



Ocean Times



Touring the Royal Yacht *Britannia*

story & photos
by Nelson B. Arnstein, MD

Her Majesty's Yacht *Britannia*, one of the more popular visitor's attractions in Edinburgh, Scotland, is the decommissioned royal yacht of Queen Elizabeth II. In service from 1954 until 1997, she's the last of a long line of British royal yachts beginning in 1660. *Britannia* is the second such vessel to bear the name, the first being the racing cutter built for the Prince of Wales in 1893.

During her 43 years, the yacht traveled more than a million nautical miles around the globe. *Britannia* is now permanently berthed at Ocean Terminal, Leith, Edinburgh. I was fortunate enough to be able to visit *Britannia* in August 2006 after a wonderful crossing on *Queen Mary 2* from New York.

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(top) Her Majesty's Yacht *Britannia* shown very early in her career. Sleek and modern, she was a definite departure from her predecessor, the *Victoria and Albert (III)*, above, commissioned in the summer of 1901, after Queen Victoria's death. (Check out that tumble home!) Measuring 420' long, with a 50' beam, *Victoria and Albert* was laid up in 1939, and scrapped in 1954. (Wayne Yanda Collection)

MEETING NOTICE

**The August 6, 2022
Chapter Meeting
will be a ZOOM event**

Steve Lawson will present
*Twice Wrecked —
The Paddle Wheels of the
Steamer Winfield Scott*

Jim Shuttleworth
will present
Collecting Maritime

The ZOOM meeting link
will be sent out in advance.

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Chapter Notes *from Bruce Vancil, President*

Saturday, May 7th, saw our spring board and member's meetings. The Board met in the morning and reviewed past meeting minutes, budget and projections, and committee notes and reports. Safe to say the Board found the chapter to be quite fiscally sound with no meeting or catering expenses with the exception of Zoom fees. Our bottom line has gone up thanks to the generosity of our members. Many thanks to everyone who renewed and special thanks for all who included a bit more by way of a donation.

We do look forward to the day when we can gather somewhere again but will continue to produce lectures and other online content in line with our mission for maritime history. We discussed running selected YouTube videos run in real time in a Zoom meeting format, kind of a "Tramping Live", as it were. The future is looking fun.

The member's meeting featured Richard Smith regarding Cunard Captains. Richard stayed up until after 10:00pm in his home in Southampton, UK and expressed an interest in attending more future meetings in the same way. Go Richard! After that Wayne Yanda presented the art of the Matson line and other Pacific liners. The phantom of cyberspace tried to sabotage his presentation, but Wayne won out and did a beautiful job, as usual, to a delighted audience.

Attendance was good and the meeting ended after the traditional raffle. Winners are encouraged to review the list of items they can pick from and let Jim Shuttleworth (jimpinxit@gmail.com) know your top three items in case the one you like has been selected already by another member.

Our next meeting will be on August 6, 2022 so mark your calendar. We are working to confirm our two presenters so look for the announcement when it comes out.

Until then do take care of yourself and stay safe. Know that we look forward to seeing you again there in the Zoom meeting.

Thank You

This issue pays tribute to Her Majesty Queen Elizabeth II on The Queen's Platinum Jubilee celebrating 70 years on the throne with a tour of HMY *Britannia*. The Royal Yacht of which The Queen would say "This is where I can truly relax." Chapter member **Nelson Arnstein** takes us on a photo tour of her Majesty's floating palace.

Chapter member and *PowerShips* West Coast regional editor **Jim Shaw** shares his experiences of shipboard travel on *A Slow Boat From China*.

Chapter member **Don Persson** recalls his personal adventure when a teenager of rescuing the last passenger from the sinking *Andrea Doria*.

The Spring in Southern California has witnessed a number of maritime happenings. The end of April saw the naming ceremony of Princess Cruises' *Discovery Princess* at the Los Angeles Cruise Terminal. Then LA Fleet Week returned over the Memorial Day weekend after a pause due to the pandemic. Member **Kevin Anthony** brings us his reports of both of these events as the West Coast begins to return to a near-normal lifestyle.

Member **Steve Mayo** kindly lets the *Ocean Times* reprint another of his wonderful paintings for this issue's SHIP SHOT. This work being of the *Point Arena*, a U.S. Shipping Board Great War era steam freighter that operated regularly along the West Coast.

Chapter President **Bruce Vancil** entertains us with a *Tramping Cyber Space* that presents videos of passenger vessels and interesting maritime facts for our viewing pleasure.

You Are Invited to Matson Day on Treasure Island. **Old Tramp** remembers August 9, 1939, the day that was Matson Line Day at the Golden Gate International Exposition. There is a rumor that Old Tramp was in attendance on that day.

Overall, this issue brings us passenger ships, working ships, an historic tragedy, a celebration day at the fair, West Coast history, and a couple of local events. A good mix for all Chapter members. THANK YOU to all for creating another fine *Ocean Times*.





(top left) Britannia at her pier; August 1, 2006. (top right) The view aft, along the port side, Shelter Deck. Britannia's buff funnel rakishly dominates. (bottom left) Notice anything missing from the Navigation Bridge? The Wheelhouse is one deck below, where they received orders from the voice pipes seen here just right of center. (bottom right) The view forward from the starboard wing bridge. In evidence are Britannia's modern lines. But not too modern, per King George VI, who was party to the design process prior to his passing in 1952.

Built at the Clydebank shipyard of John Brown & Co., *Britannia* was launched by Queen Elizabeth II on April 16, 1953, and commissioned January 11, 1954. Carrying Prince Charles and Princess Anne, she began her maiden voyage on April 14, sailing from Portsmouth, arriving at Grand Harbour, Malta on April 22, meeting the Queen and the Duke of Edinburgh at the end of their Commonwealth tour. The royal couple embarked on *Britannia* for the first time in Tobruk, Libya on May 1, 1954.

In the summer of 1959, *Britannia* sailed the newly opened Saint Lawrence Seaway, docking in Chicago, making the Queen the first British monarch to visit the city. President Dwight D. Eisenhower was aboard *Britannia* for part of this cruise; Presidents Gerald Ford, Ronald Reagan, and Bill Clinton were welcomed

aboard in later years. Three of the Queen's children, Princess Anne, Prince Charles, and Prince Andrew, and her sister, Princess Margaret, all took honeymoon cruises on *Britannia*.

When on royal duties, *Britannia* was escorted by a Royal Navy warship. She was a regular sight at Cowes Week in early August, and was home to the Queen and her family for an annual cruise around the islands off the west coast of Scotland (known as the "Western Isles Tour").

During the nine years after World War II, the United Kingdom was still under a variety of rationing and austerity measures, making it difficult for the government to justify the expense of a royal yacht. To make the case, *Britannia* was able to be converted into a hospital ship in time of war, with beds for up to 200



(left) Aft, on the Shelter deck, the Royal Coat of Arms are situated above the ship's bell. (above) Shelter Deck, port side, looking forward. A spacious promenade reminiscent of any John Brown-built ocean liner.



patients, which fortunately, never occurred. In the event of nuclear war, it was intended for the Queen and the Duke of Edinburgh to take refuge aboard *Britannia* off the north-west coast of Scotland. The closest she came in harm's way was in 1986, when the ship evacuated over 1,000 refugees from the civil war in Aden.

The crew comprised of 21 officers and 250 Royal Yachtsmen. Royal Navy officers were appointed for serve on her for up to two years, while the rest of the crew were volunteers from the general service of the Royal Navy. After 365 days' service, they could be admitted to the Permanent Royal Yacht Service as Royal Yachtsmen, serving until they chose to leave, or were dismissed for medical or disciplinary reasons. As a result, some remained with *Britannia* for 20 years or more.

She last underwent a major refit in 1987, and, in 1994. deciding another would be too expensive, the Conservative government announced *Britannia's*

retirement. The Royal Yacht's final foreign mission was to convey the last Governor of Hong Kong, Chris Patten, and the Prince of Wales, back from Hong Kong after its handover to the People's Republic of China on July 1, 1997.

Britannia was decommissioned on December 11, 1997. The Queen, normally undemonstrative, is reported to have shed a tear at the decommissioning ceremony that was also attended by the most senior members of the Royal Family. During her career as Royal Yacht, *Britannia* conveyed the Queen, her family, and various dignitaries on 696 foreign visits and 272 visits in British waters. In total, *Britannia* steamed 1,087,623 nautical miles.

Listed as part of the National Historic Fleet, *Britannia* is cared for by the Royal Yacht *Britannia* Trust. There was some controversy over the location of the ship, with some arguing that she would be better moored on the River Clyde, where she was built. Her positioning in Leith, Edinburgh coincided with a redevelopment of the harbor area and the advent of Scottish devolution.

Entrance to the yacht is via the Ocean Terminal development, and over 300,000 people visit the Royal Yacht *Britannia* every year. She is one of the UK's top evening events venues. On 18 May 2006, the Swiss-born Hollywood actress, and first Bond girl, Ursula Andress, celebrated her 70th birthday on board.

An early Land Rover in much-restored shape is displayed in the on-board garage and a retired Rolls-Royce Phantom V state car is parked on the wharf below the ship. The tour of the five decks open to the



(above) The Drawing Room Upper Deck. An electric fireplace is the center focal point of the room. Off to the left, and out of camera range, is a Welmar baby grand piano, whose ivories were tickled by Sir Noel Coward, among others. The Persian rugs were gifts from two of the Gulf States. (inset) The Grand Staircase leading up to the bedroom suites.



(above) The State Dining Room, Upper Deck. Some of the Hepplewhite chairs are original to the Victoria and Albert (III). The maximum capacity for a formal dinner when Her Majesty was onboard was 56. The room doubled as a cinema, with projectors that were capable of showing 3D movies. Sunday church services were also held here. (inset) A sample place setting.



The Royal Apartments were designed by noted British architect Sir Hugh Casson. With an eye on postwar austerity measures still in place, the Queen and Prince Philip chose Casson's sensible designs over more lavish ones. (top left) The Queen's dressing area with lit mirrors. (top right) The Queen's bed. (bottom left) Prince Philip's bedroom on Britannia's port side was more masculine, befitting a naval officer. (bottom right) One of Her Majesty's favorite spots on Britannia was the Sun Lounge, aft on the Shelter Deck. Here, she would take breakfast, afternoon tea, and her favorite pre-lunch cocktail, a Dubonnet and gin.

public includes the Queen's bedroom, which can be viewed behind a glass wall, and the state dining and drawing rooms, which hosted grand receptions for kings and queens, presidents and prime ministers throughout the world.

To underline the finality of *Britannia's* service, the clocks on board are stopped at 3:01, the time the Queen last disembarked.



Her Majesty's Yacht *Britannia*



length: 412' 3"
beam: 55'
draft: 15' 7½"
GRT: 5,769 tons
fuel 490 tons
capacity: (can be refueled at sea)
shp: 12,000
(12,400 on sea trials)
propellers: Two 4-bladed screws,
10' 3" diameter
speed: 21 knots
(22.85 knots on sea trials)
stabilizers: 1 pair Denny-Brown
single fin



Most of the crew areas were forward on Britannia. (top left) Note the sheer on this companionway to crew cabins. (top right) Some of the crew bunks on Lower Deck. A 1970 refit replaced the original hammocks with these proper bunks, though one crewman was given permission to keep his. (bottom left) The Officer's Ward Room, on Main Deck, is now available as a private dining space for groups of up to 16. (bottom right) The Officer's Pub, Main Deck.





(above, and right) Two views of the engine room. Two Pametrada steam turbines, with 12,000 hp, were capable of driving the Britannia at a speed of up to 21.5 knots. Often times, the Queen would take guests here after dinner. (below) Should anything happen to the crew, or royal passengers, a fully-equipped operating theatre was onboard.

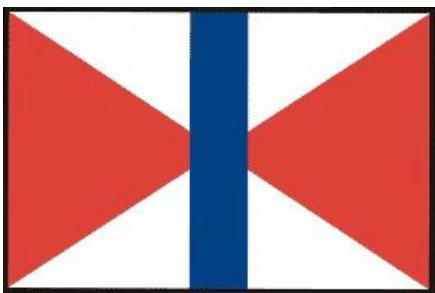




A Slow Boat from China

A Voyage on China Navigation's Former *Changsa* From Hong Kong to Singapore in the 1970s

by James L. Shaw



China Navigation ships have been regular callers along the Pacific Coast for some time, largely for log cargoes, but the company is better known internationally for its operations in the Far East having been founded 150 years ago to run paddle-wheelers along China's Yangtze River. In the 1970s, this author became familiar with the line while working in Hong Kong where the British-owned company was then headquartered. It had operated a large fleet of combination passenger/cargo ships in the immediate postwar years which all had been sold off by the mid-1960s as air travel took over. Most of the ships went to other owners, with four going to Singapore-based Pacific International Line (PIL).

As I finished up my work in Hong Kong, and while looking for onward sea passage to Singapore, I happened to notice the initials PIL appearing on a small newspaper advertisement in the South China Morning Post: "PIL, *Kota Panjang*, sailing 25 August, Accepting Passengers & Cargo for Singapore & Penang". With few other options available by sea, most European and American lines having already terminated passenger services out of the Colony, I took a taxi along Connaught Road to

top: Once the flagship of China Navigation's Far East services, the 7,412 grt Changsha had been completed by Scotts Shipbuilding & Engineering in 1949 with accommodation for 82 First Class passengers, and 70 in Third Class. (H. Stott Collection)

left top: China Navigation house flag. left bottom: Pacific International Lines house flag.



PIL's office on the 5th floor of the Grand Building. Here I was able to purchase a First Class ticket to Singapore for HK\$910, or about US\$130 at the time. I was told by the young Chinese woman selling it that I should continue to call back for the ship's expected sailing time.

Hong Kong Departure

Kota Panjang was late in her arrival in Hong Kong, several days late in fact, because of slow loading up the Pearl River at Whampoa. By the time of her entrance on 29 August, I had found through local shipping circles that she was indeed an ex-China Navigation ship, having been built as *Changsha* by Scotts, Greenock in 1949. My introduction to the ship came on a wet, rainy night as PIL's little launch, flying a wind-whipped PIL banner, made its way out through the anchorage and deposited me at the foot of the vessel's gangway, one wave catching my foot as I grabbed the chain and started up the steps.

At the top of the stairs, the ship's Chinese night watchman glanced quickly at my ticket, then guided me though the dimly lit interior to Cabin 9. Although once part of

First Class, the room was well worn and somewhat musty-smelling, but as the hour was late, I was soon in bed and asleep. I awoke the next morning when a Chinese girl knocked at the door and in halting English informed me breakfast was being served below. Glancing out the window, I could see that it was still dark and raining, and that the ship had not left its mooring.

In the nearly deserted dining lounge below, I found one table laid out with six sets of forks and knives, while on the other side of the room, bowls and chopsticks had been placed. An elderly Chinese waiter motioned me to the first table where I was soon joined by the ship's only other Western passengers: two young couples headed back to New Zealand,

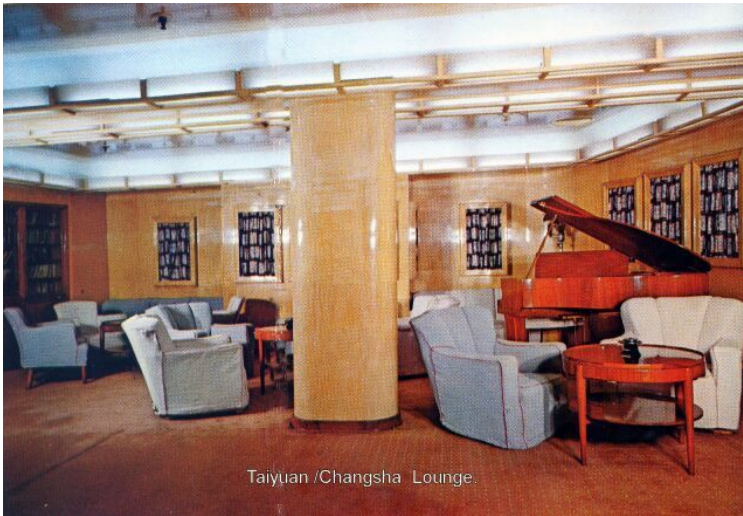
top: A forgotten liner in the 1970s, China Navigation's former *Changsha* loads cargo at her moorings in Hong Kong roads as Pacific International Lines' white-hulled *Kota Panjang* prior to sailing for Singapore. (M. Mulligan)

right: European and Chinese passengers take a final look at Lantau Island from *Kota Panjang*'s well-worn wooden teak decks as Hong Kong is left behind. (J. Shaw)





Taiyuan /Changsha Outside twin cabin



Taiyuan /Changsha Lounge



clockwise from top left: The author's First Class cabin from Hong Kong to Singapore, little changed from China Navigation days, and with a Chinese thermos of cold water provided. (J. Shaw) A color postcard view of a similar outside twin cabin on the ship while operating with sister Taiyuan under China Navigation colors. (J. Shaw Collection) No entertainment was offered, but two of Kota Panjang's crew tried out the old grand piano in the lounge while Chinese passengers attempted to keep cool through the efforts of a single pedestal-mounted rotating fan. (J. Shaw) In China Navigation days, the piano was the centerpiece of the wood-paneled forward lounge, which was furnished with arm chairs and polished wooden tables. (J. Shaw Collection)

and an Englishman returning to England. All were Hong Kong civil servants and all were taking *Kota Panjang* out of Hong Kong to avoid a British government mandate that they take British Airways if they wanted to fly.

The South China Sea

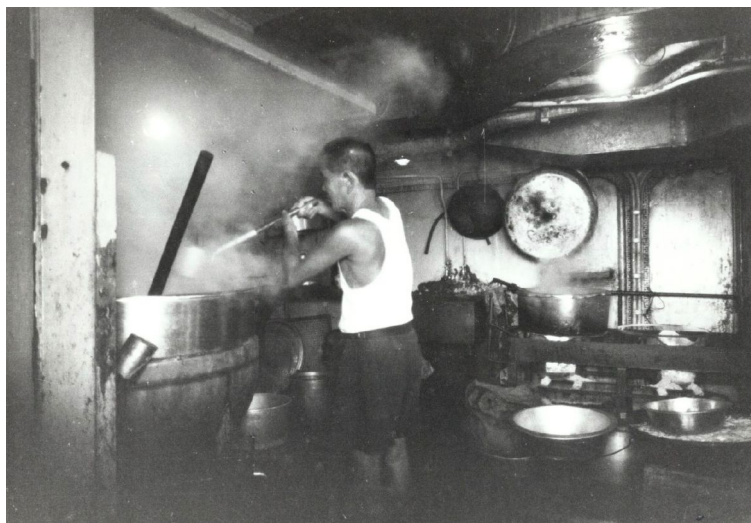
Our first breakfast that morning, and a repeat every morning, was two fried eggs swimming in a puddle of cooking oil and a cup of very strong and bitter tea. Looking across at our fellow Chinese travelers, who were largely elderly females, and rapidly multiplying in number, we could see they were digging into large bowls of steaming rice and vegetables brought in from the galley. After finishing my eggs-in-oil, and after hearing sounds of a heavy anchor chain being worked forward, I excused myself and made my way topside, where the sky was clearing, and I could see the ship was being unchained from her mooring buoy.

Even before the chain was fully aboard and secured, *Kota Panjang* was underway for East Lamma Channel; passed by the inbound container ship *Benrinn*.

Once the Hong Kong skyline had been left behind, I made a walking inspection of *Kota Panjang*'s well-worn interior spaces. By now the ship's semicircular forward lounge was inhabited by several dozen elderly Chinese women, dozing from their recently completed meal. Drooping chairs, most probably the ship's original, had been placed around the room's perimeter while in one corner an aging piano sat. Near the piano, a single pedestal-mounted fan slowly revolved, adding a whispering hush to the quiet atmosphere as the hiss of the South China Sea entered through the open windows.

Tiger Beer and 555s

I found *Kota Panjang* was still *Changsha*, but well on into advanced age. Walking aft, between the main lounge and the smoking lounge, a small bar was located to starboard and a combination writing room and library to port. The former no longer had stools, and the latter served as a storage room for several old television sets. The bar would open only twice a day, for two hours in the afternoon and two hours in the evening, but its ancient refrigerator could still serve up cold



left: One of Kota Panjang's Chinese passengers spreads beans out to dry on the canvas-shrouded hatch cover while hundreds of drums of edible cooking oil take up deck space. (J. Shaw)

above: Kota Panjang's chef in singlet cooks up another unappetizing meal of rice and fish in the aging vessel's steamy and somewhat unhygienic galley. (J. Shaw)

and expensive cans of "Tiger" beer from Singapore, or bottled and cheap Chinese beer from Canton. I noticed few of the elderly Chinese ladies enjoyed beer, but they did like to buy and smoke the "555" cigarettes that the bar dispensed. This was not accomplished in the ship's smoking lounge, however, as that room was completely devoid of furniture except for an unused ping pong table and a single broken chair. The room's badly scuffed and well gouged floor seemed to indicate that it was often used to store spare parts or cargo.

Continuing aft, the ship's main cabin class area was entered, two parallel passageways running between cabins and leading to an aft outside deck. The Chinese doctor and nurse on board had their office, hospital and accommodation here but were seldom seen except during meal times.

The dining salon itself was reached down either one of two flights of stairs to the deck below. Meals were simple Chinese cooking, except for the fried eggs at breakfast, and were decently appetizing at first but grew progressively duller as the voyage wore on. The dining salon was the coolest part of the ship and the cooking and catering staff took advantage of this by never leaving it.

Out through the main doors of the restaurant, going forward, one came to several more cabins, most now used by ship's officers, as well as the Purser's Office, which I noticed contained several official documents and a few travel brochures that still carried the "Changsha" name on them. One further deck down was the former tourist class combination bar/lounge and restaurant, now converted into dormitory space.

Lanterns and Sandals

The ship's Chief Purser, Choo Joon Hwee, who spoke excellent English, proved to be a good source of information on Pacific International Line. He introduced me to the ship's captain, Wong Tung Po, who gave a tour of the bridge the following day. Capt. Wong said that *Kota Panjang* had boarded 147 passengers at Whampao, her principal Chinese loading port, and a further 37 at Hong Kong. Passenger capacity for the ship had once been 560, with metal bunks arranged in the Forecastle, but this had been reduced to 310 in recent years after the removal of some lifesaving equipment.

The 'tween deck areas contained a good deal of Chinese manufactured goods in cartons, including lanterns, plastic sandals and flashlights, all loaded at Whampoa, while at the bottom of the ship were thousands of bags of beans. Most of this cargo would be transshipped at Singapore and Penang to other PIL vessels for onward carriage to such Indian Ocean ports as Colombo, Mogadishu, Mombasa and Aden. Some freight was also carried on the open decks where several hundred drums of edible cooking oil were stored.

Each day I noticed that one or two Chinese ladies would come and spread beans and chili peppers over the hatch covers to dry in the sun, collecting them again at nightfall or before any rain.

Mr. Choo remarked that most of the ship's Chinese passengers, outside of a family of four from Hong Kong, were residents of either Singapore, Malaysia, or Indonesia who had obtained permission to visit family members still living in Communist China. To return to China, however, they had to be at least 40 years of age, and carry a certain amount of money. Choo also noted that not all of *Kota Panjang*'s crew were Chinese. The Chief Engineer, U-Tung, was Burmese, while the second officer was Indian, and several members of the deck department were Indonesian.



Arrival at an overcast-covered Singapore as a small fleet of customs and immigration craft scurry from ship to ship, the roads containing well over 100 vessels. (J. Shaw)

Singapore Arrival

Kota Panjang continued to make good time down thorough the South China Sea; 13 knots seeming to be her average speed. Napping became a major pastime aboard as there was no swimming pool, library, social director, or midnight buffet to worry about. Although deck quoit circles could still be made out on the worn decks, there was not a quoit to be found, and besides, most of the deck area was obstructed by oil drums.

For four days we were doomed to rest and relax, but on the fifth morning, a growing number of ships indicated we were approaching Singapore. From behind us came the gray-hulled container carrier *Hong Kong Island*, while the blue hulled *Bergen Maru* shot by us in the opposite direction. Moving into Singapore Strait, *Kota Panjang* actually overtook and passed a ship, the slow-steaming Panamanian freighter *Ta Lung*, but was in turn passed by the larger *Lin Pong*. Strait Steamships' little *Auby* appeared just as we came abreast of the black-and-white striped Horsburgh lighthouse and soon, the city of Singapore floated above the horizon, its shimmering buildings giving the appearance of an oriental New York City skyline.

We moved into the outer anchorage and dropped anchor behind the unemployed passenger vessel *Rasa Sayang* (ex-*Bergensfjord* of 1956), as two tankers, the Japanese *Asahi Maru* and Dutch *Vitrea*, made for the open sea. Following a visit by Singapore customs and immigration officials, who

The China Trade

Answering a question about PIL's past, Mr Choo related that one of the sons of the company's founder and owner, Y. C. Chang, had also worked on *Kota Panjang* as a crewmember, gaining sea experience before joining his father to help run the company. Chang himself had started his career with another well-known Singapore shipping company, Kie Hock, and was responsible for much of that firm's trade with China. This paid off as Chang developed good connections with the Chinese government. When China required passenger tonnage to move railway workers to Tanzania in the late 1960s, Chang left his job at Kie Hock and began buying several small passenger-cargo ships of his own. These included China Navigation's small *Soochow* and *Shansi* in 1967, which he renamed *Kota Ratu* and *Kota Rajah* ("Kota" meaning hill, or mountain) followed by the larger *Changsha* in 1969 and her sister *Taiyuan* in 1972, the latter renamed *Kota Sahabat*.

Going further afield, he purchased the Dutch twins *Tjiluwah* and *Tjiwangi* from Royal InterOcean Lines a few years later, both having considerable passenger capacity. *Tjiluwah* became *Kota Bali*, while *Tjiwangi* was rechristened *Kota Singapura*. These ships, like *Changsha* and *Taiyuan*, had been in the Australian trade, and Chang kept them there, although he converted the bottom decks to carry sheep rather than passengers.

Once alongside at Singapore, *Kota Panjang* began discharging and loading cargo that was moved to and from smaller ports in the Indian Ocean region by other Pacific International Line ships. (J. Shaw)





left: Kota Panjang's sister ship Kota Sahabat (ex-Taiyuan), anchored off Singapore with most of her lifeboats gone, and additional ventilators installed, including one up through the bridge, following conversion into a livestock carrier. (H. Stott Collection)

right: A broadside view of Kota Panjang departing Singapore Roads, her external configuration little changed from China Navigation days, outside of the white hull, new funnel colors, and extra lifeboats added to handle the increased passenger capacity. (H. Stott Collection)

traveled from one arriving ship to another in a small flotilla of launches, we upped anchor and slowly moved through the mass of stationary shipping to re-drop again just off Clifford Pier, allowing an easy launch ride to shore.

From Breakbulk to Boxes

The bulk of *Kota Panjang*'s passengers disembarked here, and I soon joined them. After checking into the old Palace Hotel, I was able to make a brief call at PIL's office on Market Street, and from contacts established there, was able to follow the company's growth in later years. Unlike several other small Chinese companies that were formed during the same post-war period, most around cheaply obtained second-hand breakbulk tonnage, PIL was able to make a successful transition into containers during the early 1980s. However, this meant the demise of all its passenger/cargo ships, with *Kota Panjang* and sister *Kota Sahabat* going for scrap in 1980/81, the latter after use as a livestock carrier. Of the Dutch twins, *Kota Singapura* was gone by 1979, while *Kota Bali*, sold to Malaysian interests in 1982, was scrapped in

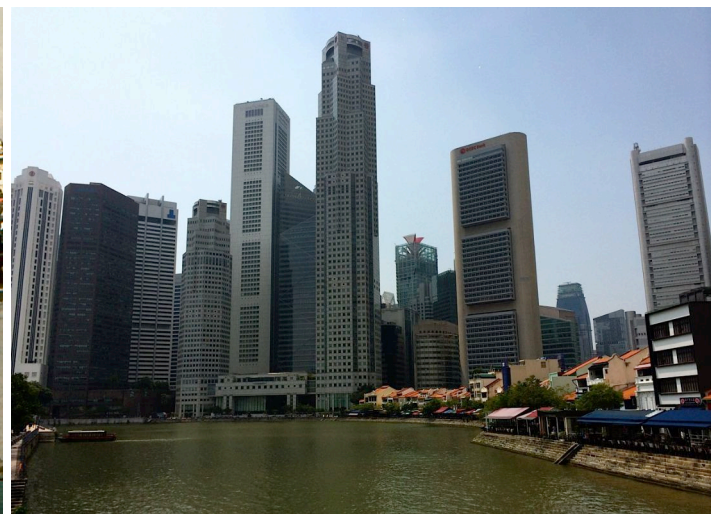
1984. Most of the company's remaining breakbulk tonnage, a good portion of it having been obtained from Royal InterOcean, went to the breakers at about the same time. This included the handsome former Dutch cargo liners *Kota Chempaka* (ex-Straat Clarence), and *Kota Wirawan* (ex-Straat Franklin), both broken up by 1986.

Over the next three decades PIL expanded rapidly, eventually becoming the world's tenth largest container carrier, but its fortunes began to decline towards the end of the last decade and by 2020, it was close to bankruptcy following the losses of \$258 million in 2018, and \$795 million in 2019. Not wishing to have this take place, the Government of Singapore stepped in to become the line's majority shareholder in early 2021 through its Temasek Holdings, by which time the PIL fleet had been reduced to 91 ships, 34 of which were chartered. It is expected that, with record rates now being enjoyed in the container sector, the PIL fleet will once again be expanded under government oversight with several ships placed out on charter having already been brought back under PIL control.



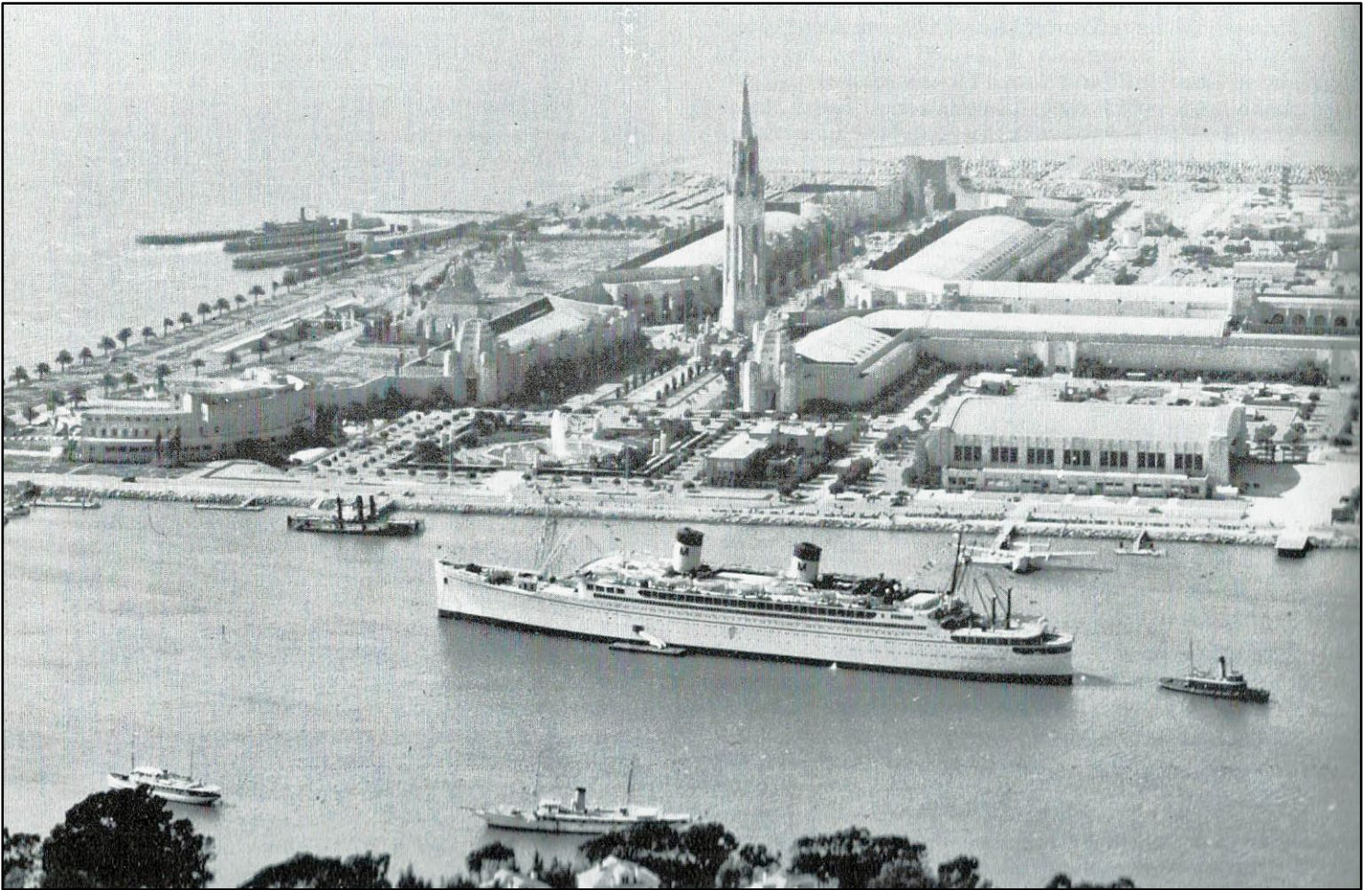
left: Singapore in the 1970s, taken from the city's Elgin Bridge, showing the hundreds of bumboats that once moved cargo between godowns on the river and ships anchored offshore. Once the tallest building in all of Southeast Asia, the turreted Ascott building is seen in the distance.

right: The same view recently, the bumboats gone and the godowns built as offices, shops, and restaurants, while the Ascott building is still there, but hidden behind new skyscrapers; serving as an upscale condominium. (J. Shaw)



You are Invited to **Matson Day on Treasure Island**

By Old Tramp



Matson Line's *Mariposa* was the centerpiece of Matson Day on Treasure Island, a day filled with festivities along with special programs and exhibits. The Tower of the Sun theme element stands tall at the major crossroads of the Golden Gate International Exposition. Also in view is a Boeing 314 flying boat and a City of San Francisco fireboat. The hanger shaped building is the Hall of Transportation and the building at the far left is the Air Terminal Building where the Pan American Airways flying boats operated from.

Photo: Matson's Century of Ships, Fred A. Stindt



The Golden Gate International Exposition took on the aura of the South Pacific islands during the celebration of "Matson Day on Treasure Island" on August 9, 1939. Matson Line's *Mariposa* was anchored in the Port of the Trade Winds adding a nautical backdrop to the on-shore festivities.

The South Seas islands adventure started as each Exposition visitor, upon entering, was given a welcoming lei and a program of all the day's events and entertainment. The lei also provided each guest with a chance to win two free round trip tickets to Hawaii aboard a Matson liner.

Special open house events were scheduled at the Australian, New Zealand, and Hawaiian pavilions. All were located near each other along the Pacific Promenade around the Lake of the Nations and the Pacific House theme pavilion. These events highlighted the history, culture, and products of each location and offered a welcome to potential future visitors as well as tourists who might consider a luxurious ocean cruise to these distant lands aboard a Matson liner.

The Matson Day program continued throughout the day with an early afternoon lecture presented at Pacific House by Lawrence M. Judd, former governor of the Territory of Hawaii entitled "Highlights of Hawaii."

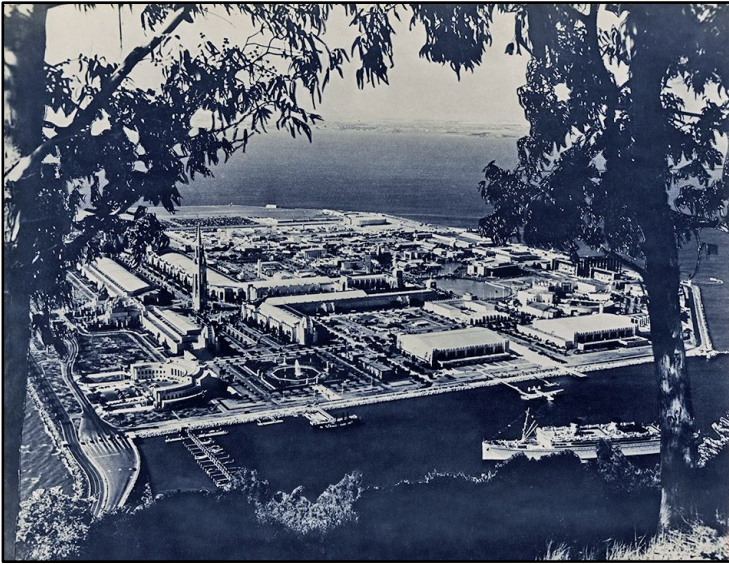
The main feature of the day was the free to all Exposition visitors mid-afternoon "Pageant of Matson Ports" performed at the Open Air Theater. The program included national airs and folk music from Australia, the land of the Southern Cross,

You are Invited to
MATSON DAY ON TREASURE ISLAND
 WEDNESDAY, AUGUST 9th

It will be a gala day of exciting events, including a thrilling contest and a spectacular program of the music and dances of Hawaii, Samoa, Fiji, New Zealand and Australia ---a brilliant celebration in the colorful atmosphere of the South Seas, with a special tribute to American maritime progress on the Pacific and to the far-reaching importance and value of the American Merchant Marine.

IN HONOR OF
 THE AMERICAN
 MERCHANT MARINE

GOLDEN GATE INTERNATIONAL EXPOSITION 1939
 SAN FRANCISCO BAY
 GOLDEN GATE



Top:
 A clipping from the newspaper advertisement inviting the citizens of San Francisco and the world to Matson Day on Treasure Island. 51,529 visitors passed through the Exposition's portals on August 9, 1939.
 Clipping: Oakland Tribune

Above:
 View of the Golden Gate International Exposition taken from Yerba Buena island on Matson Day. Matson Line's Mariposa, anchored in the Port of the Trade Winds provides the perfect backdrop to the view looking from the Court of the Moon and Treasure Garden with its fountain.
 Photo: Marcello Camarri, digitally remastered by Ron Henggeler

Below:
 The Mariposa at anchor in the Port of the Trade Winds with Yerba Buena Island in the background. The flying boat is most likely the Honolulu Clipper, a Boeing 314, of Pan American Airways. The blimp remains unidentified.
 Photo: William A. Keene III



and authoritative interpretations of the songs, legends, and dances of the Maoris of New Zealand. Samoa contributed startling renditions of tribal war dances including the Samoan Knife Dance. From Fiji came the Fiji Fire Dance listed on the program as a "primitive ceremonial rite from the picturesque isles of the South Pacific."

Hawaii was well represented by the Honolulu Girls' Glee Club and 36-year old Lena Machado—the "Songbird of Hawaii" and former soloist with the Royal Hawaiian Band of Honolulu—who performed songs of Hawaii and authentic hula and ancient temple dances of the Islands. "Tiny" Crawford, billed as Hawaii's premier steel guitarist, and his orchestra performed additional music from the Hawaiian Islands.

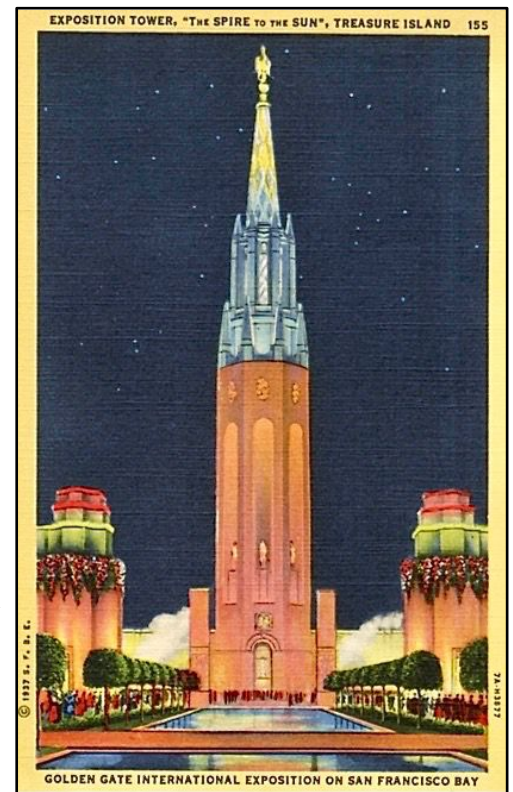
At the conclusion of the Pageant of Matson Ports was the award of the two free tickets for a round trip cruise to Hawaii aboard a Matson Line ship on any sailing between September 25 and December 20 of 1939.

Matson Day continued with an evening of dancing attended by employees of Matson Line held at 9 o'clock in the Hall of Western States auditorium.

Matson Line summed up Matson Day on Treasure Island as:

This occasion at the Golden Gate International Exposition marks the completion of fifty-seven years of Matson progress on the Pacific. But, in addition, its celebration is dedicated to purposes of far-reaching national significance.

To a wider knowledge of our country's maritime achievements ... to a broader vision of advancement yet to come ... to a deeper sense of the vital need, in commerce and national defense, of a powerful American Merchant Marine.



Right:
 Color postcard of The Tower of the Sun. From the top of the tower a visitor could take in the view of the entire Exposition, including the Mariposa at the end of the court.
 Postcard: by Mary Evans, Grenville Collins Postcard Collection

L.A. Fleet Week 2022

By Kevin M. Anthony



A Los Angeles fire boat welcomes the ships and sailors participating in L.A. Fleet Week as they arrive in the outer harbor. A sailor aboard the USS Essex watches the arrival as his ship proceeds to berth 46. The USS Portland has already tied-up at berth 49.

Photo: MC2 Brett McMinoway,

For the first time in more than two years, after the pandemic drove it into an online presence only, LA Fleet Week resumed during the Memorial Day Holiday weekend at the Port of Los Angeles' waterfront in San Pedro, California. The free event ran from 10am to 6pm from Friday, May 27 to Monday, May 30.

Festivities this year were wrapped along the entire San Pedro waterfront, with the visiting Navy ships open for tours at the Outer Harbor and the main expo at the World Cruise Center and the USS *Iowa*—all to be connected by continuing shuttle services.

The two visiting ships—the USS *Essex* (LHD-2), a Wasp-class amphibious assault ship and helicopter carrier; and the USS *Portland* (LPD-27), a San Antonio-class amphibious transport dock ship—making their Fleet Week debuts this year. Tours of both ships were offered on a first-come, first-served basis, with lines forming at the main expo venue and shuttles that took attendees South to the Outer Harbor, where the ships were docked through the long Memorial Day Holiday weekend.

The U.S. Navy holds Fleet Week events at ports throughout the United States, offering the public an opportunity to take a tour of the ships and meet service members as they showcase the ship's capabilities. It also gives the public a chance to gain a better understanding of how the sea services support the national defense of the United States and freedom of the seas.

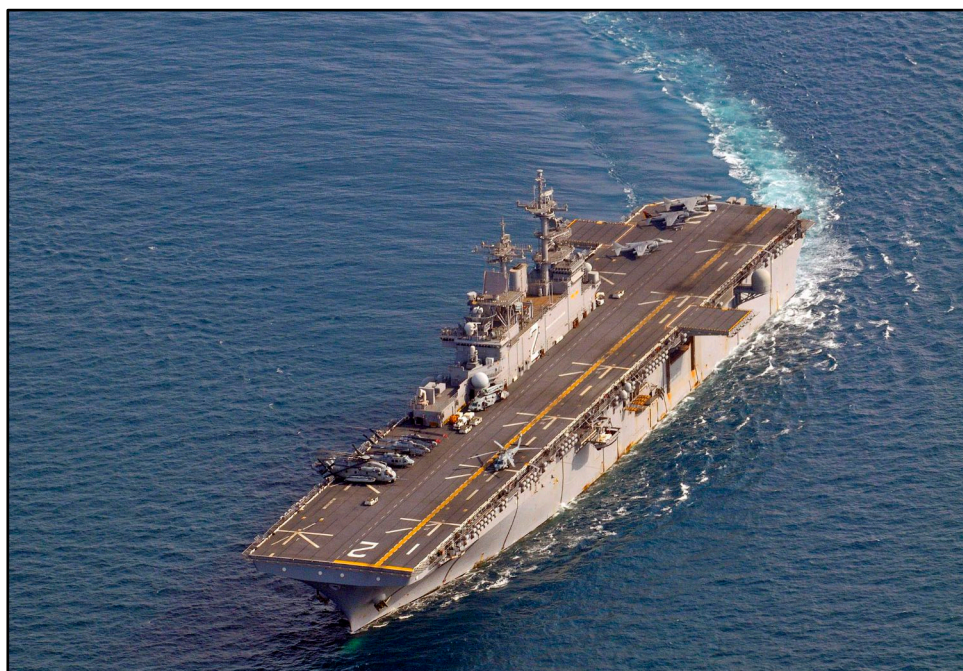
This year's LA Fleet Week—which in past years always took place over the Labor Day Holiday weekend—took place over the Memorial Day weekend that coincides with the New York Fleet Week event on the East coast. The change in season provided some advantages, such as more temperate weather—than the nearly 100 degrees experienced during the past Septembers—and provided a natural tie-in to a holiday that the USS *Iowa*—San Pedro's battleship museum at the center of Fleet Week's expo footprint—has already built into a big draw, with a patriotic ceremony, live radio broadcasts and booths providing services for veterans.

Events planned for this year's Fleet Week included:

- Tall Ship Village, with daily sails, including cannon battle sails, sunset sails, and an educational sail.
- Exhibits and displays, including helicopters and armored vehicles.
- STEAM displays, with androids, robotics and emerging technology.
- Competitions, including dodgeball among military teams.
- Galley Wars, with chefs from the military branches competing.
- Aerial demonstrations.
- Live entertainment.



USS Essex (LHD -2)



USS Essex at sea. Photo: MC3 Taurean Alexander, US Navy, 100208-N-9418A-098

Class: *Wasp* (one of eight in this class)
 Designation: LHD
 Builder: Litton-Ingalls Shipbuilding Corp.
 Pascagoula, MS
 Cost: \$1.1 billion
 Launched: February 23, 1991
 Commissioned: October 17, 1992
 Homeport: Naval Station San Diego
 Length: 844 ft.
 Beam: 106 ft.
 Draft: 27 ft.
 Displacement: 40,650 tons
 Speed: 22 knots
 Propulsion: Two 600 psi boilers
 Two geared steam turbines
 Two shafts & screws 16 ft dia.
 70,000 total shaft horsepower
 Complement: 104 Officers,
 1,200 Enlisted personnel
 Marine Force: 2,200

Armament:

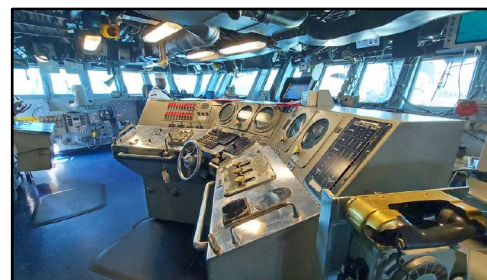
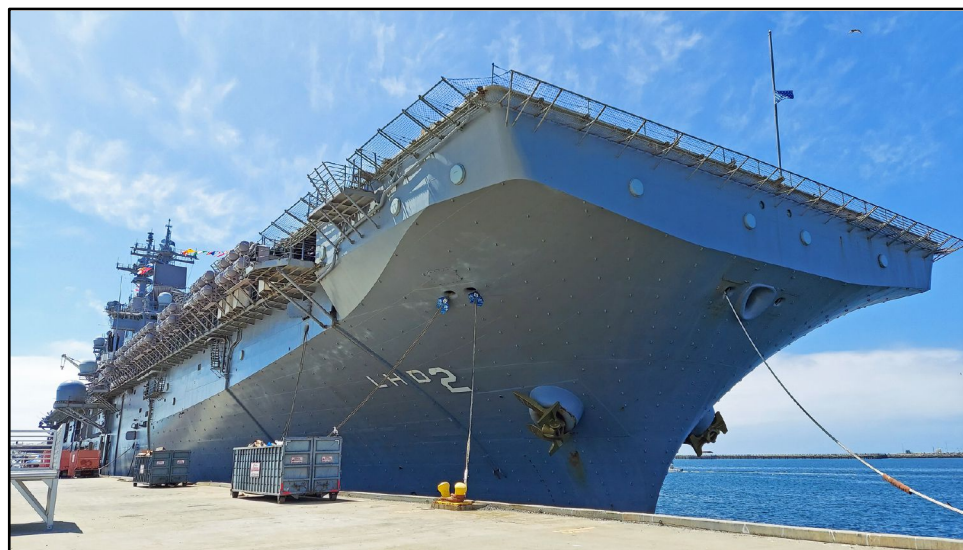
RAM launchers
 NATO Sea Sparrow launchers
Phalanx (CWS)

Aircraft:

AH-1Z *Super Cobra*
 UH-1V *Venom*
 MH-60S *Knight Hawk*
 CH-53E *Super Stallion*
 MV-22B *Osprey*
 F-35 *Lightning II*
 AV18B *Harrier*

Amphibious Vehicles:

Assault Amphibious Vehicle (AAV)
 Landing Craft Air-Cushion (LCAC)
 Landing Craft Utility (LCU)
 Light Amphibious Resupply Cargo
 Vehicle (LARC-V)
 Combat Rubber Rafting Craft (CRRC)



Above: The bridge and helm of the Essex is all business and ship-shape.

Left: The USS Essex tied up at berth 46 in San Pedro at this year's LA Fleet Week.

Photos: Kevin M. Anthony

USS Portland (LPD -27)



The USS Portland at berth 49 in the outer harbor of the Port of Los Angeles the first day of Fleet Week, May 26, 2022.
Photo: Kevin M. Anthony

The Landing Platform Dock 27, USS *Portland* of San Antonio Class, is the latest class of amphibious force ship being built for the United States Navy. The mission of the *Portland* is to transport the US Marine Corps "mobility triad", that is, Advanced Amphibious Assault Vehicles (AAAVs), air-cushioned landing craft (LCAC), and the MV-22 Osprey tiltrotor aircraft, to trouble spots around the world.

The *Portland* is part of the Essex Amphibious Ready Group that includes amphibious assault ship USS *Essex* (LHD 2), dock landing ship USS *Pearl Harbor* (LSD 52), and embarked Marines from the 11th Marine Expeditionary Unit.

Class: San Antonio (11th of 14 in this class)
 Designation: LPD
 Builder: Ingalls Shipbuilding Corp.
 Pascagoula, MS
 Cost: \$1.6 billion
 Launched: February 12 2016
 Commissioned: April 21, 2018
 Homeport: Naval Station San Diego
 Length: 684 ft.
 Beam: 105 ft.
 Draft: 23 ft.
 Displacement: 25,000 tons
 Speed: 22+ knots
 Propulsion: Four Colt-Pielstick medium speed turbo diesel engines
 Two single reversing reduction gears
 Two shafts & two fixed pitch screws
 40,000 total shaft horsepower
 Complement: 33 Officers,
 411 Enlisted personnel
 Troop Accommodations: 66 Officers, 625 Enlisted

Armament:

Mk 41 16-Cell VLS
 Mk31 RAM launchers
 Mk 46 30mm machine guns
 Mk 26 50 cal. Machine Guns
 Mk 2 Laser Weapon System (LWSD)

Deck Hangar accommodations:

one CH-25E *Super Stallion*
 or two CH-46 *Sea Knights*
 or one MV-22 *Osprey*
 or three UH-1Y *Venoms*/
 AH-1J *Sea Cobras*

Landing Deck can accommodate:

two CH-53E *Super Stallions*
 or four UH-1Y *Venoms*/
 AH-1J *Sea Cobras*
 or four CH-46 *Sea Knights*
 or two MV-22 *Ospreys*
 or one AV-8B *Harrier*

Well Deck landing area can hold:

two LCAC or one LCU (conventional)



Left: The USS Portland at sea during training exercises.

Right: A starboard stern view of the USS Portland showing the landing deck and the amphibious vehicle launch well deck below.



Photos: US Navy

The Rescue of the Last Passenger from the Sinking *Andrea Doria*

By Don Persson



Looking down on the decks of the Andrea Doria from the air as the doomed liner is sinking with debris in the water and the port side lifeboats still in their davits.
photo: Official U.S. Coast Guard photo | National Archives

I was a crew messman on board the SS *Robert E. Hopkins* of the Tidewater Associated Oil Co. of Delaware City, Delaware. I had just gone to bed around 2130. I had to get up at 0615 at the latest to set my tables and make the coffee for breakfast, so going to bed early was a routine.

On this particular night of July 25, 1956, I was really tired as we had just departed Fall River, Massachusetts after delivering about 125,000 barrels of gasoline. I had walked around Fall River for a couple of hours after dinner because it was quite warm with a nice breeze, but this walk really tired me out so I was glad to get to bed.

Around 2330 I heard a lot of loud footsteps outside my cabin. I jumped up to see why so many men were running up the stairs across from my room. Were we sinking? Did I miss the alarm? I ran up the 12 steps to the mess hall in my

underwear, and saw the entire deck gang dressed in work clothes listening to Chief Officer, Eugene Swift. I heard them talking about launching our forward port side lifeboat #2 in 30 minutes.

I dashed below, put on my clothes, grabbed my wallet and gloves, and woke up my drunk roommate. I then ran forward along the Main Deck passageway, out onto the Well Deck, up the steps to our fore and aft walkway, and forward to the forward deckhouse. Our 2nd Mate was just taking the cover off #2 lifeboat, a 36-passenger self-propelled boat. I told the 2nd Mate that I heard the boat was going to a rescue and told him "I have a lifeboatman endorsement on my Z card (US Coast Guard Seaman's Document) so I can join the boat crew", and I showed him my Z card. He told me it was up to the Chief Officer, Eugene Swift. In minutes the deck guys

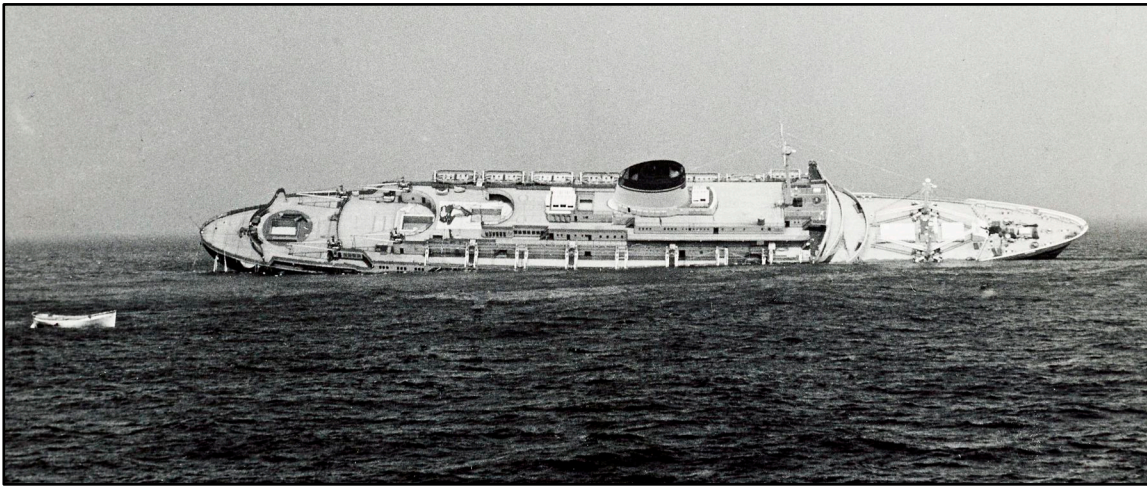
were running up the stairs to the boat. The Chief Officer looked at me as if to say “what is a 17 year old messman doing here?”. The 2nd Officer explained to him that I had a lifeboatman endorsement and asked if it was okay for me to go along (usually a lifeboatman endorsement trumps a crewmember without it). The Chief Officer said “fine” and the deck guys just nodded their heads (probably because they knew how difficult it was to row that boat)!

The deck gang finished removing the cover and began to check the boat to see if the oars were under the seats, etc. Just then our captain, René Blanc, a man about 65 years old, appeared and said we needed to “standby until the orders come”. We were still underway all along but I felt we were slowing down. I could see bright lights in the distance looking like something on land, a common sight for coastal tankers. But within minutes I could see that one source of the bright lights was a ship all lit up like at night in port! The other lights were clear but I just couldn’t understand what they were as we had a slight fog or mist, fairly common in early mornings in the North Atlantic.

I kept thinking when are we going (we were the fourth ship to arrive at the disaster)?

As I scanned the *Andrea Doria* I saw a very strange sight. All of the starboard boats had been lowered except for #1 boat still in the davit, but because of the degree of the *Andrea Doria*’s list, maybe 35 degrees, the passengers couldn’t jump into the boats from the boat deck because the boats were too far away from the hull. All along the side of the *Andrea Doria* were hawsers, nets, fire hoses, and rope ladders. Believe it or not, passengers were climbing down these ladders, nets, etc into the lifeboats while being helped by crew members (note: nearly all of the stewards department had fled the sinking ship in the first trip over to the *Stockholm*. *Stockholm* crew didn’t want them on board, but Capt. Nordensen told the crew to bring them onboard.) Shockingly, I could see a few crew piggybacking a passenger. I assumed these were elderly people.

The *Ile de France* lifeboats were alongside the *Andrea Doria* in just minutes. Then I saw the *Stockholm* lower three lifeboats into the water (six altogether) at about 0230.



The 656-foot Italian luxury liner in the late stages of sinking listing to its starboard side with the rail at water level with an empty lifeboat drifting aimlessly away.

photo:
Official U.S. Coast Guard
photo | National Archives

I ran back to my room to get my Nikon binoculars and hurried back (my drunk roommate was still sleeping). Now I could see and, boy, was I totally shocked! My heart started pounding as I studied the ships. I immediately recognized the unique funnel of the Swedish America Line (yellow, blue circle, and 3 crowns within the circle) and the Italian Line stripes. Was the Italian ship the *Andrea Doria* or the *Cristoforo Colombo*? Was the Swedish ship the *Stockholm* or *Kungsholm*? Then I realized it had to be the smaller *Stockholm*. I had visited both of these ships many times at dock on sailing day in New York.

Then the shock of my life: Out of the dark (about 0200) just to starboard was a magnificent sight lit up as I’d never before seen—the 44,356 ton *Ile de France* of the French line. This 793 foot ship looked twice as large with all of its lights ablaze, especially the probably 100-foot by 10-foot high, lighted sign on the boat deck with the name “*Ile de France*” in light bulbs. What a sight! The ship was black and looked like a projection on the water—a movie! It passed us and stopped very close to the sinking *Andrea Doria*—maybe only 1,500 feet away. All of its lifeboats were near the water level. Just amazing to me.

All the *Andrea Doria* lifeboats rowed/motored over to the *Stockholm* but just then they turned around and headed to other ships including the banana ship *Cape Ann*, which took on over 100 survivors. The *Ile de France* boats all returned to their ship with about 750 passengers all together.

I frankly felt that we were being left out of the rescue because we were an oil tanker in ballast—a very dangerous ship for non-professionals to be on.

By about 0400 most lifeboat activity had stopped. Many *Andrea Doria* lifeboats were tied alongside the *Stockholm*. A few floated loose and I saw two half-full boats about 2,000 feet away from the *Andrea Doria* just idle.

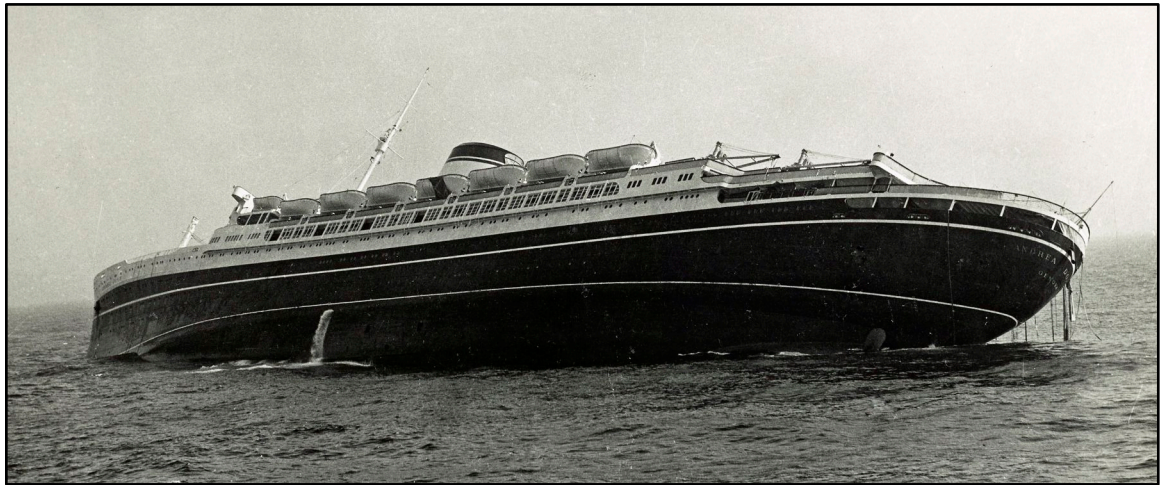
Suddenly from the bridge one deck above came the word “launch lifeboat!”. We lowered away just after 0400. Chief Officer Swift was in the bow, six of us rowed and the 3rd Officer was on the tiller (I was on the starboard side, last seat). The water appeared to be calm from the deck but, boy, it was rough! We pitched and rolled all the way until we saw someone right at the stern on a rope ladder waving. We pulled under him. He seemed either afraid or stuck. We yelled to him to “jump” but he continued down the ladder until Chief Officer Swift could grab him by his feet and guide

him into the boat.

It turned out that this man, the very last passenger to leave the *Andrea Doria*, was an American Merchant Seaman, Robert Lee Hudson, being repatriated from Naples, Italy, after injuring himself onboard the American Victory ship SS *Ocean Victory*.

The last passenger to be rescued from the sinking *Andrea Doria* was taken off the stern by the crew from the Robert E. Hopkins which included the author.

photo:
Official U.S. Coast Guard
photo | National Archives



He was wearing pajamas, as I remember, but his top was missing. The press said he was naked but I don't think he was. I think I would have remembered that! He appeared to be a little drunk but he said he had been given sleeping pills and was in bed in the infirmary sleeping when he woke up to the 40-degree list.

We then rowed away from the sinking ship maybe 100 feet to avoid all the ropes, nets, etc. hanging down from the railings and headed to the bow. The ship was deserted but was really well lit. Below the wing of the bridge we yelled out "Hello up there" thinking officers might still be onboard. No one answered (actually there were about 12 men on the bridge including the ship's Catholic priest). Our Chief Officer said "Okay, guys, that's it. Back to the boat" and we turned toward the *Hopkins*. The two *Andrea Doria* boats we had seen earlier were gone! It seemed longer returning, perhaps because my gloved hands were totally sore. My oarlock was broken and it took a lot of work to keep my oar straight up in the water.

Back at the *Hopkins* the accommodation ladder was down so all except the Chief Officer walked up the ladder. The boat was walked forward with a line and stopped beneath the davit and the Chief Officer hooked it up to the falls.

Our passenger was escorted to the bridge and Capt Blanc guided him to a sofa in the chart room and offered him a drink. Apparently that suited Mr. Hudson because he never left the chart room until we arrived in New York City later that day.

Most of the crew were standing by the railings watching the disaster unfold—except for my drunk roommate that refused to believe me when I woke him up for work! The sun was barely coming up and we could see many ships in the area—cargo ships, two troop transports, several USCG vessels, and a banana boat (whose crew rescued many passengers). The *Stockholm* hadn't moved. Later I read that her anchors were caught on something and welders had to cut

the anchor chains. By now the *Andrea Doria* was on her side and you could actually see inside the funnel.

At about 0530 we saw the *Ile de France* get underway and it slowly steamed around the dying *Andrea Doria*, lowering its flag three times while its horn blew a tremendous three

long blast salute as it steamed off. What an amazing sight to behold!

Just minutes after the *Ile de France* steamed off we got underway for the 180-mile trip to New York City. It was just about time for me to start work and I was exhausted. We didn't even slow down as we reached Ambrose Lightship (the pilot station) as Capt Blanc had pilotage for New York Harbor on his Master's license.



A young Don Persson aboard the Robert E. Hopkins taken on the day after the rescue from the sinking *Andrea Doria*.

photo: Author's Collection

I paid off the *Robert E. Hopkins* in November 1956 for a week vacation, then went on to another Tidewater tanker, the “supertanker” *SS Flying “A” Delaware* (26,000 tons, Newport News Shipbuilding) for one 2-week trip, then back to the *Hopkins*.

I haven’t talked about the *Andrea Doria* sinking to many for 65 years because it was such an emotional experience for me.

Beginning when I was 12 years old, my mother would take me on sailing days to either Hoboken (Holland-America Line), Jersey City (APL and American Export Lines “Aces”), or to New York City’s “Luxury Liner Row” and to piers along the Hudson. I lived in Jersey City, so it was only 30 minutes by bus to Times Square, 20 minutes to Harborside Terminals in Jersey City, or 25 minutes on the trolley to Hoboken. We donated 50 cents and went onboard countless ships! I loved these ships and dreamed that someday I could sail on one. I had my favorite ships but the *Andrea Doria* and her sister *Cristoforo Colombo* were favorites because of their beautiful interiors. I loved the old Grace and Moore-

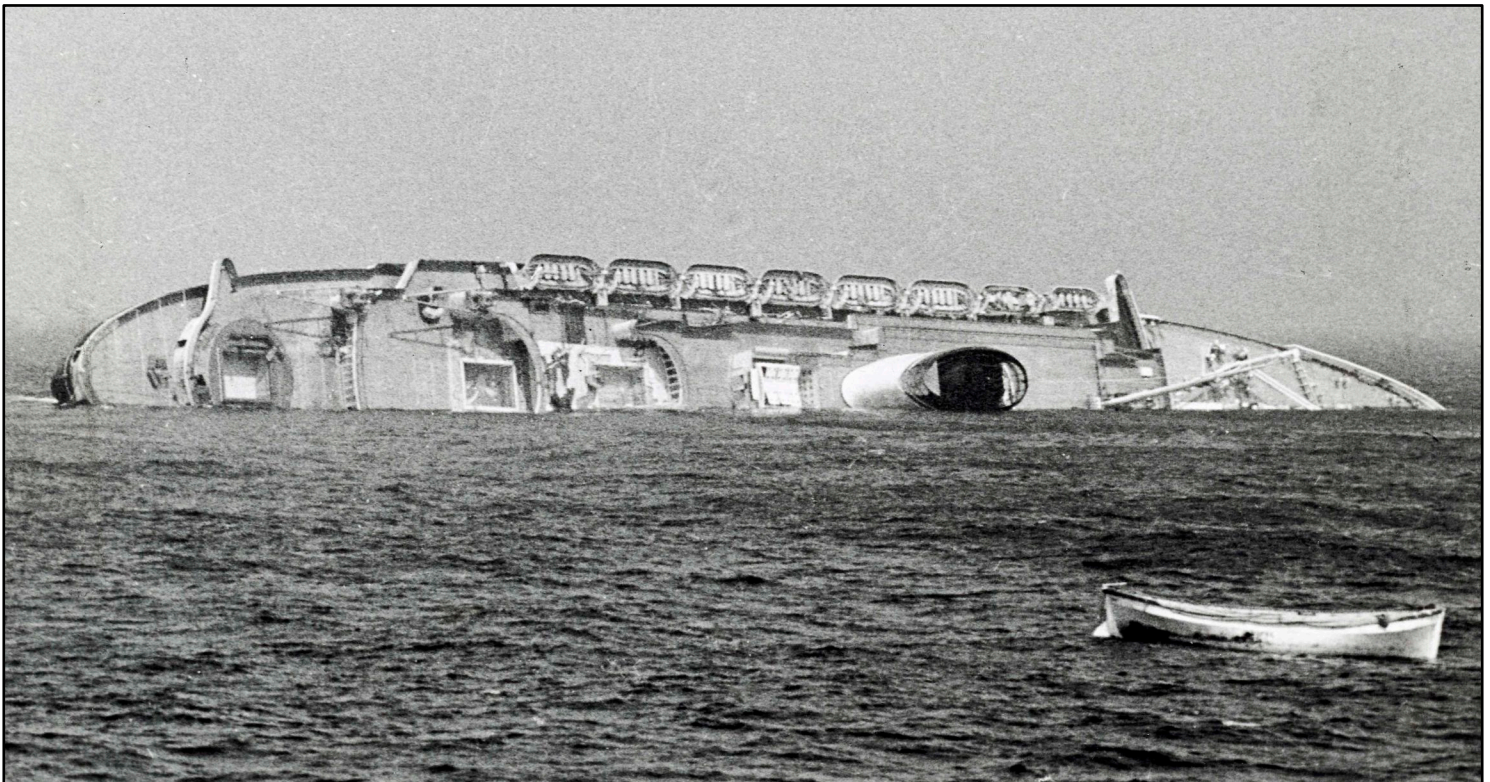
McCormack liners but the Italians sure knew luxury! So, to see the *Andrea Doria* sinking was a huge shock to me, almost like a personal loss.

My first year on the *Robert E. Hopkins* was wild—sailing up the Hudson River in solid ice to deliver gas to Albany (causing us to damage our propeller and hull plates), then the *Andrea Doria* rescue. Then, on the *Flying “A” Delaware* the suicide of my Chief Steward affected me for a long time because I really liked the man and the nature of his death really shocked me. I still remember it clearly nearly 65 years later.

I never experienced any other unusual events as a crew member, but I did as a passenger onboard the S/S *Oregon* of States Lines on July 8, 1970 when we were docking in Saigon. We were suddenly fired on. Nobody was hit. All passengers had been ordered to stay in their cabins and told to stay away from all windows. I travelled all around Viet Nam during the war without any other incident.

Now I am old and in poor health, so travel is no longer possible. I am thankful for all of the memories.

SSHSA



Perhaps one of the last views of the sinking *Andrea Doria* that the author experienced as the *Robert E. Hopkins* set course for New York City. Other participants in the rescue included the *SS Cape Ann* (United Fruit Company), *SS Ile de France* (French Line), U.S. Coast Guard cutters, seaplanes, and helicopters, and U.S. Air Force helicopters

photo: Official U.S. Coast Guard photo | National Archives



Guide the Southern California Chapter into the future

The 2022 annual election has three openings on the Board of Directors each to serve three-year terms.

Join the team that guides the most active SSHSA Chapter.

Contact Jim Shuttleworth, Chapter Vice President, at jimpinxit@gmail.com for further information

TAKE YOUR VACATION IN EUROPE . . . IT NEED COST NO MORE

Pictorial impressions by Helen Wills



Helen Wills, a passenger on the White Star liner Majestic last summer, illustrated the incidents which impressed her. This is one of a series.

Her comment: "... A leisurely sport—shuffle-board. It requires a good eye, true aim and a strong right arm."

Helen Wills

CHOOSE THE SHIP THAT FITS YOUR BUDGET



For those whose life is set to a speed tempo there are the Majestic, world's largest ship, Olympic, Homeric and Belgenland to England and the Continent. For those who'd enjoy a week at sea, the popular Minnetanka and Minnewaska direct to London via France. For those who adhere to the modern slogan of "it's smart to be thrifty" there is a fleet of luxurious Cabin liners led by the great new Britannic, largest of her kind in the world, with rates from \$147.50; and Tourist third cabin accommodations as low as \$105—only \$120 on two great exclusively "Tourist" ships . . . Assure yourself an enjoyable crossing and the maximum value for your passage dollar by insisting on booking via White Star, Red Star, or Atlantic Transport Lines.

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INTERNATIONAL MERCANTILE MARINE COMPANY

White Star Line advertisement from the May 1931 National Geographic

A Discovery of Naming the Last of the Royals

By Kevin M. Anthoney



(left & above right): The Discovery Princess at the Los Angeles World Cruise Terminal.

Photos: Kevin M. Anthoney.

(lower right): The Discovery Princess has God Parents; from left: Alex Guarnaschelli, John Padgett (Princess Cruises President), Page Turner, Adam Savage, and Randy Fenoli.

Photo: Princess Cruises

In an imaginative ceremony on April 29, 2022 at the Port of Los Angeles, the latest vessel to join the Princess Cruises fleet, *Discovery Princess* was officially named. Standing together at the Retreat Pool on the open deck of *Discovery Princess* with the ship's Captain Gennaro Arma, and joined by the ship's united four Godparents that included fashion designer Randy Fenoli, chef Alex Guarnaschelli, special effects designer and fabricator Adam Savage, and real estate broker and flipper extraordinaire Page Turner, Captain Arma and the Godparents pronounced, "We name this ship *Discovery Princess*. May God bless her and all who sail on her." They then sent a giant Nebuchadnezzar-size bottle of the Italian Batasiolo brand champagne down a steel cable from high atop the ship's forward mast down to a bulkhead wall facing the Retreat Pool on Sun Deck 17 in which it hit against the ship for the celebratory smashing that officially welcomed the *Discovery Princess* into the fleet of Princess Cruises.

The bubbly welcome!
Photo: Kevin M. Anthoney



About the *Discovery Princess*

Discovery Princess is the last ship of the 6-ship Royal-class, and a near carbon copy of *Sky Princess* and a total copy of *Enchanted Princess*. The 3,660-guest ship was built at the Fincantieri shipyard in Monfalcone, Italy, and is the sixth and final Royal-class newbuild sharing all of the spectacular style and luxury of her sister ships: *Enchanted Princess*, *Sky Princess*, *Majestic Princess*, *Regal Princess*, and *Royal Princess*.

With a length of 1,083 feet, a height of 217.6 feet, a breadth of 126 feet, and a top speed of 22 knots, her 19 decks accommodate 1,830 staterooms.

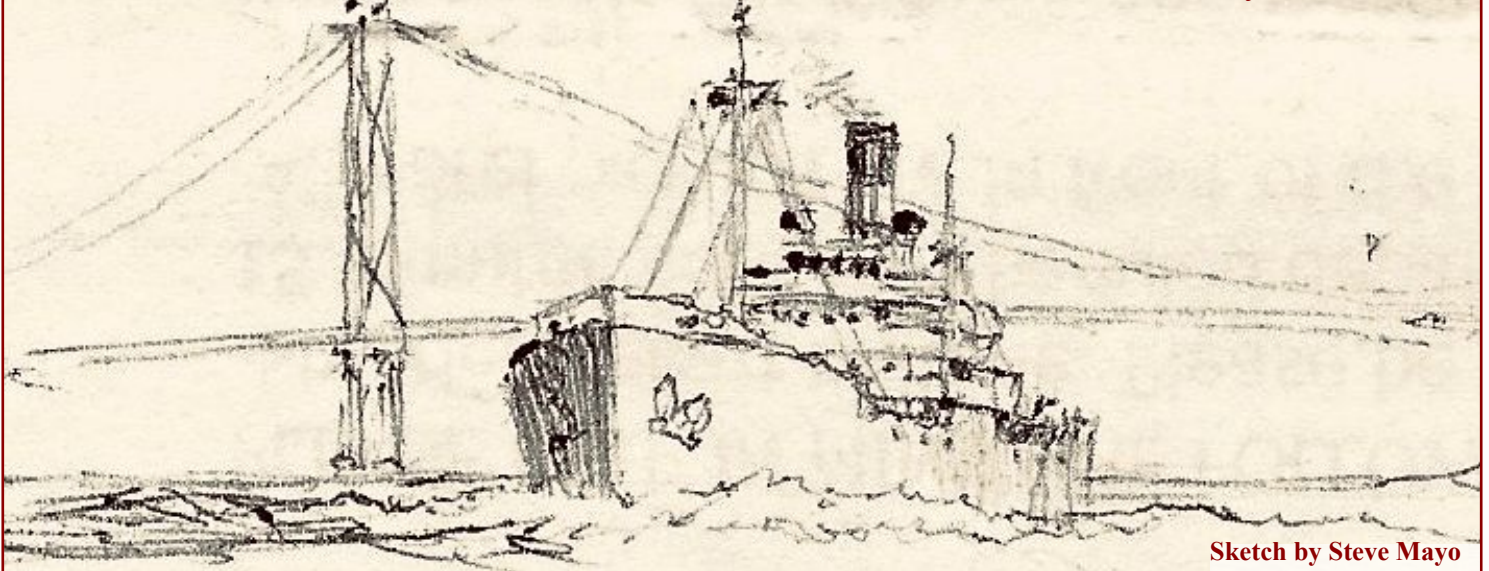
The ship began its inaugural season by being deployed to the U.S. West Coast for a series of Mexican Riviera and Central Coast voyages, before re-deploying to Seattle for the Summer Alaska season, and then return back to Southern California for a series of seven-day and ten-day Mexico sailings to round out the remainder of the year.



Tramping Cyber Space ...

Ship Histories & Ocean Liner Sizes

by Bruce Vancil



There has been so much new content placed online I have been binge watching with very little repeats. Wow!

In another hodgepodge of information we present a varied selection of offerings. One is a comparison of various sized liners in a very graphic way that I found visibly engaging. After that, two ship histories, but very different ships. One is a sailing yacht and the other the SS *Leviathan*. We have various historians for all links mentioned here, and I encourage you to go to their channel pages and consider subscribing if you like what you see.



Here is the work of a fellow in Australia who draws images of ships and liners, for purchase and accurate documentaries about liners and their careers. Here's what he says about that. I liked it.

"Ocean Liners have come in all different shapes and sizes. In this video I have combined a few of my ship drawings in order to show how big, and small, some of history's great liners have been. The best method for determining the size of a ship is the Gross Tonnage (Formerly Gross Registered Tonnage, GRT) which is a measure of the ship's internal volume. This video, however, focuses only on vessel length as a visual indicator of size."

<https://www.youtube.com/watch?v=Fw21S4g9qk8>



Another from Chapter member Peter Knego's channel. This one was particularly fun.

This feature tells the fascinating story of the world's oldest and, to many, most beautiful cruise ship. Now 90 years old, she was built for cereal heiress Marjorie Merriweather Post and her financier husband E.F. Hutton in 1931 as the *Hussar V*, the world's largest private sailing yacht. It was a magnificent gold-trimmed black hulled four masted barque that also had diesel engines. After Post divorced Hutton in 1935, she renamed the yacht *Sea Cloud*. In 1942, the ship was chartered to the U.S. Government to serve as the weather satellite ship IX99. In 1946, the ship was returned to her owners and eventually restored to her former glory. In 1955 *Sea Cloud* was sold to Dominican Republic dictator Rafael Leonidas Trujillo and renamed *Angelita*. Trujillo's son Ramfis used the yacht as his bachelor pad until his father was assassinated in 1961, when the yacht was renamed *Patria*. In 1964 the *Patria* was sold to new owners who renamed her *Antarna* but due to various legal entanglements the ship spent over a decade in layup off the Panamanian coast. In 1978, she was bought by a German group of investors and painstakingly restored at Hamburg for luxury cruising. This video also provides a top to bottom tour with all passenger deck areas, public spaces and cabin categories shown in considerable detail.

<https://www.youtube.com/watch?v=cr501AgtvSY&list=PLuGrtsOr8d-zywJsHf0L1ABPYUOOUrouD>



The SS *Leviathan*, formerly the German SS *Vaterland*, was launched on April 3rd, 1913 by the Hamburg America Line and was requisitioned by the United States during World War I. She was the largest American ocean liner yet and promised to help establish the newly founded United States Lines. Unfortunately, despite her popularity, she never lived up to her potential.

<https://www.youtube.com/watch?v=DwLDFi2KqWo>

Ship Shot: Steam Freighter POINT ARENA



The freighter **POINT ARENA** is seen rounding Cape Flattery to enter the Strait of Juan de Fuca in 1937. The Cape Flattery Lighthouse can be seen on Tatoosh Island as the freighter **SAN PEDRO** heads out to sea with a full deckload of lumber.

The **POINT ARENA** looks almost yacht-like with her varnished bridge front and handsome Swayne & Hoyt company colors. The well-designed ship was built by Standard Shipbuilding Corp. at Shooters Island, NY in 1917 for the U.S. Shipping Board. The five-hatch freighter was of USSB Design # 1063. Laid down initially as the **JUPITER**, she was launched as the **DEMOCRACY** and was used at the end of WW I to haul relief supplies and equipment across the Atlantic to Europe.

In 1929, the Charles Nelson Lumber Co. of San Francisco bought the **DEMOCRACY** from the government and put her to work on the west coast. The ship's primary role was to haul lumber from Northwest sawmills to the markets in California. After off-loading, she would be loaded with whatever general cargo was available for her trip back north. This formula worked well for a number of years until the Charles Nelson Co. went bankrupt in 1936. All of its ships were sold off as the company was liquidated.

The Swayne & Hoyt Line, also of San Francisco, bought the ship in 1936 and renamed **POINT ARENA**. The company must have been proud of its ships because, with the new company colors, they all had the white paint removed from their wooden bridge wings so that the pilot house and wings could be kept nicely varnished.

She continued to work the same coastwise routine of hauling Northwest lumber south and general cargo north from California. The country was coming out of the Depression and in the late 1930s, shipping began to pick up so the **POINT ARENA** was kept busy.

With the start of WW II in Europe in 1939, the demand for shipping greatly increased. Ships were needed overseas and so Swayne & Hoyt sold the **POINT ARENA** to Irish interests in 1941.

The ship was renamed **IRISH PLANE** and survived the war but was finally wrecked on the Irish coast in 1948.

The ship's official number was 215822 and her dimensions were: LOA 395.6' x 377' x 52' x 26.8' with her load line at 23.7'. She had a triple expansion steam engine that developed 2,800 hp. (Swayne & Hoyt had earlier owned another Shipping Board freighter named **POINT ARENA** which can be confusing when following shipping history. In 1936 it became **COAST FARMER**.)

Painting & story: Steve Mayo

In Our Wake...



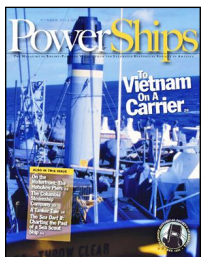
Congratulations

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

Member and Director **CAPT Terry Tilton** brings us the history of the Columbia Steamship Company, a short-lived shipping line that was formed after World War II with a small fleet of Liberty, Victory, and C-2 ships.

Member **Don Persson** recounts his experiences when working as a purser for the Military Sea Transportation Service in 1966 aboard the USNS *Croatan* (TAP-43), a C-3 freighter converted to an aircraft carrier ferrying aircraft to Vietnam.

Member **Bill Miller** relives the history of the Hoboken Piers that for decades was a port for ocean liners transporting passengers, immigrants, and troops; and freighters working cargo of every type and description.



Flotsam & Jetsam

There is a second ship in Steve Mayo's painting of the *Point Arena*. In the background is the steel steam schooner *San Pedro*. She was built by Albina Engine and Machine Works at Portland, Oregon in 1917 as *Point Bonita* and was of USSB Design # 1049 and was 2,235 gross tons / 1,360 net tons, 300' LOA / 289' LBP x 44.1' x 19' and had 1,600 hp.

In this 1937 scene, she had been owned by the Hammond Bros. Lumber Co. since 1923 and registered in San Francisco. Her black stack had two narrow white bands. This same year, she was sold to the Oliver J. Olson Co. and renamed *Oliver Olson*. For the rest of her career, she wore the Olson stack colors; silver stack with a wide band of blue carrying a white "O" on it. This west coast ship had a very long life in the lumber trade but was finally wrecked on the Coquille River Jetty on the Oregon coast in 1953. The remains of her hull were filled with jetty rock and she is part of the extended jetty now.

A photo of the *Oliver Olson* was published in *The Scandinavian Navy and the Ubiquitous Steam Schooner*, by Jim Shuttleworth (*Ocean Times*, October 2019, page 10).

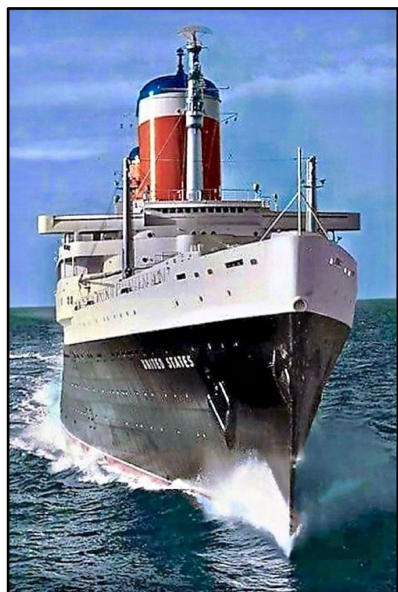
This *Ocean Times* issue could be called a "Celebration of Anniversaries" issue. We celebrate the royal yacht HMY *Britannia* on the Queen's Platinum Jubilee. Relived the last minutes of the sinking *Andrea Doria* on the 66th anniversary of the collision with the *Stockholm*. We wished a happy anniversary to the SS *United States* on its 70th year. Also celebrate the 52-year young memories of an August voyage from Hong Kong to Singapore aboard the *Kota Panjang*, ex-*Changsha*.

All of this is proof that we each leave invisible footprints in our wakes.

Happy 70th Anniversary Big U

On July 3, 1952, the SS *United States* set forth on her much-anticipated maiden voyage, timed to coincide with the national Fourth of July celebrations. Her commander, Commodore Harry Manning carefully avoided any promises of a record-breaking run, especially when the ship encountered a fog bank during the first day out. Once clear of the hazard, Commodore Manning, with typical bravado, ordered the ship's engines to be increased to full power. The ship's speed, combined with the gale force winds and heavy seas, created on-deck conditions that kept most passengers inside—or at least in the enclosed promenades.

The SS *United States* broke the eastbound transatlantic speed record—then held by the RMS *Queen Mary* for the past 14 years—by more than 10 hours, making the maiden crossing from the Ambrose lightship at New York Harbor to Bishop Rock off Cornwall, UK in 3 days, 10 hours, 40 minutes at an average speed of 35.59 knots and winning the coveted Blue Riband. On her return voyage the *United States* also broke the westbound transatlantic speed record, also held by *Queen Mary*, by crossing to America in 3 days 12 hours, 12 minutes at an average speed of 34.51 knots. In New York her owners were awarded the Hales Trophy, the tangible expression of the Blue Riband competition.



Bill of Fare

October 2022 *Ocean Times*

The Night the Lights Went Out

Ships of Stone

The Little Tug Boat That Could

Six German Combo Ships

Majestic Princess

Tramping Cyber Space

Ship Shot and more...



The USS *Essex* turns to enter the Port of Los Angeles, passing Angels Gate Lighthouse, arriving as one of the ships taking part in LA Fleet Week 2022.

Photo:
Courtesy of the Pacific Battleship Center