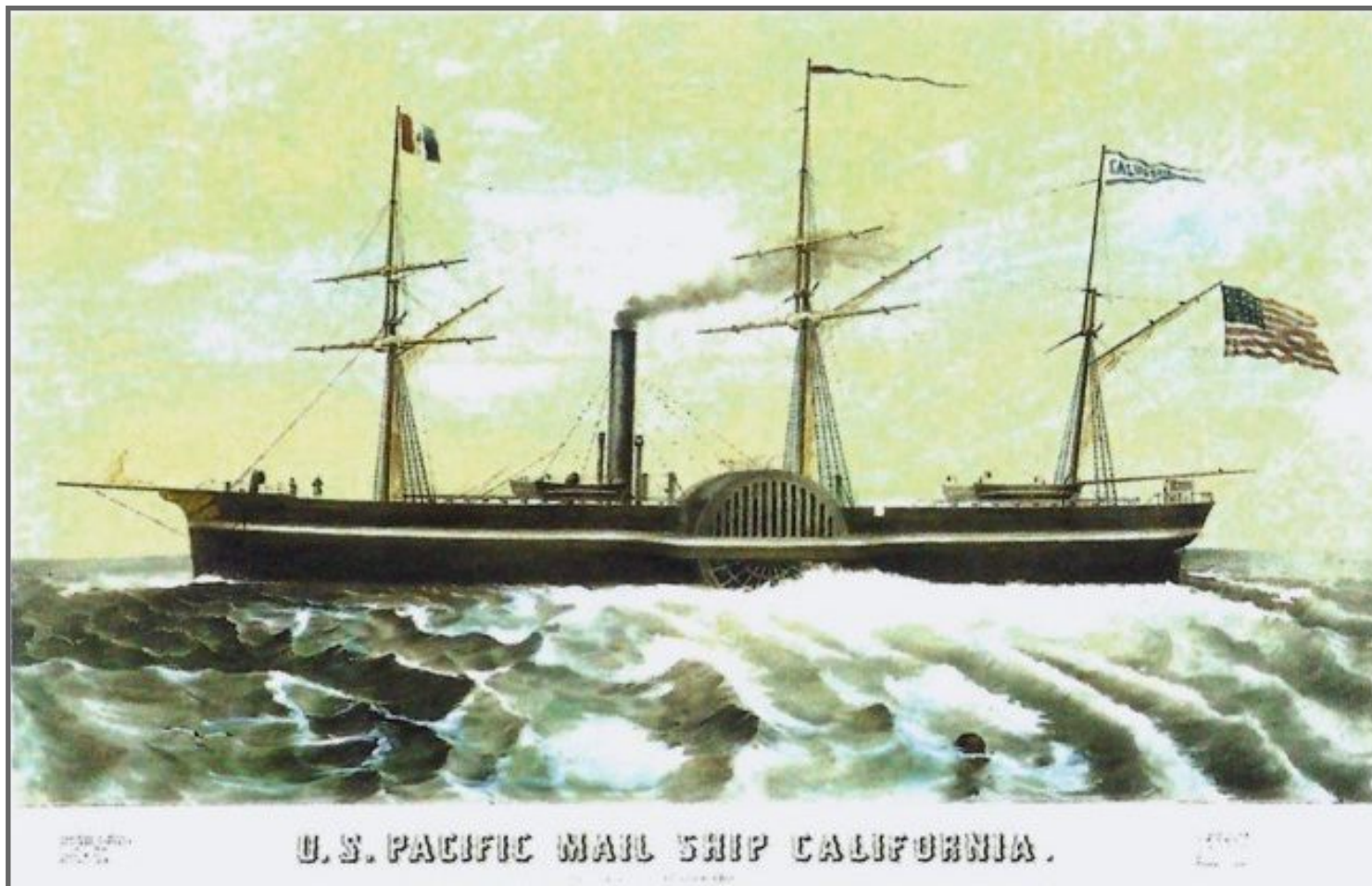


One of several Blue Star Line ships temporarily employed in Crusader service, the 1956-built Hobart Star, a Bremer Vulkan-built ship, was dismantled at Kaohsiung, Taiwan as Aegean Prosperity in 1980. photo: D Brown

California

A Remarkable Gold Rush Steamer and Eventual Sailing Vessel

by Michael Jay Mjelde



Steamship California as originally in service, circa 1848.

Lithograph by Napoleon Sarong and Henry B. Major, lithographers located in New York City. Courtesy California State Library.

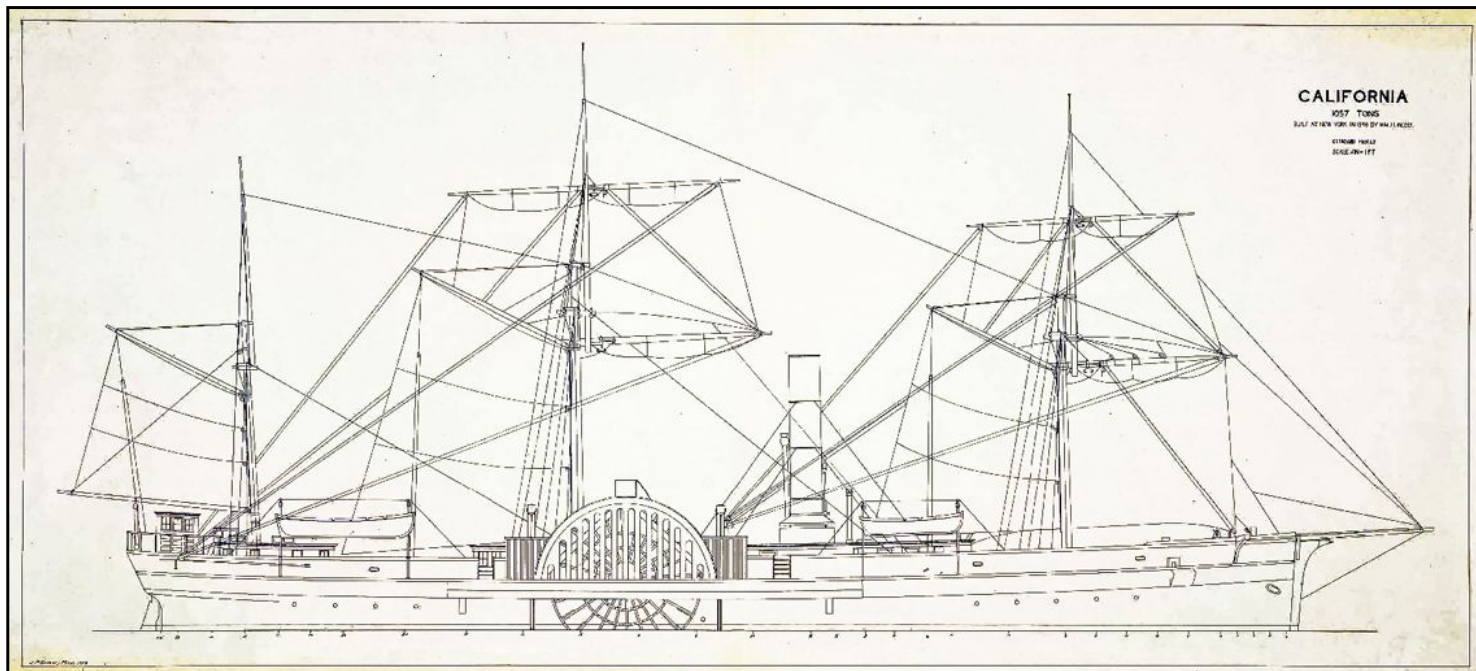
California, a California gold rush steamer, is best remembered for being the first Pacific Mail Steamship Company vessel to arrive at San Francisco in February 1849, more than a year following the discovery of gold by James W. Marshall at Sutter's Mill in the waters of the American River in California.

This special event in California history took place during a period when ocean-going vessels powered by steam with auxiliary sail were far removed from industrial centers where repairs could easily and quickly be implemented. In fact, *California's* first passage, via the Strait of Magellan, situated at the southern tip of South America, to San Francisco encompassed close to five months and over 14,000 miles (22,530 kilometers) from New York City.

California initially began in the minds of a number of notable characters, primarily William H. Aspinwall, who with a group of investors, formed Pacific Mail Steamship Company, a New York corporation. It also involved William H. Webb, a nationally known builder of sailing ships and steamers who eventually became a major stockholder in Pacific Mail. Both of these men, however, influenced the federal government to be involved, not only to implement regular mail service from the East Coast of the United States to Oregon via San Francisco, but to eventually participate in major funding for three steam-powered vessels, which would ultimately provide twice-monthly mail service between New York City and Panama, and monthly service between Panama and Oregon. Moreover, they were vessels which could be easily converted into armed vessels suitable for the US Navy in the event of war.¹



William H. Aspinwall, first president of the Pacific Mail Steamship Company

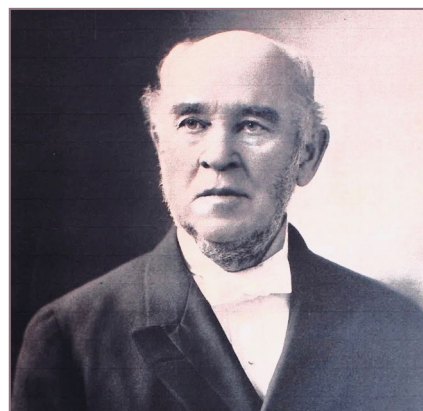


The Three Sister Steamers *California*, *Oregon*, and *Panama*

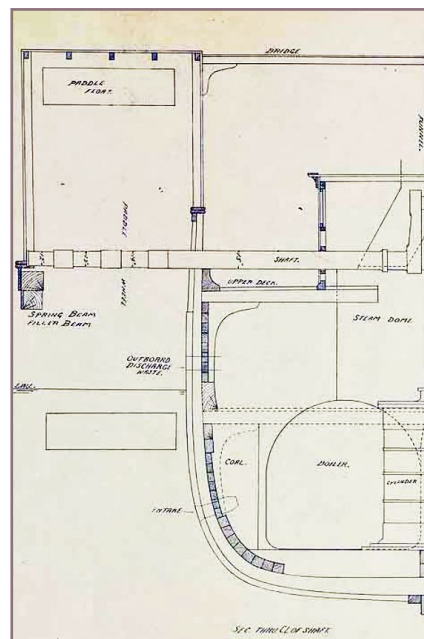
California eventually formed part of a class of three similar size side paddlewheel vessels, the other steamers named *Oregon* and *Panama*, all designed by William H. Webb, and about 200 feet in registered length (the equivalent of 61 meters) of over 1000 gross tons (old measurement) and furthermore powered by a single, side lever steam engine rated at 250 horsepower but capable of being increased to 300 horsepower.² Moreover, their two flue-type steam boilers, fueled by coal, would be rated at 20 pounds operating pressure.³ Although at this time screw propulsion technology had been implemented in some vessels, and even though walking beam engines were viewed as being more efficient than a side lever engine, the latter type was mutually decided upon by the U S Navy, Aspinwall and his associates because it meant that *California* and her sisters would be more seaworthy in rolling seas than a similar size vessel powered by a walking beam engine.⁴

Moreover, the wooden materials in their overall frames would be unusual for commercial vessels—live oak, normally reserved for vessels in the US Navy. In addition to the live oak, another innovation would be implemented, the first in any American-built steamship, that of their frames being diagonally strapped by iron bars spaced four feet apart and sized four inches in width with a thickness of $\frac{3}{4}$ inches.⁵ Furthermore, all three vessels were also bark-rigged with auxiliary sail, common for steamers of that era, so that in the event their steam power plants became disabled, they remained fully functional.

Construction on *California* began with her keel laying on January 4, 1848, at William H. Webb's New York City shipyard situated next to the East River and proceeded without any major interruptions to her launch about six months later. Thereafter, tugs towed her to the Novelty Iron Works, also located adjacent to the East River, where for the following three months, both engine and boilers, earlier constructed at the same facility, were installed. Then, after several months of testing and retesting, *California* was ready to be approved, not only by the principals of Pacific Mail Steamship Co., but also by Naval Construction officers of the U. S. Navy, who on October 5, 1848, put their signatures of approval that she would be suitable, if necessary for induction into the Navy, and thereby deemed qualified to accept a government monetary subsidy.⁶



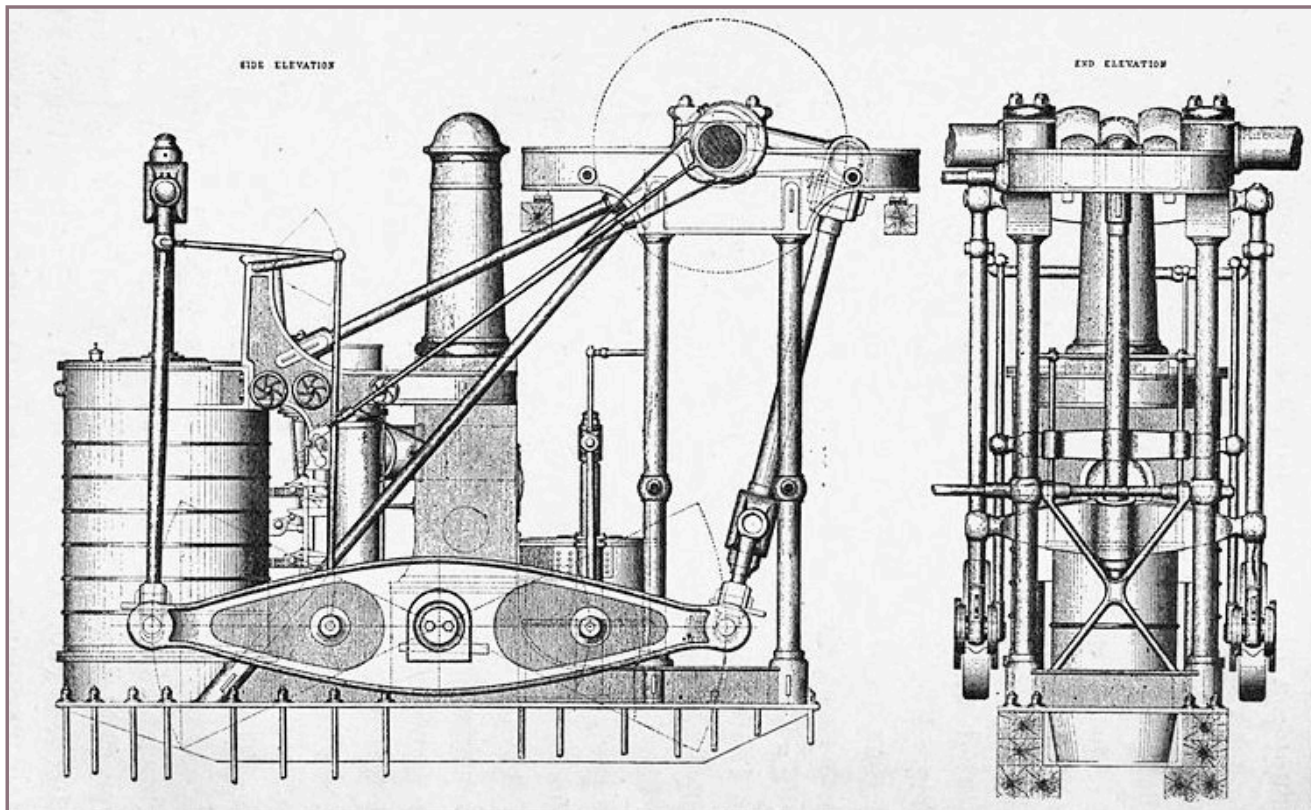
William H. Webb,
designer and
builder of
steamship
California



top:
Starboard
elevation drawing
of the *California* as
built.

left:
Section through
the centerline of
the paddle wheel
shaft.

Drawings by
J. Porter Shaw,
1938.
John H. Kemble
Collection.
Courtesy
Huntington Library



Side and end elevations of a Side Lever steam engine. This drawing is of the engine that was installed on the U. S. Mail Steamship Arctic that was a larger version of the engine on the California.

Courtesy Mark Shorey

California's Maiden Voyage and Subsequent Arrival at San Francisco

California commenced her first voyage from New York on October 6, 1848, under command of Captain Cleaveland A. Forbes, a 69-year old veteran of being in command of both sailing ships and steamers.⁷ His full crew consisted of 36 persons, including 16 engine room personnel.⁸ However, because of there being no regularly scheduled passenger service at this point between the East and West Coasts of North America (the Transcontinental Railroad wouldn't be going into service until 1869), *California* had only seven passengers on board when she left New York but accommodations for over 200;⁹ whereas on arrival at San Francisco, she would have over 320 men, women and children on board, most of whom joined the steamer at Callao and Panama.¹⁰

The subsequent voyage became typical of a new vessel with a number of engine breakdowns, but, in addition, Captain Forbes became seriously ill, eventually resulting in his having to be replaced as commanding officer. Moreover, near the end of the voyage, Forbes' replacement had to deal with a serious lack of fuel to feed the ship's boilers.

However, by the time *California* arrived at San Francisco on February 28, she had the distinction in the years to come of being the first Pacific Mail steamer to pass through the Golden Gate as well as being the first American steamer to pass from the Atlantic Ocean to Pacific Ocean via the Strait of Magellan.

A front-page article in the *Weekly Alta California* the following day, March 1, 1849, colorfully described the overall effect of her arrival:

...her fine appearance as she came in sight of the town called forth cheer from our enraptured citizens who were assembled in masses upon the heights commanding a view of the Bay and in dense crowds at the principal wharves and landing places. She passed the vessels of war in the harbor under a salute from each, returned by hearty cheering from the crowded decks, and at eleven was safely moored at the anchorage off the town.

Following *California's* arrival, she quickly became devoid of her entire crew, many of whom headed for the gold fields, with the exception of Captain Forbes, and one person in the 'black gang' remaining to eventually man the steamer's engine/boiler spaces. Subsequently, there was no effective way to get qualified workforce for a number of months to institute necessary repairs to her side lever engine to begin passenger/freight service.

In fact, because of Forbes' inability to quickly hire replacement crew to fully man her and institute needed repairs to her engine, it would not be until May 1, 1849, that *California* could finally be ready to sail for Panama with intermediate stops at Monterey, Santa Barbara, San Diego, and three Mexican ports. Finally, on that day of departure, she had on board 51 passengers and gold dust valued at \$300,000, plus normal operational personnel.¹¹



INSPECTORS' CERTIFICATE.

We, William W. Vanderbilt and William E. Bushnell, Inspectors,
 appointed by the Hon. **OGDEN HOFFMAN, JR.**, District Judge of the United States,
 for the Northern District of California, Do hereby Certify, that we have inspected and examined the
HULL of the Steamboat or Vessel called the California
 of San Francisco of which P. Whiting is Master, and
P. Zimmerman is Engineer. That the said Boat or Vessel was built at New
York in the State of New York in the year 1848 and
 That said Vessel is, in our opinion, in a good condition to be used for the
 transportation of Passenger & Freight on the waters of the Ocean

In Testimony Whereof, We have given this certificate in duplicate, under our hands, in the
 City of San Francisco, this 14 day of Feb 1853.

This Certificate expires..... } W. W. Vanderbilt INSPECTORS.
August 14 1853 } William E. Bushnell

We, William W. Vanderbilt and William E. Bushnell, Inspectors, appointed by the Hon. **Ogden Hoffman,**
Jr., District Judge of the United States for the Northern District of California, Do hereby Certify, that we have examined **THE BOILER** on
 board the Steamer California made in New 1848 and repaired
 in 1853 and the arrangement and connection with the Machinery, which in our opinion, is safe, if
 the steam pressure shall not exceed Twenty pounds to the square inch. The Machinery we think has
 appropriate strength.

In Testimony Whereof, We have given this Certificate in duplicate, under our hands, in the City of
 San Francisco, this 14 day of Feb 1853.

This Certificate expires..... } W. W. Vanderbilt INSPECTORS.
August 14 1853 } William E. Bushnell

Daily Union Job Office.

Inspection Certificate issued on February 14, 1853 certifying that the "California ... is in a good condition to be used for the transportation of Passengers and Freight on the waters of the Ocean". Inspectors William W. Vanderbilt and William E. Bushnell, appointed by Federal District Judge of the Northern District of California, also certified that "the boiler of the Steamer California ... repaired in 1853 ... and machinery is safe, if the steam pressure shall not exceed twenty pounds to the square inch." A 20psi boiler pressure would be considered as a high pressure unit in these early years of steam propulsion.

Courtesy of James Shuttleworth

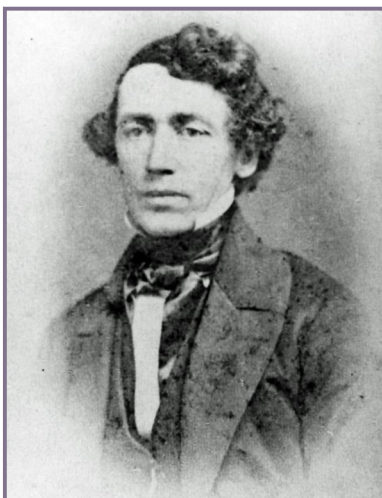
Captain Cleaveland Forbes Replaced by Lieutenant Thomas A. Budd, US Navy

Shortly following *California's* arrival at Panama, 23 days from San Francisco, Lieutenant Thomas A. Budd, US Navy, replaced Captain Cleaveland Forbes as commanding officer. Budd, a 20-year Navy veteran, who joined the Navy at the age of 11, had the distinction of not only having formerly been an active participant in the U. S. Exploratory Expedition,¹² commonly called the Wilkes Expedition, but, prior to being permitted by his superiors to be granted a leave of absence to take command of *California*, served for several years as lieutenant on *USS Michigan*, a 163-foot sidewheel steamer, the first vessel of iron construction in the US Navy.¹³

Within six months, Budd helped to make *California* a preferred vessel in the Pacific Mail fleet operating between San Francisco and Panama. An article published in the *Weekly Alta California* on January 4, 1850, shows the overall effect of his dealing with the traveling public. It stated:

Captain Budd, the commander of the California, is probably the most popular of the officers of the Pacific steamship line. All who have ever taken a trip on his vessel speak in the highest terms of his courtesy, urbanity and gentlemanly bearing as his qualities as a sailor.

Lieutenant Budd, as he would be listed in newspaper advertisements as "Lieut. T. A. Budd,"¹⁴ and on the actual shipping articles for *California* filed with Customs at San Francisco,¹⁵ would eventually command *California* for more than two years before returning to active duty with the Navy after being offered command of the 20-gun sloop-of-war *USS Vincennes*.¹⁶ Whereas his replacement, Captain R. L.



Lieutenant Thomas A. Budd, U. S. Navy, commanding officer of *California* between the years 1849 and 1851. Courtesy Naval History and Heritage Command, Image NH 95241

Whiting, would eventually command *California* for the following nine years.

However, in spite of *California's* popularity, her relative size (1,057 gross tons, old measurement) in comparison to larger steamers soon to arrive at San Francisco from competing shipping lines, some of which were double her tonnage and cargo capacity, after several years affected her ability to attract the traveling public. Also, rate wars in the following years made it more cost-effective for Pacific Mail to eventually use larger vessels in the fleet more regularly than *California* such as the steamer *Golden Gate* of 2,200 tons which by 1852 and 1853 became the dominant vessel in the Pacific Mail fleet operating out of San Francisco to Panama.¹⁷ However, in spite of her smaller size, in the year 1852, *California* made five voyages from San

Francisco to Panama in which she carried almost nine million dollars in gold dust.¹⁸

In 1854, and thereafter, *California's* role in regular service became even less important and she became known as a "spare" vessel in the Pacific Mail fleet and in the following years made voyages as a temporary replacement on routes. In fact, by 1860, she continued spending more time at the company repair facility located at Benicia in lay-up and because of her regular absence in the shipping columns and the advent of other vessels named *California* coming into service, the news media incorrectly began assigning voyages made by other vessels owned by competing companies named *California* to the gold rush *California*. Some even 'assumed' that Pacific Mail had sold her to those companies;¹⁹ whereas her sister ships *Oregon* and *Panama* had indeed been sold as surplus.

California Laid Up and Eventually Rebuilt by Peter Donahue

In 1864, the federal government enacted a new tonnage law as to what constituted gross tonnage of a vessel which would eventually change the registered tonnage of *California* from her original gross tonnage of 1,057 to 762. However, she continued to be rarely in service. Furthermore, in 1865 reaching into the summer of 1866, she remained in reserve at Acapulco. Then, on return to San Francisco in August 1866,²⁰ Pacific Mail management elected to not have her remeasured by Customs. Moreover, following her eventual return, *California*, because of no longer being classified by the company as seaworthy and because her boilers were deemed 'worn out,' they returned her to the Benicia repair facility where she remained for the following three plus years.

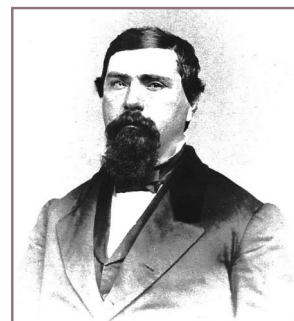
An article in the *Alta* later explained the deteriorated stage *California* had reached:

For a long time she has been lying in ordinary [a term normally applied to military vessels in layup] placidly wearing away her life and

supposed to many to have made her last voyage and to have retired for good...

This situation, however, dramatically changed in December 1869 when Pacific Mail sold *California* to Peter Donahue, co-founder of Union Iron Works.²¹

Following his purchase of *California*, Donahue had her towed to his yard situated in the Potrero District of San Francisco where she was hauled out on the yard marine railway. Then, during a period of almost six weeks, yard personnel rebuilt sections of her hull including replacing major structural components; rebuilding her stern; installing new hanging knees, ceiling, and pointers; and



Peter Donahue, co-founder of Union Iron Works, San Francisco, who purchased *California* in December 1869 from Pacific Mail and had her rebuilt and modernized.

fastening them with copper and iron. They also re-coppered her underwater body, all of which effectively and officially modernized *California* so she could become reclassified by Customs as a “rebuilt” steamer, at a final cost of about \$50,000.²² Moreover, she underwent a special insurance survey and *American Lloyds* reclassified her as an A-1² vessel thereby qualifying for special insurance rates.

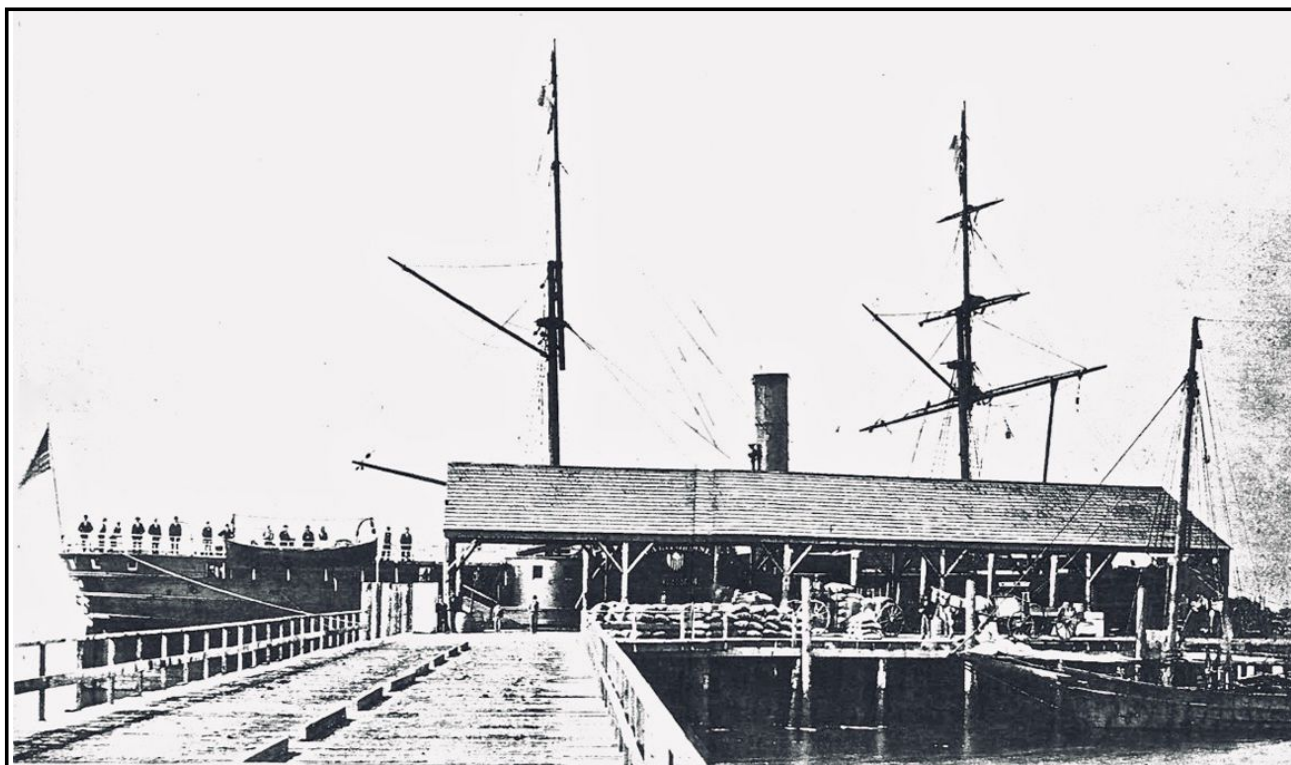
In addition, Donahue authorized the changing of her overall appearance by removing her mizzen mast, reducing her to brigantine rig, and eliminating her bowsprit. Moreover, shipwrights enlarged and rearranged her deck houses which involved repositioning the wheelhouse previously situated at her stern to a pilot house situated atop a newly enlarged main cabin and pierced by her foremast instead. Therefore, in the future, the steamer’s helmsman would have an unobstructed view of the foredeck. Moreover, government Customs personnel remeasured *California* and reclassified her with a gross tonnage of 762.25 in April 1870.²³



Stereographic image of Benicia, California, showing Pacific Mail Steamship Co. Works, with Martinez in the background dated 1866. Here is where *California* reposed in lay up between the years 1866 and 1869.

Photographers: Lawrence & Houseworth.

Courtesy Library of Congress and Photographs Division, Washington, DC.



California as a vessel newly rebuilt at Peter Donahue’s Union Iron Works in 1870 and subsequently owned and operated by North Pacific Transportation Co. Image taken at Culverwell’s Wharf at San Diego circa 1870.

photo: Title Insurance & Trust Co. collection, California Historical Society

***California* Sold to North Pacific Transportation Company**

Then, on April 15, 1870, Donahue sold *California* to North Pacific Transportation (NPT) Co. for a reported \$130,000.²⁴ Subsequently, NPT Co., would operate *California* under command of Capt. P. Conner between Southern California ports (such as Santa Barbara, San Pedro, Anaheim, San Diego, and San Francisco) as an authorized US Mail service vessel hauling passengers and freight.

An example of a voyage following her being placed in service occurred on February 16, 1871, when *California* arrived at San Francisco two days and 20 hours from San Diego. Moreover, an advertisement published several days later in the *Alta* indicated that she would sail south the

following week from the NPT Co. wharf to the aforementioned four ports. At time of arrival on February 16th, she had on board 40 cabin passengers (\$10 passage fee) and 16 in steerage (\$5). Furthermore, her cargo on that day consisted of a variety of items ranging from 483 bars of gold bullion to five boxes of lemons to four bundles of sheep skins.²⁵ Also, in the summer of 1871, *California* would be operating in conjunction with the steamer *Orziba* in servicing ports in Southern California and San Francisco on an alternate basis every six days showing the high degree of usage she was experiencing as an NPT Co. vessel.

***California* Returns to Ownership by Pacific Mail Steamship Company**

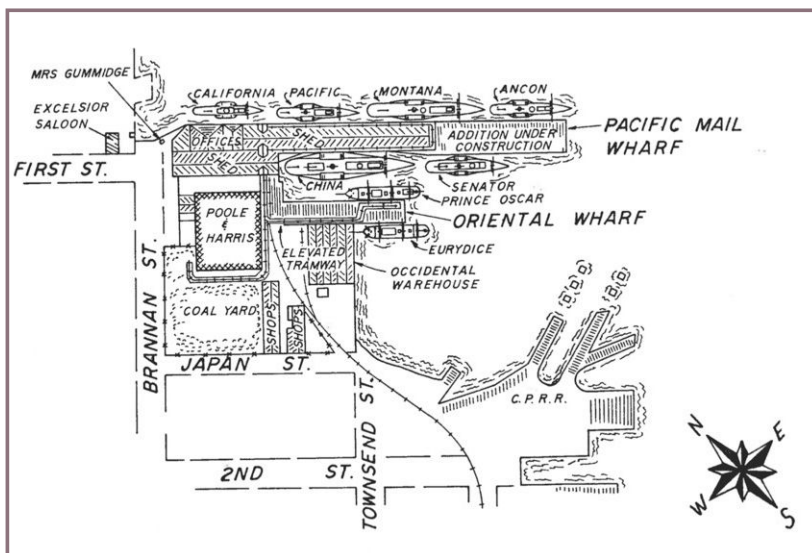
Being a vessel in the NPT Co. fleet, however, was short-lived for *California* because on August 21, 1872, it sold *California* for \$125,000 back to Pacific Mail.²⁶ This is how *California* came to be featured in a photograph taken at the Pacific Mail wharf situated at the foot of Brannan and First streets at San Francisco.

Also, during this period Pacific Mail advertised *California* being in service under command of Capt. George D. Korts and others in which the company increased the number of loading-unloading ports she now serviced in advertisements to:

For San Diego, stopping at Monterey, San Simeon, San Luis Obispo, Gaviota, More's Landing, Santa Barbara, San Buena Ventura, Hueneme, San Pedro, and Anaheim Landing.

This schedule over a five-day period which was a far 'cry' from 25 years previous when *California* only made three stops at Southern California ports before proceeding further South. Moreover, the advertisement included a recital:

*No extra charge for meals or stateroom.*²⁷



Drawing of Pacific Mail Steamship Co. facility in 1872 at San Francisco showing *California* and other Pacific Mail vessels berthed at the wharf.

Image drawn by the author



California as photographed by Carleton Watkins in 1872 at the Pacific Mail Steamship wharf at San Francisco.

Courtesy San Francisco Maritime National Historical Park

A Gala Occasion

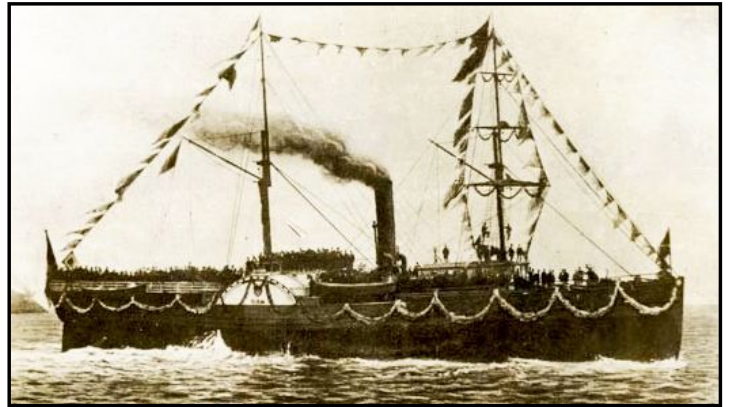
It was *California* which had the distinction of being the honored vessel on the day marking 25 years since her first arrival on February 28, 1849, at the Golden Gate city and commemorating her arrival more than a year following the discovery of gold in California. The following day, a feature article appearing on the front page of the *Daily Alta* described *California's* appearance on that gala occasion as she steamed around the Bay as the 'star' attraction. She had 500 people aboard that day who earlier embarked at the Pacific Mail Wharf, 31 of whom first arrived at San Francisco on her in 1849 together with other invited guests.

The *Alta* described her appearance:

The California had been refitted and renovated a cost of several thousand dollars, and in order that the guests should have plenty of room, the staterooms had been removed. The ship was decked out with all her signals and bunting, and her sides and decks were hung with evergreens. The main deck was beautifully dressed with the flowers and plants of the State.

California subsequently steamed south to Hunters Point; then came about and headed north past the Eastern waterfront of San Francisco and into the Golden Gate as far west as Fort Point. She then returned and proceeded as far

north as Mare Island, about fifty miles distant, before returning to the Pacific Mail wharf. All the while, vessels on the Bay acknowledged the occasion by dipping their colors, while at selected times, certain vessels also fired salutes from their signaling cannons. Then, following her return to the Pacific Mail wharf, and into the evening, the celebrants remaining on board noisily and 'with glasses raised' in a series of five toasts acknowledged the special occasion and one not easily forgotten with a series of speeches.²⁸



The steamer *California*, decorated in honor of the anniversary of her first arrival in San Francisco harbor, is seen passing up San Francisco Bay on February 28th 1874, 25 years to the day that the vessel first passed through the Golden Gate. Courtesy: California State Library

New Ownership: Goodall, Nelson & Perkins and Nicholas Bichard

However, senior management of Pacific Mail soon after that 'gala occasion' decided to sell *California* along with five other vessels deemed obsolete in the fleet to a new company, Goodall, Nelson & Perkins, recently formed to institute a new service on the coast, that sale taking place in January 1875. In turn, however, that new company also soon deemed *California* obsolete for its service, viewing her as "burning too much coal and carries but a small cargo."²⁹ Then, in April 1875, it sold her to Nicholas Bichard, a San Francisco shipowner, for \$10,000.³⁰ In turn, Bichard had her engine and boilers removed, and converted her into a three-mast bark which involved re-installing a mizzen mast, removing most of the existing deck structures, adding an after house for the captain and ship's officers plus repositioning the steering apparatus further aft. Also, ship carpenters added a forward house for foremast hands, petty officers, and cooking facilities, following which Customs personnel again remeasured her and ultimately modified *California's* official gross tonnage once again to 794.64.³¹

Although Bichard, especially in later years, became labeled in some maritime circles as a person who operated a fleet of substandard sailing vessels, this was not the case with his initial rebuild of *California* and further evidenced by her two decade longevity in service. He spent a reported \$56,000³² in her conversion and as a sailing vessel she initially received special insurance rates by underwriters listed with *American Lloyds* as a vessel with a A-1² (first class) rating wherein a marine surveyor classified

her as "solid floors, all defects removed." This meant that *California*, as an ocean-going vessel, remained "qualified to carry perishable cargoes on long voyages" as she had been following Donahue's rebuild.³³



Photograph of bark *California* circa 1890 taken at Tiburon, California, where *California's* owner Nicholas Bichard laid her up between the years 1876 and 1894 when not in service.

Courtesy San Francisco Maritime National Historical Park

Official Register of bark California dated October 12, 1875, issued by U. S. Customs in conjunction with California sailing for Australia as a sailing vessel.
Courtesy National Archives and Records Administrations, Record Group 41, Washington, DC

The Bark *California* Loads a Variety of Cargos

Then, in October 1875, *California* under command of Capt. Williston commenced her first voyage from San Francisco as a sailing vessel bound to Newcastle, Australia, laden with a perishable cargo consisting of barrels of salmon as well as other commodities. *California* subsequently made a return 66-day voyage encompassing 6,400 nautical miles to San Pedro, California, arriving the following April 1876 with a cargo of steamer coal for the Southern Pacific Railroad as well as the Los Angeles Gas Company. Then, that following year, following unloading of her cargo, *American Lloyds* insurance register downgraded her to rate A-2 (second class, but still classified to haul perishable cargoes) at which rate she remained until her special rating for hull and cargo insurance premiums expired in the early 1880s. Then, in 1877, Andrew J. Pope of the lumber firm Pope and Talbot came into ownership for a three-year period utilizing her as a lumber carrier following which Richard re-purchased her.³⁴

Continuing into the 1880s, under Nicholas Richard's management *California* made voyages on a consistent basis to Australia from California, Washington Territory and Canadian ports, including one 69-day voyage to Yokohama, Japan, in 1880. She was under command of captain A. W. Love and loaded lumber at Vancouver, British Columbia, following which she returned from Yokohama to San Francisco in 34 days with a cargo primarily consisting of

over 13,000 packages of tea. Thereafter, *California* continued making voyages from San Francisco to lumber ports in British Columbia or Puget Sound, thence to Central America, South America, or Australia.³⁵

There was even one instance in 1883 when *California* hauled about 700,000 board feet of lumber from Seabeck, Washington Territory, to a port in Chile and returned with a cargo of Nitro to San Francisco; whereas earlier that same year after unloading her lumber cargo at a Central American port, *California* returned with a cargo of about 5,000 sacks of coffee and 650 sacks of sugar. Moreover, showing the consistency and degree of her activity level especially beginning in the summer of 1885 and ending during the summer of 1890, Captain Charles Davis, her master during those years, continued with a general pattern of commencing her voyages at San Francisco where at least on one voyage, *California* loaded redwood lumber on the Bay; thence sailed north to Puget Sound where she loaded additional Douglas Fir at Port Gamble; thence she sailed to Melbourne, Australia, and unloaded; thence continued about 450 nautical miles north to Newcastle where stevedores loaded about 1,300 long tons of steamer coal; thence returned from Newcastle about 6,400 nautical miles to San Francisco. Captain Davis thereby followed a similar pattern during that entire five-year period he was in command.³⁶

Labor Union and Non-Labor Union Conflicts

Late in 1890, Capt. E. L. Morine assumed command of *California* and it was under his tenure in the summer of 1891 that *California* became the focus of a union/non-union squabble which represented a concerted effort by the leaders of the Coast Seaman's Union at San Francisco to supplant the current practice of non-union sailors manning sailing vessels bound to South America, around Cape Horn or to the Far East. Whereas this situation was unlike sailors being shipped in West Coast coasting trades who had become accustomed to being under their authority since the mid-1880s. The only difference in 1891 with *California* was that she would be laden with a cargo of railroad ties loaded on the Bay and be bound to Peru with a crew of deep water sailors, none of whom were card-carrying union members. Showing the impact of the increasing labor movements, the following article appeared in the *San Francisco Call* the day following her departure in the "Sea and Shore" column:

The bark California went to sea yesterday morning, bound for Huanchco [Peru] with a crew of non-union men. Captain Morine shipped the crew several days ago and intended going to sea on Wednesday, but the union men kept such a close watch on the vessel that the crew was afraid to go on board. The captain then applied to Captain Dunleavy of the Harbor Police for protection, saying he wanted the men on board early yesterday morning. Sergeant Helms was detailed to see the crew on board in safety, and about 5 o'clock yesterday morning he took ten policemen with him and went to the Sailor's Home where the crew was staying.

Few opposing men were in sight when the sailors piled their bags and chests onto an express wagon, they having changed their tactics. The bark was lying out in the stream, and expecting that a crew might be taken off to the vessel in the night a large force of men was put into small boats and lay close to the bark, though making no attempt to board her. Sergeant Helms escorted the men down to the Folsom Street wharf, where a tug was in readiness to take them off to the vessel. There was a look of blank surprise on the faces of those who had watched the bark all night when they saw the tug run alongside and caught sight of the strong force of blue-coated policemen on her deck.

After putting the men on board Sergeant Helms perceived that would probably remain but a short time should he and his men go back on the tug, so sending seven of his men ashore, he remained on board with [police] officers Mahoney and Dower until the ship was well out of the harbor, when they left her at the whistling buoy and returned to the shore in the tug that towed the vessel to sea.³⁷

Thereafter, following her return to the United States in November 1891, *California* would load lumber at Port Blakely, Washington state; thence sail to the Fiji Islands; thence continue further west to Newcastle to load cargo and return to San Francisco the following June 1892.³⁸

This level of activity and assumed profitability for *California*, however, would not continue, especially with the onset of the "Panic of 1893" which eventually impacted shipping all over the world as hundreds of businesses and banking institutions failed in the following years, which also resulted in the layup of *California*. Moreover, it is most likely that this eventually caused Nicholas Bichard to become insolvent because in August 1894, although continuing to be managed by members of the Bichard family,

Nicholas Bichard sold *California* to James Rolph and George Thompson of San Francisco, with J. Bichard acting as agent.³⁹ In fact, in June 1895 Nicholas Bichard would quietly pass away at Tiburon, California, and following his death, his estate would be deemed insolvent as indicated in records filed in his probate in the records of Marin County which made no mention whatsoever of his having any remaining sailing vessels in his possession.⁴⁰

One Final Voyage

Thereafter, a final voyage of *California* commenced on October 2, 1894, when under Capt. John H. Lukschewortz, of San Francisco, *California* sailed from Hadlock, Washington, laden with a full cargo of lumber, including deck load, bound for Salavary [sic], Peru, with a crew of 12 men, consisting of two mates, a cook, carpenter and eight seaman. Subsequently 100 days later, on Monday morning, January 14, 1895, during a heavy fog, *California* went ashore in a five-knot breeze in heavy seas off Point Aicaca [sic], Peru, and couldn't be refloated due to no assistance being

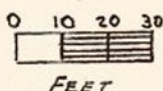
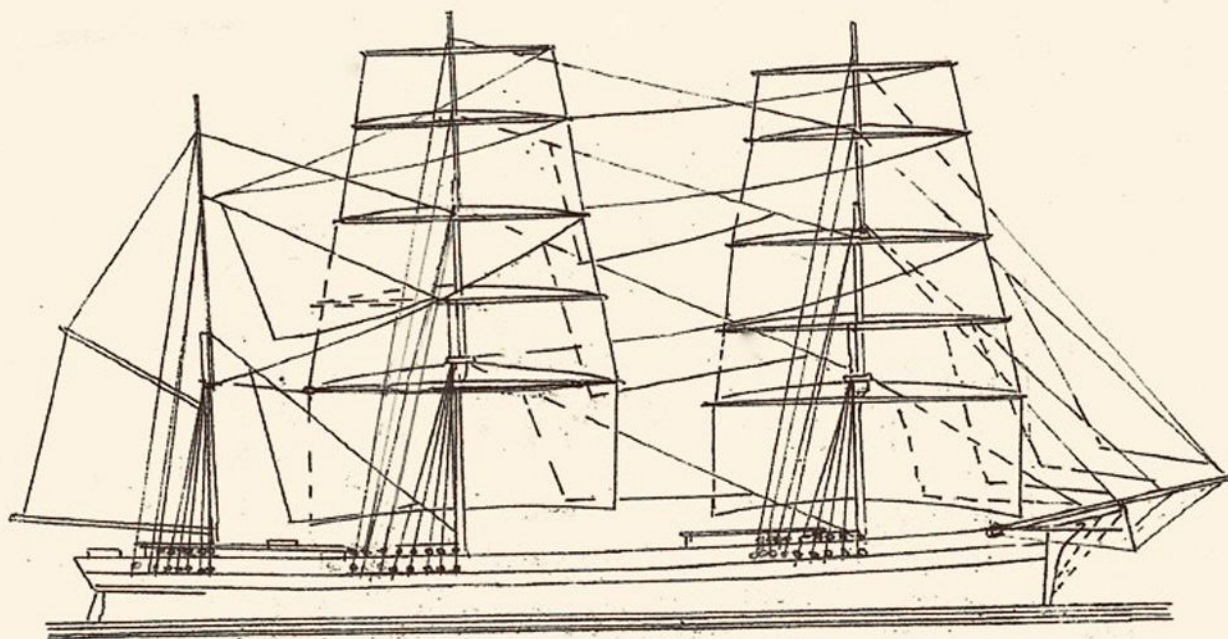
available from a tug. However, none of the crew were injured in leaving the stranded craft.⁴¹

California and her cargo were subsequently sold at public auction on February 5, 1895, to the highest bidder at 5,050 soles, Peruvian currency (about 1,310 U. S. dollars). However, at the time of her loss, she was still insured for a nominal \$3,500⁴² showing that she remained seaworthy at the time of her loss, which was remarkable for a vessel of wooden construction more than 46 years old.

California: An Overall Successful Career

This ended the remarkable career of a vessel which began its career as a gold rush steamer, underwent a rebuild after being deemed no longer serviceable by her former owners, Pacific Mail, and underwent being reclassified as such. Then, after being resold in 1875 and further converted to bark rig, she served successfully for an additional two decades.

California's long career thus became a remarkable tribute to not only William H. Webb, her original builder and designer, and the U. S. Navy constructors who oversaw her original construction, but to Peter Donahue, whose workers modernized her as a steamer and returned her to service as "rebuilt," and also to the shipwrights, who at Nicholas Bichard's request, effectively transformed *California* into a sailing vessel.



Bark California (Ex-Steamship California)

Drawing of bark *California* as rebuilt by various ship construction trades at San Francisco in 1875 as authorized by Nicholas Bichard.

Drawing: Michael J. Mjelde

Endnotes

1. Edwin L. Dunbaugh and William DuBarry Thomas, *William H. Webb, Shipbuilder* (Glen Cove, New York: Webb Institute of Naval Architecture, 1989), pp. 48-55, incl. Also, Cedric Ridgely-Nevitt, *American Steamships on the Atlantic* (Newark: University of Delaware Press, and London and Toronto: Associated University Presses, 1981), pp. 98-110, incl.
2. *New York Tribune*, Oct. 1, 1848, p. 1. Also, listed as Official No. 5877, as 200 indicated horsepower in *Merchant Vessels of the United States*, Washington, DC: Government Printing Office, 1873 edition). Also, George F. Emmons, *The Navy of the United States*, etc. (Washington: Gideon & Co., 1853), pp. 36-37 lists the horsepower as being 208.
3. Insurance "Inspectors' Certificate" dated Feb. 24, 1853. Also, Emmons, op. cit. pp. 36-37.
4. Dunbaugh, op. cit., p. 41.
5. Ridgely-Nevitt, op. cit., p. 106.
6. Dunbaugh, op. cit. p. 46.
7. Born 1778 and died in 1857. See Forbes Family papers, Mystic Seaport. Also, *Newark Daily Advertiser*, Oct. 7, 1848, p. 2.
8. *San Francisco Daily Alta*, op. cit., Feb. 28, 1859, p. 1.
9. *New York Tribune*, Oct. 1, 1848, p. 1.
10. *Alta*, op. cit., February 18, 1859, p. 1.
11. *New York Herald*, June 19, 1948, p. 4, and *Weekly Alta California*, April 12, 1849, p. 2. *Daily Placer*, (Sacramento) May 5, 1849
12. Thomas A. Budd: 1818-1862. Also, Nathaniel Philbrick, *Sea of Glory* (New York, NY: Penguin Group, 2003), pp. 157-158, 335. Also note: Budd Inlet near Olympia, Washington, was named after him by Wilkes in 1841
13. U.S., Navy and Marine Corps Registries of officers in the US Navy and Marine Corps, 1814-1992. Navy Department Library - Naval History and Heritage Command, Washington, D.C
14. *Alta*, op. cit., Jan. 31, 1853, p. 2.
15. Shipping Articles for *California* dated June 14, 1851, signed by Lt. T. A. Budd, National Archives, San Bruno Branch.
16. Navy Officer Registers, op. cit.
17. *San Francisco Directory*, 1852-1853 (San Francisco, CA: James M. Parker, 1852), p. 27.
18. *Alta*, op. cit., Jan. 31, 1853, p. 2.
19. Examples of certain authors concluding Pacific Mail sold *California* to competing different steamship companies prior to 1869 appear to have based this assumption on contemporary newspaper articles such as a feature in the *Alta* dated February 28, 1866, intending to commemorate the 17th anniversary of *California's* first arrival. That article stated that she would be departing San Francisco on a certain date for Southern California ports when, in fact, she was at that time reposing at Acapulco in layup and had been since 1865 because of no longer operating efficiently. In fact, *American Lloyds* insurance registers for the years 1865-1869, inclusive, listed her overall condition as "indifferent" and no longer rated as A1 but A2. Also, see John Haskell Kemble, *The Panama Route, 1848-1869* (Columbia, SC: University of South Carolina Press, 1990), p. 218, has *California* sold to Ben Holladay in the 1860s, when, in fact, Pacific Mail retained ownership, and is listed in the 1865 through 1869 issues of *American Lloyds* as owner.
20. *San Francisco Bulletin*, Aug. 29, 1866, p. 5.
21. *Bulletin*, op. cit., Dec. 16, 1869, p. 3. *Alta*, op. cit., Feb. 20, 1870, p. 1.
22. *Alta*, op. cit., Feb. 20, 1870, p. 1.
23. Admeasurement for *California* as "rebuilt" dated April 1870. Record Group 41, Bureau of Marine Inspection and Navigation. Tonnage Admeasurements, National Archives, Washington, D. C.
24. Bill of Sale for *California* dated April 14, 1870, Record Group 41, Marine Inspection, op. cit., Bills of Sale of Enrolled vessels, NARA, Washington, DC. The consideration amount shown on the actual Bill of Sale is \$20,000; whereas, *Bulletin*, op. cit., April 21, 1870, lists the sale price as \$130,000, for which an assumption can be made that the sale also included a transfer of NPT Co. stock valued at \$110,000 issued to Donahue. This document and other Bills of Sale issued thereafter between 1850 and 1875 regarding *California* is indexed under Index of Conveyances of Vessels, National Archives, San Bruno Branch.
25. *Alta*, op. cit., issues of February 17, 1871, p. 4, and February 20, 1871, p. 4. *Los Angeles Daily Star*, Aug. 16, 1871, p. 4. Note: A photograph of *California* taken at San Diego between the years 1870 and 1872 appears on pages 17 and 18 in Jerry MacMullen, *They Came by Sea, A Pictorial History of San Diego Bay*, The Ward Ritchie Press and the Maritime Museum Association of San Diego, 1969. The photograph is currently in the Title Insurance & Trust Company Collection, California Historical Society. Note: Short article in *Alta*, op. cit. June 23, 1871, p. 4, regarding *California* and opposition steamer *William Tabor* indicates that passengers pay three dollars for cabin and one dollar in steerage in passage between Los Angeles and San Francisco. The article further states: "Before the *Tabor* was put on, [the rate] was twenty dollars."---obviously the result of fierce competition had a decided effect. *Alta*, op. cit., June 23, 1871
26. Bill of Sale for *California* dated August 21, 1872, Record Group 41, Marine Inspection, op. cit., , NARA, Washington, DC.
27. *Alta*, op. cit. March 8, p. 4.
28. *Alta*, op. cit., "The Celebration of the Twenty-Fifth Anniversary of the Arrival of the *California*," March 1, 1874, p. 1.
29. *Alta*, op. cit., April 3, 1875, p. 1.
30. Ibid. Also, Bill of Sale for *California* recorded August 7, 1875, Record Group 41, Marine Inspection, op. cit., NARA, Washington, DC.
31. Certificate of Registry issued to *California* dated October 12, 1875. Record Group 41, Marine Inspection, op. cit., Registers in Official No. File No. 5877. NARA, Washington, DC.
32. *Call*, op. cit., July 3, 1892, p. 3.
33. *American Lloyds* 1876 issue.
34. Certificate of Registry issued to *California* for "new owners," both on July 21, 1877, and February 27, 1880. Record Group 41, NARA, op. cit., Washington, DC.
35. Various issues between the years 1875 to 1890 of *Alta*, op. cit., *Bulletin*, op. cit., *San Francisco Examiner*, *San Francisco Commercial News*, *New York Maritime Register*, *Seattle Intelligencer*, *Los Angeles Herald*, and *New York Herald*.
36. Ibid.
37. *Call*, op. cit., June 12, 1891, p. 5.
38. *Examiner*, op. cit. Nov. 20, 1891, p. 10.
39. Certificate of Registry issued to *California* for "new owners," on Aug. 18, 1894, Record Group 41, NARA, op. cit., Washington, DC.
40. "An Old Mariner Dead," *Call*, op. cit., June 15, 1895, p. 6. Also, Nicholas Bichard probate estate File No. 1895, Marin County.
41. Wreck report filed for bark *California* at San Francisco Customs, dated March 23, 1895, National Archives, San Bruno branch.
42. Ibid.

What Ever Happened to Catalina Cruises?

by Kevin M. Anthony



The Long Beach King is seen arriving at Avalon in the mid-1970s, completing the just under two-hour passage from the mainland. The famous casino can be seen in the background.

Color postcard: Jim Shuttleworth Collection

Catalina Cruises, a subsidiary of San Francisco based Crowley Maritime Inc., started operations in 1969. Earlier ferry services to Catalina had been aboard steam-powered vessels, and later on a variety of small motor boats and former World War II military ships that accommodated 140 or less passengers, while not providing the most comfortable passages. These post steamer ferry services were also not very reliable.



Photo: Catalina Classic Cruises

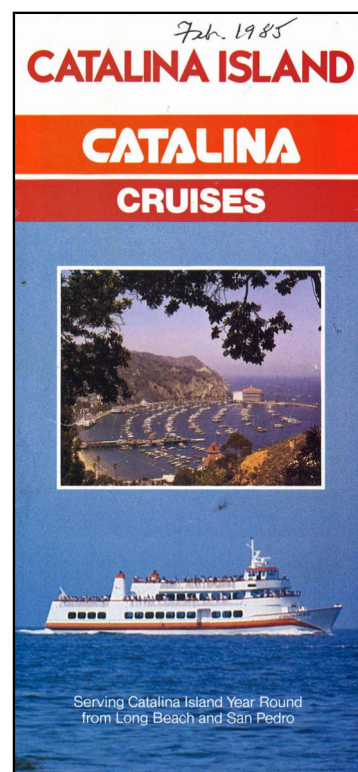
left: The Catalina King (ex-Long Beach King) displays the red on white colors of Catalina Classic Cruises.

right: Catalina Cruises brochure and timetable from February 1985.

Round trip fares were:
 Adults \$19.50
 Children (2-11) \$10.30
 Children under 2 \$ 1.00

Catalina Cruises also offered harbor cruises, private cruises, whale watching, and around Catalina Island circle cruises.

Kevin Anthony Collection





The Long Beach King of Catalina Classic Cruises passes along side the Queen Mary as it begins another voyage from Long Beach to Avalon.
photo: Catalina Classic Cruises

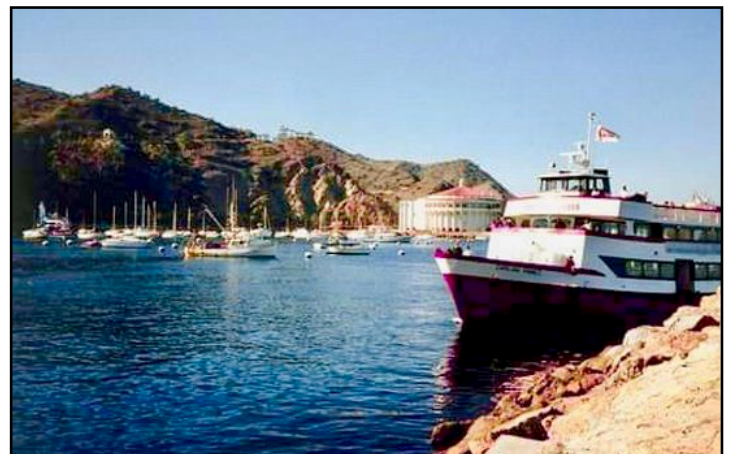
The 1970's saw advances in maritime technology as well as a changing economy in Catalina Island's major port, Avalon. Catalina Cruises introduced their new service in 1970 becoming the first post-steamer group to provide frequent, reliable, comfortable, and affordable service. Operating out of Los Angeles Harbor as part of Crowley Maritime's world-wide family of companies. Catalina Cruises saw the need for consistent and reliable passenger service to Catalina Island.

They began operations on the Catalina Island run with the introduction of two 103-foot quality built steel-hulled 149-passenger boats, the *Condor* and the *Eagle*. Both vessels had been originally built as crew boats employed by oil companies to bring employees out to offshore oil-rigs. Both vessels served the island on a regular schedule throughout their inaugural season. Residents and visitors came to trust and frequent their service.

In 1971, Catalina Cruises added the brand new 500-passenger *Long Beach Prince* to their fleet. It was the first vessel build specifically for the Catalina run by Catalina Cruises, and quickly became the standard of their fleet. The *Prince* had an overall length of 135 feet, 34 feet wide, double-decked, with a glass enclosed lower deck. It also had large rectangular windows, a snack bar, a sound system, and padded bench seating. Soon, a third, upper deck was added to the *Long Beach Prince*, increasing her

The Long Beach Prince slowly enters Avalon Bay and the picturesque harbor at Avalon. The ship was the first newbuild of the Long Beach/Catalina Cruises. Today the ship operates on San Francisco Bay as the Alcatraz Flyer of Alcatraz Cruises.

photo: Catalina Cruises Inc.





Today the Alcatraz Clipper (ex-Catalina Empress) transports tourists across San Francisco Bay to and from Alcatraz Island.
photo: Alcatraz Cruises



The former Catalina Prince (ex-Long Beach Prince), the first of Catalina Cruises' new-builds, is now in service for Alcatraz Cruises as the Alcatraz Flyer.
photo: Alcatraz Cruises

capacity to 700 passengers. The Catalina Cruises fleet operating three vessels could now accommodate up to 1,000 passengers and was becoming an increasingly popular service among island residents and visitors. And, as their popularity grew, so did the size of the Catalina Cruises fleet.

The *Long Beach King* was added to the fleet in 1973, followed by the *Long Beach Empress*, the *Monarch*, and the *Countess*. Of the original "Big 5" new ships built and designed specifically for Catalina Cruises, only the first three built would have the original preface "Long Beach" before the names were changed to a new preface of "Catalina".

Catalina Cruises originally had operated out of San Pedro, but later moved to Long Beach after Crowley Maritime acquired the old Navy Landing in Long Beach and built a terminal and office buildings. The site was aptly renamed Catalina Landing, and the company name was modified to Long Beach/Catalina Cruises.

The *King*, *Empress*, *Monarch* and *Countess* were all sister ships taken from the same design. They were 135-foot, triple-decked boats that each carried over 700 passengers across the San Pedro Channel in two hours. With these boats, Catalina Cruises provided a reliable scheduled service to Catalina Island for 25 years.



The Bay Monarch (ex-Catalina Monarch) today provides tours of San Francisco Bay as a member of the Blue & Gold Fleet.
photo: Mike Barker, Shipspotting.com




Far from Southern California waters, the Statue of Liberty V (ex-Catalina Countess) operates across the waters of New York Harbor as one of the Statue Cruises fleet ferrying passengers to the Statue of Liberty and Ellis Island.
photo: Statue Cruises

In 1997 Crowley Maritime Corporation sold Catalina Cruises to Ray Handy and Bruce Voss. After the sale, both the *Catalina King* and the *Catalina Countess* continued to provide passenger service to Catalina Island, until 2001 when Catalina Cruises, officially named Catalina Red & White Cruises, Inc. doing business as Catalina Cruises, ceased operations. Now the name changed to Catalina Classic Cruises, Inc. with Harvey Hunnicut as the new company President with former company President & Secretary, Thomas Nielsen and Don Beaumont also listed on the corporate filing, which consented to them using the new name Catalina Classic Cruises.

Today, three of the vessels, the former *Prince*, *Empress*, and *Monarch* are no longer serving Catalina, but are still operating just up the California coast in San Francisco Bay. After brief careers working as both ferries and tour excursion boats for the Blue and Gold fleet the *Prince* and *Empress* were renamed *Bay Flyer* and *Bay Clipper*, respectively. Later, they were transferred to Alcatraz Cruises as the *Alcatraz Flyer* and the *Alcatraz Clipper*. However, the *Monarch* still remains with the Blue & Gold fleet presently as their *Bay Monarch* for ferry and tour excursion service.

The *Countess* was sold to New York City-based Statue Cruises as the *Statue of Liberty V* ferrying sightseeing passengers to and from New York City's Battery Park out to Liberty and Ellis Islands for the Statue of Liberty and Immigration historical landmark building.

The current Catalina Classic Cruises fleet is comprised of the company's flagship, the *Catalina King* (original

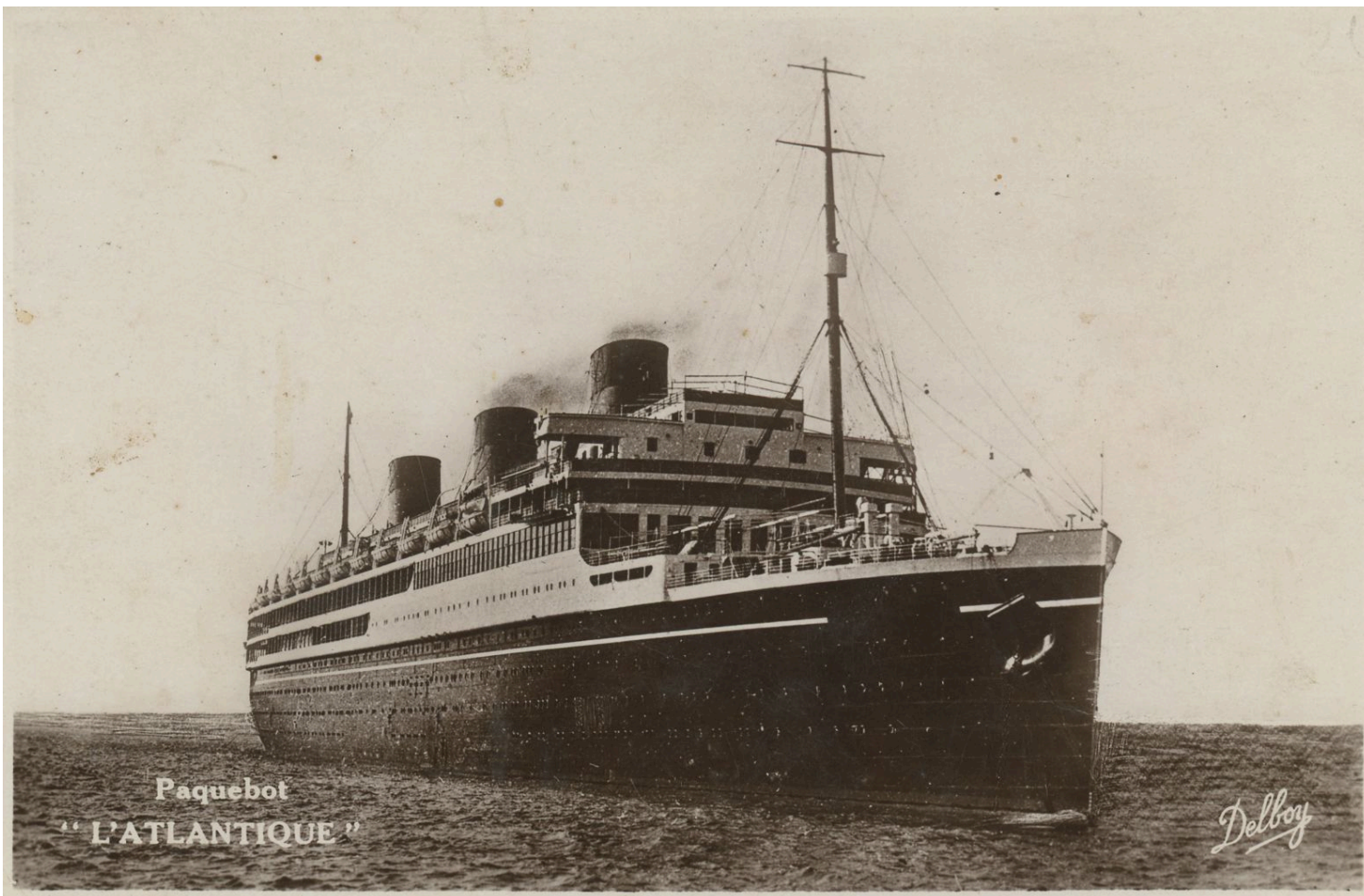
Long Beach King) with a reduced capacity of up to 500 passengers, along with four other vessels: the 1991-built, 100-foot *Catalina Duchess* with capacity for up to 250 passengers; the 2003-built, 90-foot *Catalina Duke* with capacity for up to 265 passengers; and the twin 90-foot sister vessels, *Sentinel* and *Two Harbors* (former first-generation vessels built initially for competitor, Catalina Express) with a passenger capacity of up to 150 each. 

ACKNOWLEDGMENTS

Catalina By Sea, by Jeannine L. Pedersen and the Catalina Island Museum (2006), Arcadia Publishing.
 Waterborne Transportation Lines of the United States (2018), compiled under the supervision of the Institute for Water Resources-U.S. Army Corps of Engineers (Alexandria, VA)
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 StatueCruises.com
 USCG Maritime Information Exchange – Port State Information Exchange
<https://wireless2.fcc.gov> (License Search – Federal Communications Commission)

The Catalina Cruises Fleet

Vessel Name	Year Built	Builder	Pax	Length (feet)	Beam (feet)	Notes
<i>Condor</i>	–	–	149	103	–	Ex-crew vessel supporting offshore oil platforms. Out of fleet in the early 1970s
<i>Eagle</i>	–	–	149	103	–	Ex-crew vessel supporting offshore oil platforms. Out of fleet in the early 1970s
<i>Long Beach Prince</i>	1971	Colberg Boat Works, Stockton, CA	500 (as built) 700 (w/ 3 rd deck)	128.6	34.6	Renamed <i>Catalina Prince</i> . To Blue & Gold fleet as <i>Bay Flyer</i> . To Alcatraz Cruises as <i>Alcatraz Flyer</i> . Currently in service.
<i>Long Beach King</i>	1973	Colberg Boat Works, Stockton, CA	700	127.4	34.6	Renamed <i>Catalina King</i> . Currently in service.
<i>Long Beach Empress</i>	1974	Colberg Boat Works, Stockton, CA	693	127.4	34.6	Renamed <i>Catalina Empress</i> . To Blue & Gold Fleet as <i>Bay Clipper</i> . To Alcatraz Cruises as <i>Alcatraz Clipper</i> . Currently in service.
<i>Catalina Monarch</i>	1976	Colberg Boat Works, Stockton, CA	787	127.6	34.6	To Blue & Gold fleet as <i>Bay Monarch</i> . Currently in service.
<i>Catalina Countess</i>	1977	Colberg Boat Works, Stockton, CA	800	127.6	34.6	To Statue Cruises as <i>Statue of Liberty V</i> . Currently in service.
<i>Catalina Spirit</i>	1984	Westport Shipyard, Westport, WA	150	75.1	20.6	Ex- <i>Glacier Spirit</i> of Alaskan Heritage Tours. To Legacy Whale Watch (San Diego) as <i>The Legacy</i> . Currently in service.
<i>Two Harbors</i>	1985	Westport Shipyard, Westport, WA	149	90	21	Ex- <i>Two Harbors Flyer</i> , <i>Two Harbors Express</i> for Catalina Express. Currently in service.
<i>Sentinel</i>	1986	Westport Shipyard, Westport, WA	133	88	22	Ex- <i>Sheltered Seas</i> of Cruise West. Currently in service.
<i>Catalina Duchess</i>	1991	Steiner Shipyard, Bayou la Batre, LA	250	111	24	Ex- <i>Lulu E.</i> of Boston Harbor Cruises. Currently in service.
<i>Catalina Duke</i>	2003	Yank Marine, Tucakhoe, NJ	300	80.3	25.8	Ex- <i>Royal Empress IV</i> , <i>Golden Sunshine</i> . Currently in service.



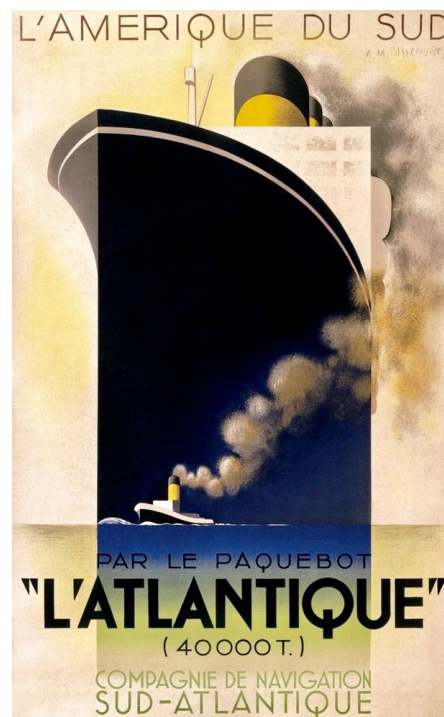
The *L'Atlantique* Art Deco and the Run to Buenos Aires

by Bill Miller

Femme Fatale: The *L'Atlantique* was one of the great, and certainly grandest, of all French liners. Created for the South Atlantic, for three-class service between Bordeaux and the East Coast of South America (Rio, Santos, Montevideo, and Buenos Aires), she was big, fast, decoratively stunning, but a maritime lady of tragedy.

Commissioned in September 1931, the then big 42,000 tonner was the "new sensation" for Bordeaux-based Compagnie Sud-Atlantique. She was a "first cousin" to another decorative show-stopper, French Line's *Ile de France* of 1927. Single-handedly, the *Ile* introduced Art Deco to the high seas – and it caught on like wildfire. Within a decade, shoreside creations were copying "ocean liner style" – or as one astute friend dubbed it, "early Ginger Rogers." Indeed, it was all Hollywood-at-sea: gloss floors, torch lamps, and white pianos.

As the image on the right attests, she received the classic Art Deco poster treatment by the legendary artist Cassandre. Note some of the lavish illustrations of her first class quarters. The *L'Atlantique* largely introduced European/French Art Deco to South America, specifically to Rio and Buenos Aires.



(top) Like several liners of the 1930s, the *L'Atlantique* entered service with short stacks that later had to be raised to address issues with soot on the decks. (Wayne Yanda Collection)



But life for the *L'Atlantique* was all too short. When barely 15 months old, she was without passengers during a short voyage from Bordeaux to Le Havre. On January 4, 1933, when 22 miles off Guernsey, fire broke out in an E Deck stateroom. Within four hours, the 744-ft long liner was burning from end to end. Most of the crew abandoned ship; 19 perished.

For two days, the still-smoldering, twisted wreck of the *L'Atlantique* drifted in the English Channel. Finally, a group of tugs were able to attach towlines and the scorched liner taken to Cherbourg, laid-up and formally abandoned by its owners as a complete loss. After being placed in the hands of the underwriters, a long battle with the ship's owners ensued. It was finally decided in favor of the owners.

Three years passed and the ship remained at Cherbourg as *corpus delicti* until, in January 1936, the burnt-out hulk was towed to Port Glasgow to be broken up. Such a short and tragic life for such a grand and innovative liner.

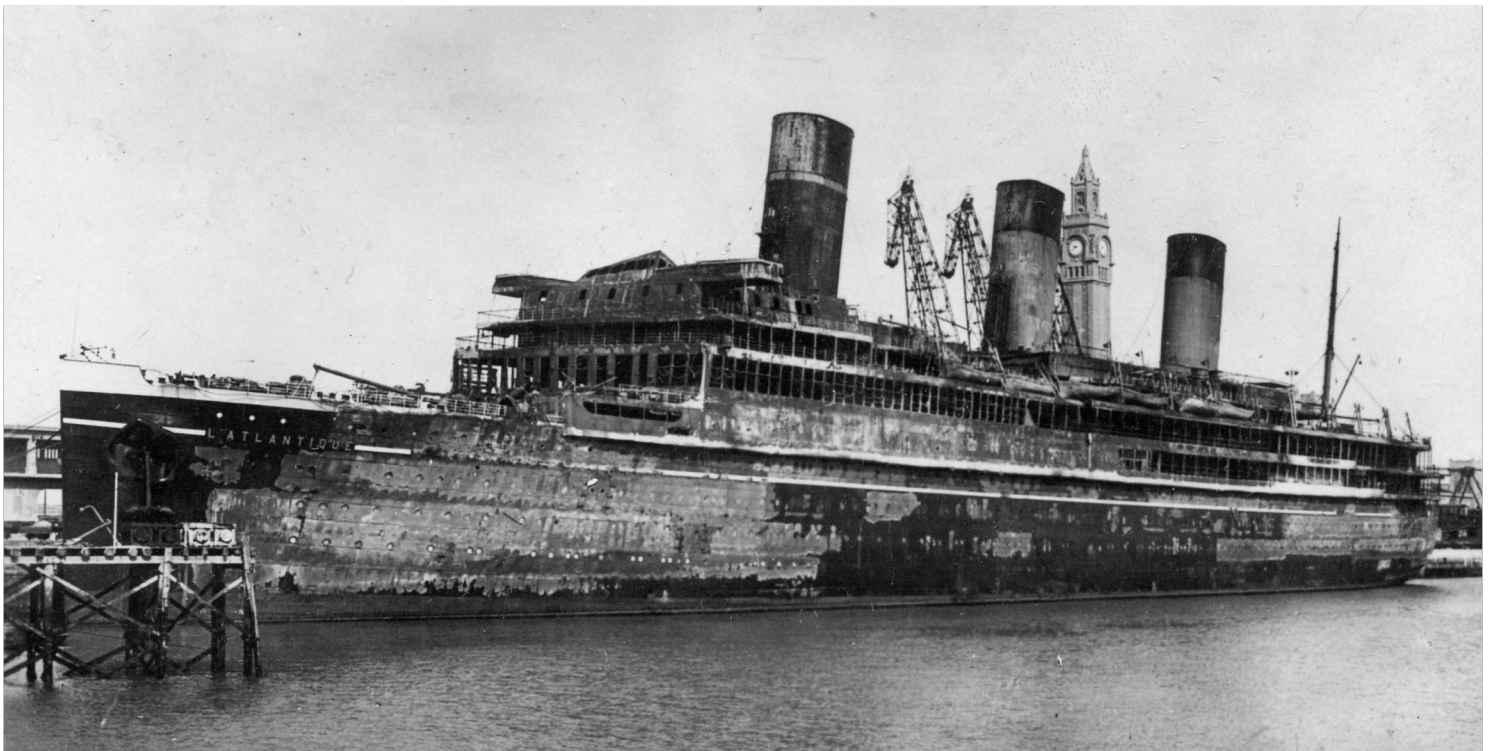
Marcel-Jacques Hemjic illustrated a lavish brochure for the *L'Atlantique*. Below the renderings are their real photo postcard counterparts. Hints of the Normandie's magnificent First Class Dining Room can be seen with the soaring coffered ceiling and grand entrance. The La Rue Principale/Le Hall d'embarquement, with its many shops, anticipates the grand atriums on today's cruise ships. (Wayne Yanda Collection)

L'Atlantique

Builders: Penhoët, St. Nazaire
 Length: 744' (226.7 m) Beam: 92' (28.1 m)
 42,500 GRT
 Quadruple screw
 Parsons-Penhoët geared turbines; 50,000 SHP
 Service Speed: 21 knots
 Maximum Speed: 23.85 knots
 First Class: 414
 Second Class: 158
 Third Class: 584
 Crew: 663



(top) More stunning renderings by Marcel-Jacques Hemjic. The columns in Le Salon Ovale, or Conversation Room, were over 29 feet (9 meters) tall. The decorative frieze was executed in lacquer by Dunand on varnished rosewood. Part of the room was dedicated to the Chapel. (Wayne Yanda Collection) (bottom) A burned-out L'Atlantique awaits her fate. (Bill Miller Collection)



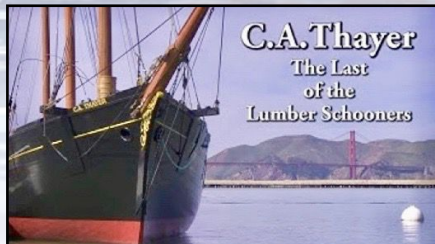
Tramping Cyber Space ...

by Bruce Vancil

West Coast Maritime History Presentations

painting: Alfred Memelink

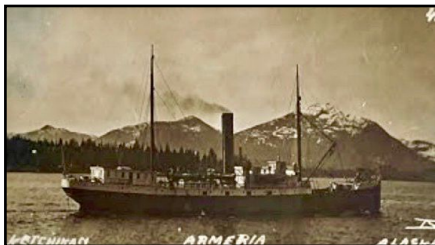
After a number of Tramping voyages focused on liners let's have a look at some West Coast maritime offerings. Here are some charming and quite amazing presentations from cyberspace. Being a fan of silent films, the Pathe News films are of particular interest to me. Enjoy!



Lumber Schooners

The history and recent restoration of the park's historic lumber schooner *C.A. Thayer*. Most of the archival photographs and film footage are from the Park's museum archival collections. In particular, film footage was used from the following two archival collections: The Harold Huycke motion picture film of *C.A. Thayer* restoration and voyage, 1955-1957. A guide to this collection is available on the Online Archives of California at <http://www.oac.cdlib.org/findaid/ark:/...> and the film footage is available for viewing on the Internet Archives at https://archive.org/details/csfmm_00003.

<https://www.youtube.com/watch?v=oPI4vL8Nww>



A short history of steamships in Southeast Alaska: The Clausen Museum

A charming presentation of west coast maritime history from a museum complex. Clausen Memorial Museum is dedicated to sharing the stories and histories of the diverse people and cultures of the greater Petersburg area, past and present.

<https://www.youtube.com/watch?v=YxHtbgynSZg>



Honda Point Disaster

One of the most interesting histories regarding the California Coast is the Navy destroyer wrecks at Honda Point. Here we can see it in the original 1923 Pathe silent film footage.

Drachinifel is a talented history documentarian focused on naval history. Today we look at the story of a slight navigation error off the California Coast. Check him out on YouTube and support his channel if you wish.

https://www.youtube.com/watch?v=vqzBhn_cm4o



That's Not Going to Buff Out ... The *Robert E. Hopkins* in Dry Dock

story & photos by Don Persson

After our voyage up the Hudson River to deliver much needed gasoline and heating oil to Albany,* the *Robert E. Hopkins* returned to New York City and proceeded to Tidewater Oil at Delaware City, Delaware. The river ice had damaged several of the ship's hull plates that necessitated repairs.

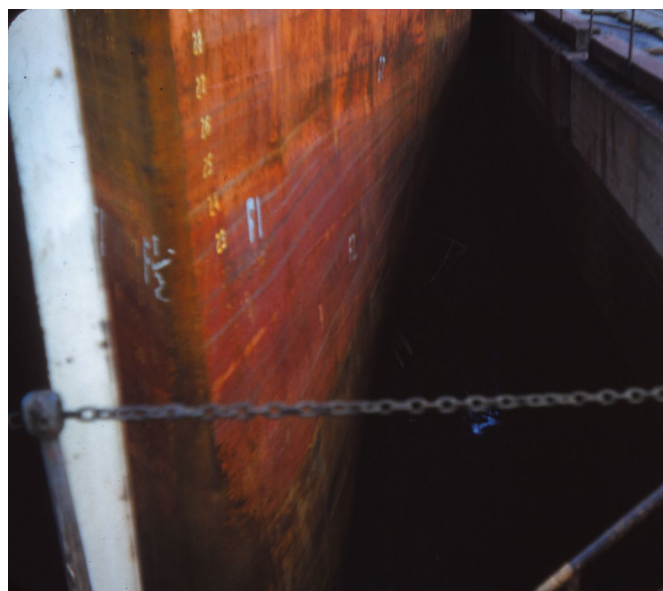
Unfortunately, there was not a shipyard available for several months.

Besides the hull plate damage, we also damaged our propeller. The huge 5-bladed bronze prop had all blades bent, most probably from when we had to go back and forth ramming our way through the ice on the Hudson River.



* See the January 2022 issue of *Ocean Times*, for *Ice Everywhere!*

(top) Workmen measure where to cut as they prepare to repair the *Robert E. Hopkins* in Savannah, Georgia.
(bottom) The *Hopkins* noses her way into drydock.



We noticed the prop damage as soon as we left New York harbor and went to 15.5 knots. Everyone aboard could feel the ship shaking. The officers came back to the stern and you could see them vibrating as they stood on deck.

This caused us to request dry docking as soon as possible to repair or replace the prop, and make repairs to the hull plating. The Captain told me that no yard had a propeller, and it would take months to remove one from a laid-up T-2 tanker.

The hull damage was patched with concrete as a temporary repair. In the meantime, we reduced speed to 13 knots and operated carrying a reduced cargo load. Even at the reduced speed the cabins aft still shook!

Almost six months passed before our ship entered the Savannah Machine & Foundry Company dry dock at Savannah, Georgia to make repairs. The company decided that as long as the ship was out of the water for

lower hull repairs, it was a good time to replace additional hull plates higher up that had been dented in minor port collisions during regular operations. When the cut or dented plates were removed you could clearly see right through the ship!

A replacement prop was also installed at this time.

It took three weeks for all repairs to be done. We were all thrilled to leave that hot and humid city. What a first year aboard.



(top left & right) No, the Robert E. Hopkins isn't being scrapped; shipyard workers are removing damaged hull plating. Steel replacement work included both the ice damaged sheets and sheets damaged from years of service during regular operations.

(lower left) Ice damaged hull plating being replaced including new stem plating.

(lower right) New stem plating installed and the Hopkins is now good as new.

From *Victory* ... Emerges a *Radiance*

by Kevin M. Anthony



The Carnival Radiance is sparkling in the evening's afterglow along side the Long Beach Cruise Terminal prior to the renaming festivities. In the distance is the Carnival Miracle which had been moved away from the pier to make room for the ceremonies.

photo: Kevin M. Anthony

Over the past year in these ever-changing times facing the World, but especially in the cruise industry, Southern California lost two ships from major cruise player Carnival Cruise Line that served the always popular 3- and 4-night Baja cruise itinerary. Both the former *Carnival Imagination* and *Carnival Inspiration* were retired from the fleet and scrapped in Turkey. This left the West Coast without a major year-round dedicated ship plying the waters between Los Angeles and Baja—until December 13, 2021.



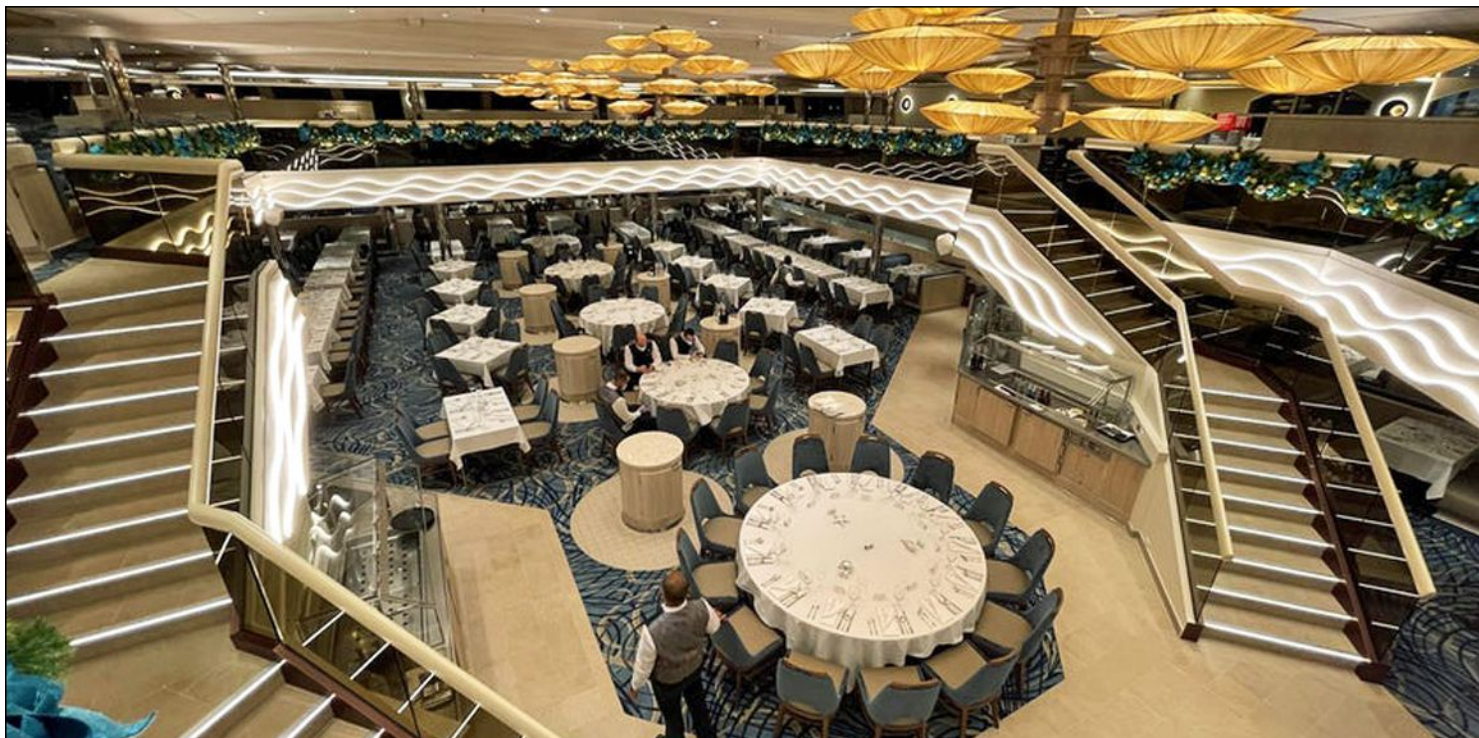
The conversion of the Carnival Liberty to the Carnival Radiance was done at the Cadiz, Spain shipyard where the work extended over a 19 month long period. The reworked ship is seen nearing the end of the conversion.

photo: Carnival Cruise Lines

The newly renovated and renamed *Carnival Radiance* has been re-assigned on a full-time basis to fill the gap of the 3- & 4-night cruise market. The ship is part of Carnival's *Sunshine*-class, a class made entirely of former *Destiny*-class ships that have been overhauled and renamed. *Carnival Radiance*, then called *Carnival Victory*, entered into a dry dock in March 2020, just as the pandemic was emerging to take over the world. The planned 38-day dry dock slowly changed into 19 months when the shipyard and cruise industry shut down due to the health crisis.

The \$200 million dollar renovation allowed the ship to emerge with refreshed interiors, additional and modified public areas, additional staterooms, and of course the highly visible new hull paint job to match the blue, white, and red livery of the recently launched *Mardi Gras* and other recently painted vessels in the fleet.

During its makeover, the ship got well-received upgrades and enhancements to its culinary offerings with new eateries such as Guy's Pig & Anchor Bar-B-Que Smokehouse, Bonsai Sushi, RedFrog Pub, the Seafood Shack, Cucina del Capitano Italian restaurant, and lastly Shaq O'Neal's counter-service restaurant called Big Chicken (debuted on the line's flagship, the *Mardi Gras*).



The Carnival Radiance has two traditional dining rooms; the Sunrise Restaurant and the Sunset Restaurant. This view shows the grand staircase of the redesigned multilevel Sunset Restaurant. photo: Peter Knego

Further renovation changes during the stem-to-stern transformation carried out in Cadiz, Spain included a slight extension of all the aft facing balcony staterooms and adding staterooms to areas formerly dedicated to officers and staff. Today, the ship boasts 2 Balcony Captain Suites, 10 Balcony Grand Suites, 41 Ocean Suites; 6 Scenic Grand Ocean view staterooms, and the modified new stateroom category of Aft View Extended Balcony.

Carnival Radiance now sails every Friday from the Port of Long Beach on a 3-night Baja itinerary, and every Monday on a 4-night itinerary that also makes a port stop at Santa

Catalina Island, as well as the additional ports as named on the 3-night itinerary.

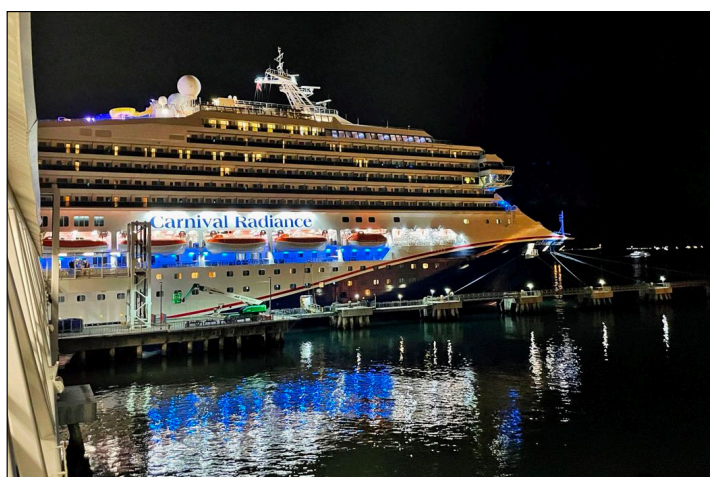
In a celebration of all things fun and family, Carnival Cruise Line christened its newest addition on December 12, 2021 in a naming ceremony aboard the ship while docked at the Long Beach Cruise Terminal, the ship's Godmother Dr. Lucille O'Neal with her famous son, Shaquille by her side to lend assistance. Mother, son, and Captain Stefano Bonica all helped to pour champagne over the ship's brass bell mounted atop a special decorated podium set on the stage of the ship's Main Show Lounge.

SSUSA



left: The renaming of the Carnival Radiance took place on board with the pouring of champagne over the ship's bell. Godmother Dr. Lucille O'Neal was aided by Captain Stefano Bonica while Shaquille O'Neal, Christine Duffy, President of Carnival Cruise Lines, and Arnold Donald, CEO of Carnival Corporation provided support.

Right: The Carnival Radiance reflects in the waters of the Port of Long Beach in this view from the bridge linking the terminal's dome to the pier. photos: Kevin M. Anthony



Ship Shot: RAFFAELLO... Tendering at Sint Maarten



On my July 1971 Caribbean cruise the **RAFFAELLO** was able to dock at all ports except at the Dutch island of Sint Maartin. There we used our ship's lifeboats, each carrying about 60 passengers. Lifeboats used as launches were difficult for older passengers as the boats rolled and pitched slightly at the best of times and violently at the worst of times.

Once everyone was ashore, two lifeboats remained tied up in Sint Maartin to take us back to the ship on the hour and return from the ship on the half hour. That plan did not work well because many older passengers had to be lifted by crew members on and off the boats causing delays.

The photo shows three crew members waiting to come alongside to begin boarding passengers, lifting many into the boat. The **RAFFAELLO**'s sailors really earned their wages on that day.

photos & story: Don Persson



OT News

Jonathan Williams Receives Department of the Navy Distinguished Public Service Award

SAN PEDRO, Calif., Jan. 24, 2022 –

The National Museum of the Surface Navy at the Battleship IOWA, the museum for America's Surface Navy located aboard the historic Battleship USS IOWA Museum, today announced Jonathan Williams, President and CEO, Pacific Battleship Center, and President, LA Fleet Week Foundation, has been awarded the Distinguished Public Service Award by the Department of the Navy. The Navy's highest award for non-military civilians was presented to Williams by Secretary of the Navy, Carlos Del Toro, during the Surface Navy Association's 34th National Symposium in Arlington, Va.

Williams was recognized for his exceptional contributions to the Navy from July 2008 to July 2021 through the leadership and vision he provided for the Battleship IOWA Museum, Los Angeles Fleet Week and the National Museum of the Surface Navy, which will formally open on Oct. 13, 2025 on the 250th birthday of America's Surface Navy. Among Williams' accomplishments was the establishment of USS Iowa as a Navy-licensed national museum that provides direct and indirect support to the Navy and has become a "top five" tourist attraction and museum in Los Angeles. According to the award citation, it is due to Williams' extraordinary vision and



leadership that "the Battleship IOWA and LA Fleet Week have become the example for ship museums and fleet weeks in recognizing the U.S. Navy and its critical role in serving our country and the world."

"He was key in bringing LA Fleet Week to the Port of Los Angeles and establishing the first and only national museum dedicated to the Surface Navy aboard Battleship USS IOWA. Jonathan's leadership and achievements have provided immense benefits to the Navy and those who have served and he is most deserving of this award."

"I am deeply humbled to receive this award in recognition of my ongoing commitment to our Navy and those who serve," said Williams. "This award was made possible by the support of my family and friends, and the incredible commitment of our crew and supporters. Each of these individuals are owed a tremendous debt of gratitude and I accept this award on the behalf of each of them."

Wayne Yanda Joins the Ocean Times Team

Wayne Yanda is the new Associate Editor of the *Ocean Times*. His interest in ships began, as for most, with the *Titanic* (His great-uncle's mother-in-law was a Norwegian immigrant/survivor.).



Eventually, he realized there were/are other ships on the seas. His interests in American liners and mid-century art led to his creation of [Murals on the High Seas](#), an online catalog of the murals and other works commissioned for US-built liners. As a result, he's built an extensive collection of ephemera and period art exhibit catalogs.

His main research focus is the story of American President Lines' *President Jackson*-class of 1940, having presented at the 2019 Conference of the Council of American Maritime Museums, the World Ship Society -- Port of New York Branch, and most recently at the chapter's February meeting. (Because a 45-minute Zoom presentation doesn't even scratch the surface, the goal is, of course, a lavishly illustrated book.)

When he's not neck-deep in research, or working at the National Motorcycle Museum in Anamosa, Iowa, he's taking photos of the pair of eagles nesting just across the way.

LA FLEET WEEK
FOUNDATION



LA FLEET WEEK
MAY 27 - MAY 30
ON THE
LA WATERFRONT

<https://lafleetweek.com>



LA Fleet Week this Memorial Day Weekend May 27 - 30, 2022

LA Fleet Week, the multi-day celebration of our nation's Sea Services, will be held on the LA Waterfront at the Port of Los Angeles over the extended Memorial Day Weekend.

Past events have included active duty ship tours, military displays and equipment demonstrations, live entertainment, aircraft flyovers, STEM Expo for kids of all ages, sports tournaments, and the Galley Wars culinary cook-off competition between Sailor, Marine & Coastguard teams.

Lots of fun for the entire family. And best of all, entrance is FREE to the general public!

Discovery Princess Delivered and Positions to the West Coast



Princess Cruise's *Discovery Princess*, the sixth and final *Royal-Class*, was delivered to the line on January 26, 2022. *Discovery Princess* departed Italy and made her way to the Port of Los Angeles to sail on a series of Mexican Riviera and California Coast voyages from March 27 – April 24, 2022, before heading up the Pacific coast to begin a season of seven-day Alaska cruises from Seattle.

In Our Wake...



Congratulations

Congratulations go to two Chapter members for articles published in the Winter 2022 issue of *PowerShips*.

Member and Director **Capt. Terry Tilton's** story "Big Mama:" *Towboat Sprague* brings the history of the world's largest steam powered stern wheel towboat to life.

Member **Bill Miller** offered the fascinating story of the transition of the *Empress of Canada* of Canadian Pacific Steamships into the *Mardi Gras*, Carnival Cruise Line's first ship in his *Carnival's Inaugural Ship—The Mardi Gras*.



Thank You Mary Pat Tilton Welcome Aboard Kate Vescera

The SSHSA SoCal Board of Directors is comprised of seven members serving three-year terms. One of these has recently been vacated by Mary Pat Tilton, who has been active in the Chapter for a number of years, making a substantial contribution. We are grateful for her many efforts on the Chapter's behalf and will miss her active involvement.

Mary Pat's resignation created a vacancy which the Board has filled by appointing Kate Vescera, a member of our parent organization as well as the Chapter. Those who have joined our ZOOM meetings over the last several months will know Kate from the very informative presentations she has made. As an appointed Board member, Kate will serve the remainder of Mary Pat's term (one year) and stand for election by the general membership in November. Kate has taken an active roll in the chapter over the past few years, creating and maintaining its social media platforms (Facebook and Instagram) and serving the Board as secretary in addition to her presentations to the membership. The Board is pleased to have Kate join us as a Director and we unanimously offer her a hearty WELCOME ABOARD!



Bill of Fare

July 2022 *Ocean Times*

The Royal Yacht Britannia

A Lonely Little Tug Boat

Six German Combo Ships

A Slow Boat From China

Steam Freighter Point Arena

Tramping Cyber Space

Flotsam & Jetsam

Our West Coast has its fair share of maritime history—including powered ship history—that is often overlooked. This *Ocean Times* has mostly focused on that West Coast history.

One ship that was at the beginning of steam powered history on our shores is the SS *California*. While not the first steamship on the North American West Coast—the *Beaver* that operated in the Pacific Northwest beginning in 1836 is credited with that claim—it was the first American steamship to transit the Straits of Magellan and also the first Pacific Mail steamship to pass through the Golden Gate. This in 1849.



U.S. PACIFIC MAIL SHIP CALIFORNIA.
Image: US Postal Museum

California and its similar sister ships the *Oregon* and *Panama* operated the Pacific Ocean leg of US Mail service connecting Panama, the city, to west coast ports up to Oregon. The entire mail route was from New York City to Chagres—later to Aspenwall (now Colon)—and then overland across the Isthmus to Panama and via steamship up the western coast.

From this beginning our west coast became the connection to ports and cultures across the Pacific Ocean. We have a rich history of ocean liners, freighters, coastal packet boats, riverboats, steam schooners, tugs and workboats, and today's cruise ships.

This *Ocean Times* presents histories of a selection of the ships that served on the Pacific Ocean. Crusader Lines connected Japan, the Philippines, Malaya, Indonesia, New Guinea, and a number of South Pacific Islands to our West Coast. On a smaller scale, Catalina Cruises connects us to Catalina Island. Also, the Port of Long Beach hosted the renaming ceremony of Carnival Cruises *Carnival Radiance*.

Additionally, this issue provides video links to even more West Coast maritime history.

Our West Coast has shiploads of stories—histories of ships and personal experiences—enough to choke our harbors.



The Mail

Happy New Year. Thank you for the *Ocean Times*. A lovely painting of the SS *Great Britain*. It is a long time since I visited her, about a year after she was opened to the public, I should think. She has been smartened up a lot since then, and I am impressed by the changes.

Having read that article, my nostalgia was further evoked by the article about the *Chusan*. When I was a boy my grandfather used to go on holidays abroad, very unusual in the UK at that time, and one year he booked on a cruise; There were not many of them to be had in this country so soon after WW2 either.

I remember my mother's alarm when she opened the morning paper and read that the

ship he was on, the *Chusan*, had been in a collision.

I also remember her great relief when she got a postcard from her father saying that everything was well and he was not hurt and hardly knew the 'little bump' had happened. Thank you again for the newsletter.

— John Collins



The most recent issue of the *Ocean Times* was a particularly good one. You did a great job with all the photos on each of the articles. Loved the piece on the *Great Britain*, the excellent photos and story of the *Chusan* and Don's piece on being covered in ice everywhere.

— Shawn Dake