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ON THE COVER: Illustration by Albert F. Bishop of a confrontation during World War I between an American warship protecting a liner and a German U-boat. A liner sails away safely as a result of the warship chasing off the German sub. – Posner Collection, SSHSA Archives.

This quarterly magazine has been continuously published by The Steamship Historical Society of America since first appearing as The Steamboat Bill of Facts in 1940.

The Steamship Historical Society of America, Inc., (SSHSA) was organized in 1935 as a means of bringing together those amateur and professional historians interested in the history and development of steam navigation, past and present, and incorporated in the Commonwealth of Virginia in 1950 as a tax-exempt education corporation.

In addition to PowerShips, the SSHSA produces other books and publications of marine interest, a list of which is available online and from the Warwick headquarters.

SSHSA meetings are normally held annually. Several local chapters also meet regularly.

Membership in SSHSA includes subscriptions to PowerShips, the Telegraph, and Ahoy! Dues are in various classes, beginning at $50.00 for Annual Members.

For further details, write: Steamship Historical Society of America, 2500 Post Road, Warwick, RI 02886

Visit our websites
www.sshsa.org
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Italian Liners, Steamer Stories, the Avalon & More...

Our new education program, STEAMing into the Future, is up and running. It’s the result of an idea that SSHSA member Brent Dihner spearheaded years ago to engage students and keep SSHSA relevant to the next generation. He knew that education was our best path forward to ensure that future generations understand the importance of our maritime history and heritage. Check it out at www.shiphistory.org (and be sure to forward information about the program to teachers you know).

Inside this Issue
• Lives of the Liners, William Miller takes us aboard two of the largest, most powerful vessels of the new age of diesel-driven liners. The finest liners in the Trieste-based Cosulich Line fleet were the splendid motor liners Saturnia and Vulcania. With broad and stumpy single stacks, they were frequently discounted by passenger-ship enthusiasts and onlookers. Miller uncovers their beauty.
• There’s nothing quite like curling up with a good book of steamer stories to whisk you away from what’s ailing you. Douglas Brookes guides us to some of the many classics singled out as stars of steamer fiction in Daniel Krummes’ book Steamer Stories. Brookes selected the best of the 3,200 novels and short stories summarized in the book that involve everything steamship – from tugboats to liners and everything in between – and the men and women who sailed in them.
• Jim Shuttleworth offers a brief history of the SS Avalon a) SS Virginia (noted for being on the label of a can of peas during World War II) b) USS Blue Ridge. Avalon made day trips from Wilmington, a neighborhood of Los Angeles, California, to the city of Avalon on Santa Catalina Island from 1920 to 1951. She existed, however, for 71 years and had an interesting career and life by ship standards.
• Den Leventhal gives a riveting account of the night pirates attacked his ship in Subic Bay in the Philippines during the Vietnam era. The ship, the SS Santa Clara Victory, had only recently been rescued from the James River “boneyard” where Victory ships left over from World War II were kept.
• Want to write an article for PowerShips? Terry Tilton offers you 10 tips on how to do it right.

From the Pilot House
Jim Pennypacker, Editor-in-Chief

Articles Wanted
We’re continually looking for articles for the upcoming issues of PowerShips. If you would like to write an article, send me a note (editor@sshsa.org) describing your article idea and we’ll talk. In addition to articles on engine-powered ships of all kinds, we’re interested in articles on Ocean Liners, Ship Builders, Mechanical Aspects, Ship Models, Merchant Marine, Ship Preservation, Ship Interiors and Memorabilia. Of course, we welcome articles on all topics of interest to SSHSA members.
On Queen Frederica

Q I recently saw an old aerial photo of the SS Queen Frederica of the National Hellenic American Line in one of my alumni bulletins, probably taken sometime in the 1950s or 1960s. I imagine NHAL is no longer around, but as an old Grace Line hand, what caught my eye was that she bore a remarkable resemblance to the old Santa Paula and Santa Rosa, the Grace Lines’ flagship passenger vessels. I’m sure they’re both scrapped by now, but after Grace went out of shipping, could either Santa Paula or Santa Rosa have had a subsequent life as the Queen Frederica?

A The sister ships Santa Paula and Santa Rosa were built in 1932 for Grace Lines, whereas the contemporaneous Queen Frederica was built in 1927. The Grace vessels were built by Federal Shipbuilding in Kearny, New Jersey, whereas Queen Frederica was built by William Cramp & Sons in Philadelphia, Pennsylvania. They were very much separate ships. Queen Frederica, however, wasn’t her first name, and she wasn’t originally built for NHAL; her name was changed when she began operating for that line in 1955 (Vasilissa Frederiki, in Greek). She was originally launched as the Malolo for Matson Lines. At that time, Matson Lines wanted a new liner to compete with the Pacific Steamship Company’s Great Northern on routes to Hawaii. They hired William G. Gibbs in the hope of building something fresh and unique. Gibbs, who in later years would design the America and the United States, also designed the vessels for Grace Line’s Santa Rosa class, which included Santa Rosa and Santa Paula.

The Sinking of Chilkat

Q I’m trying to find information about the steamer Chilkat?
She was built in Astoria, Oregon, and wrecked in Humboldt County, California, in 1899. Do you have any more information about her?

A According to The Merchant Vessels of the United States register, she was a screw steamship (official #: 126639) built in Astoria, Oregon, in 1890, and listed as 80.7 gross tons and about 73 feet long. Later registers in 1898 list her as slightly larger, at 115 gross tons and 105 feet in length, which may be because she was refit for passenger traffic according to contemporary newspapers. A report from the United States Life-Saving Service published in 1900 described the Chilkat as a vessel of 215 gross tons that was built as a fishing tender and later placed in “general traffic and passenger trade.” After being reconstructed for that trade she was around 288 gross tons. On the day of her fatal wreck, she was bound from Eureka, California, in 1899. Do you have any information that the water had poured down below and put out the fires. The ship was entirely helpless, and another breaker went over her. Everybody got up on the hurricane deck, and an attempt was made to fret the small boats clear. The breakers followed each other fast, and the fourth and fifth ones struck the ship in such a way as to turn her upside down.” Six survivors managed to get into a lifeboat and were later picked up by the North Fork. Three others swam to shore, where they were pulled from the surf. According to these reports it happened fairly quickly: the report notes it took 33 minutes for life-savers to reach the wreck, and by then they could find no survivors, as those in the water either swam away or were drowned. Eleven lives were lost in the disaster.

The Chilkat had experienced the dangers of the Humboldt Bar before – according to the report she nearly capsized in the same way on October 1, 1898, when “broadside to sea a heavy breaker struck her, stave in her frail upperworks, and put out her fires.” She drifted, with assistance, back to a wharf.

Do you have a question for Steamboat Bill?

Just email him at...
info@sshsa.org
Please Support Steamship Historical Society of America's Summer Fundraiser

Our archives grow larger by the day, with thousands of new materials added to our inventory over the last calendar year. Whether it is a detailed history of the Grace Line or the personal writings of legendary author John Maxtone-Graham, the Ship History Center is the home of maritime history. Your tax-deductible contribution directly funds the preservation and display of important collections like these and helps fulfill our mission to share our country's maritime heritage with the rest of the world. Donate now and help keep the story of steam alive!

Donate Online at www.sshsa.org or call 401-463-3570. Please give generously today.
Letters to the Editor

Further Detail on the Yale’s Funnel Marks

I found James Shuttleworth’s article, “Flags at Sea & Funnel Marks” interesting and particularly your use of William Muller’s painting of the SS Yale as the lead art. It is regrettable that the caption did not allow space to explain the two inverted Vs on the forward stack – a mark of honor on the Yale and her twin, the SS Harvard. The mark, a copy of the overseas service bar worn on the coat sleeves of U.S. Army doughboys in World War I (and akin to the Hershey bars of World War II), was added to the stacks when the Yale and Harvard (which operated during World War I as the USS Charles) were acquired by the Los Angeles Steamship Company (LASSCO) after World War I. The ships, wearing dazzle camouflage, operated as the Channel Express transporting allied forces – primarily U.S. forces – between England and France.

The History of the Two Ships is interesting. The third and fourth turbiners built in the United States (in 1906 and 1907), they were commissioned by shipping magnate Charles Wyman Morse of Maine, the hulls were built at the Delaware River Iron Shipbuilding & Engine Works in Chester, Pennsylvania, and the machinery was built and installed at the W. & A. Fletcher Company in Hoboken, New Jersey. Designed to compete with the Fall River Line, then a boat-train operation between New York and Boston, they honored Morse’s sons’ individual schools, hence the names. The interiors were fitted out with appropriate colors.

J. P. Morgan ultimately eliminated the competition by buying the line in 1910 and dispatching the two vessels around Cape Horn to the Pacific Coast, where the overnight boats were a huge success running between San Francisco and Los Angeles, later adding San Diego. Alas, the Harvard (her name restored after World War I) while on her 972nd southbound run near Point Arguello, on May 30, 1929 – Memorial Day – ran hard aground and was a total loss. The captain put the 497 passengers in lifeboats rather than face the rocky shore. The seaborne rescue of everyone aboard by slow freighters and the Navy’s brand-new lifeboats rather than face the rocky shore. The seaborne rescue of everyone aboard by slow freighters and the the Navy’s brand-new 30-knot cruiser USS Louisville is a story in itself.

The Yale was taken over by the Navy in World War II, serving mainly in housing roles. This time the Yale was renamed USS Greyhound, a tribute to her onespeed. She served in Puget Sound and at Dutch Harbor, Alaska. Finally decommissioned in 1948 and stricken from the Navy list, she was returned to California and towe far inland to a breaker’s yard in Stockton. The World War service marks were still in evidence, white on Navy gray. She did not last to display any World War II honors.


George F. Gruner

A Striking Omission

Dear Jim,

I only recently came into possession of the Summer 2017 edition of PowerShips. I was very much looking forward to the article on “American Freighters,” since that was the area of shipping in which I cut my teeth. I went on to be a Vice President of United States Lines and CEO of the port operating company, Marine Terminals Corp.

I was distressed on reading the article to find that U.S. Lines did not warrant a listing under companies and particularly saddened that there was no mention of one of the most beautiful and functional cargo ships of the era: the Challenger class. The American Challenger and her seven sisters were handsome with their Big U stacks, but also fast and functional as the last freighters in the trade between the Far East and the U.S. East Coast before containers displaced them.

A picture of the Challenger in a later edition would salve the wound.

I do think that PowerShips does a great job and all my copies get read cover to cover.

All the best, Doug Tilden

Smokestacks Not Funnels

Just finished enjoying the great Spring issue. Think I read every word.

My interest was piqued before I even turned a page when I spotted on the cover “Flags at Sea & Funnel Marks,” since it evoked a fond memory. When in conversation with the late Captain Frank E. Hamilton (1892–1972), who had sailed a number of Great Lakes passenger vessels (most of them
sidewheelers), if you mentioned company stack markings on “funnels,” all conversation stopped as the Captain explained: “The only funnels on a steamboat are in the galley for use by the cook. Smokestacks are not funnels.” Case closed! Possibly a difference between the Lakes and salt water? 

**KEEP UP THE GOOD WORK.**

David T. Glick

---

The Beginnning of a Love Affair

*Two things captured my attention in your latest issue. The first was the question regarding the SS Steel Pier. The pictures attached show me at six years old on board that ship with my father and a companion on a Provincetown excursion. It was 1940.*

**We saw British war ships** in Boston Harbor. My dad explained that Britain was at war and German U-boats might be lurking outside the harbor. I remember hoping that our U.S. flag was very obvious.

**It was the beginning** of my love for ships, which resulted 30 years later in my University of Maine PhD thesis, *Boston and the Maritimes: A Century of Steam Navigation.*

**The second item** that caught my interest was the piece on the coastal mini-liners by William H. Miller. Eastern Steamship Lines continued its Boston–Yarmouth, Nova Scotia, line after the war until 1954, with SS Yarmouth and Evangeline. The latter ship ended sadly in flames in the Bahama channel in 1966 as SS Yarmouth Castle. See my article in *Steamboat Bill*, #131, Fall 1974, reprised in *PowerShips* #292, Winter 2015.

Arthur L. Johnson, Professor Emeritus of History, SUNY Potsdam

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Kudos for Kate McCue

*Jim,*

**Just a note of appreciation for the article on Kate McCue,** in *Power Ships* #303, by Lorraine Coons. Reading about Kate and her “managerial style” of “collaboration,” her trust in her staff, her positive affirmation of her crew, her interaction with the passengers, the way she gives and receives validation and, of course, how she received positive encouragement from her loving parents was all very inspirational.

**When people receive love,** encouragement and affirmation while they are growing up, they tend to be more successful with interpersonal relationships and with professional relationships. I grew up in a hostile family environment and struggle at times with success in both areas, so hearing and reading about a fine example of “humanness” was very, very inspirational and encouraging.

**So thank you for publishing** the article, thanks to Lorraine Coons for writing it, thanks to Kate McCue for the inspiration, thanks to Kate’s parents for instilling love and fine values and thanks to SSHSA for being a first-class organization.

Richard Nemchik

---

For Reading About the Merchant Mariner’s Life

**There was a letter in the Winter 2018 issue in the Steamboat Bill column,** where the writer asked about books that described the merchant mariners life. I have two suggestions that I believe do a pretty good job of explaining the merchant mariners life in the heyday of the USMM in the 60s and 70s.

**The first book** is *Looking For A Ship* by John McPhee. It provided a very accurate picture of life on a U.S. merchant ship (Lykes Bros. Line) in the 70s. The author chronicled a 45-day trip to Chile and back while he worked and did research for the book. I came across the book by chance in a bookstore, picked it up, and upon reading it, found another bonus – I knew two of the people in the story. The chief mate, J. Peter Fritz, and the chief engineer, Phil Begin, were my classmates from Massachusetts Maritime Academy, where we graduated in 1967. I just saw Peter Fritz at our 50th reunion in September 2017 at the academy.

**The second book** is *Steaming To Bamboola* by Christopher Buckley and is a little less detailed than McPhee’s book, but is nevertheless well written and comical in its 1979 story.

**Buckley wrote this book** from the same vantage point as McPhee did, which was actually working on the ship and chronicling the voyage.

**I recommend both** to give an individual a good picture of what it was like in those days sailing on vessels, which in most cases were built in the 1940s. I personally sailed for American Export-Ishbrandt Lines, Texaco and Reynolds Metals, and in the case of AEIL I made several voyages on the *Flying Hawk* as we tramped our way around the world.

**Great memories.**

Roger Montembeault, Apollo Beach, Florida

---

Thanks David!

David Boone,

I wanted to reach out to you and say that we just got our current issue of *PowerShips* and were very pleased to see your coverage of our drydocking last year with Arthur Foss. Thank you for sharing the news far and wide – and for getting your facts straight! Some reporters seem to struggle with that. Your summary is very well written and we surely appreciate the space you devoted to our grand old tug as we embark on the big restoration. Pacific Northwest tugs are so heavily built that even the 20 percent or so we need to replace adds up to 82,000 board-feet (includes deck too, though).

Thank you again!

Nathaniel Howe, Executive Director, Northwest Seaport
THOMAS ARMITAGE LARREMORE was born on July 20, 1889, in New York City. He graduated from Yale University in 1911 and went on to receive LIb and MA degrees from Columbia University, a bachelor of music degree from Syracuse and a master of sacred music from Union Theological Seminary. He married Amy Helen Hopkins on August 2, 1917. Sadly, their prematurely born twins Frank Wilbur and John both died soon after birth.

Mr. Larremore practiced law in New York City prior to becoming a well-known law professor. He served on the faculties of Stanford University, the University of Oregon, Tulane University, the University of Pennsylvania, Colorado University, the University of Kansas, Ohio State University and George Washington University.

Throughout his life he was a member of many clubs and, in particular, glee clubs and men's choruses. Until his death he was very active with the Mendelssohn Glee Club of New York City. He was also a member of the Yale Club of New York City's Advisory Committee, the Knickerbocker Greys Veterans Corps and The Players, as well as several fraternities such as Phi Beta Kappa, Alpha Delta Phi and Phi Mu Alpha.

In 1962, after the sudden death of his much beloved wife, he took her place on the Board of Directors for the Bide-A-Wee Home, and served on that animal rights board for 13 years. Thomas Larremore was also a longtime member of SSHSA, and served on our Board of Directors from 1954–1968. He provided legal counsel for us and helped with the construction of by-laws and in other financial matters.

He was author of more than a dozen books ranging in subjects from legal cases involving personal property, domestic relations, oil and gas and The Monroe Doctrine to arts, music and culture such as Alexander Ransom – Mid 19th Century American Painter. He also wrote two articles for Steamboat Bill and penned or arranged many hymns.

Mr. Larremore passed away on March 22, 1975, in New Jersey leaving his collection of marine scenes and paintings, as well as a share of his estate amounting to $472,373.00, to SSHSA. His correspondences and papers here at SSHSA have been recently rediscovered, and they are now being catalogued.

Commitments of time and monetary gifts such as those of Thomas Larremore’s legacy are treasures that we all can be thankful for. Although I never had the opportunity to meet Mr. Larremore, the positive impact of his generosity remains alive and well here within the halls of the Ship History Center. Won’t you too remember SSHSA in your own legacy plans?

Kind regards,

Matthew S. Schulte, M.S.
Executive Director
Steamship Historical Society of America
LIVES OF THE LINERS

Italian Motor Ships

SATURNIA & VULCANIA
The finest liners of the Trieste-based Cosulich Line (amalgamated into the Italian Line in 1937) were the splendid motor liners Saturnia and Vulcania. With broad and stumpy single stacks, they tended to be too flat-looking, often criticized as being less than handsome, and so they were frequently discounted by passenger-ship enthusiasts and onlookers. They were, of course, two of the largest and most powerful of the new age of diesel-driven liners.

by William H. Miller
World War II Careers

The Saturnia was commissioned in February 1928, the Vulcania the following December. They were very similar statistically. The Vulcania was 23,790 gross tons, 631 feet long and 79 feet wide. She was a twin-screw powered by Burmeister & Wain diesels and had a service speed of 19 knots. As built, she could accommodate up to 2,196 passengers: 279 first class, 257 second class, 310 third class and 1,350 fourth class. The ships operated in regular Mediterranean-New York service, but primarily from the Adriatic.

After the Italians surrendered to the Allies in 1943, a number of Italian ships fled for Allied ports, especially to escape capture by the Nazis. The Saturnia was seized by the Americans on September 8 and then was quickly converted into an urgently needed, high-capacity troop transport. Beginning in January 1945, further conversion turned her into a fully equipped hospital ship, a role for which she was renamed Frances Y. Stanger, honoring the first American nurse to die in World War II. But by that November she had reverted to trooping duties under the U.S. Army Transport Service.

Decommissioned in 1946, she was laid up and might have been sold or even given as post-war reparations to the Soviets. But President Alcide de Gasperi went to Washington to beg for the return of the former Italian liner and three others then in American hands: the Vulcania, the USS Hermitage (ex-Conte Biancamano) and the USS Monticello (ex-Conte Grande). They were desperately needed by the Italian Line to revive its post-war liner fleet and restore Italy’s place in international passenger shipping. Fortunately, de Gasperi succeeded. On December 1, 1946, the Saturnia was officially returned to the Italians. After thorough reconditioning, she began sailing on the express run between Naples, Genoa, Cannes, Gibraltar and New York in April 1948.

The Vulcania also fled Italy in 1943, then was taken by the Americans and used as a trooper. She too was decommissioned in 1946 and might have been sold, but was returned to the Italians on December 14, 1946. She was reconditioned and, until 1953–54 and the arrival of the brand new Andrea Doria and Cristoforo Colombo, was used on the express route between Naples, Genoa and New York.

- Pre-war advertising for the Cosulich and Italian Line including the Saturnia and Vulcania. - Author’s Collection.

Vulcania sailing from New York. Meseck Towing Lines tugs assisting. – Edward O. Clark Collection, SSHSA Archives.
Aboard SATURNIA & VULCANIA
Before World War II

Brochure images from the SSHSA Archives
Aboard SATURNIA & VULCANIA

Brochure images from the SSHSA Archives

- First Class Dining Room
- First Class Social Room
- Cabin Class Dining Room
After World War II

- Tourist Class Lounge
- Tourist Class Four-Berth Cabin
- Tourist Class Dining Room
Sailing day: The Vulcania prepares to head off on a two-week journey to New York. – Italian Line photo.

Fun at sea: Deck games on the Saturnia in the 1950s. – Italian Line photo.
After the War – Good Times

“The Southern route to the Mediterranean was almost completely revived in the 1950s,” noted Richard Faber. “Beginning with the return of the Saturnia and Vulcania, as well as occasional peak summer season service for the Conte Biancamano, and then with the addition [beginning in 1953] of the stunning Andrea Doria and Cristoforo Colombo, Italian Line service grew and grew in popularity. The Southern route offered much more sunshine, the Italian crew, wonderful food and a longer trip!”

Pre-war decor continued in the late 1940s aboard the Saturnia and Vulcania. To the very end of their days with the Italian Line, in the mid-1960s, they were glorious reminders of bygone travel. After World War II their passenger configurations were reduced somewhat; the Vulcania carried 232 in first class, 262 in cabin class and 958 in tourist class.

Both the Saturnia and Vulcania were unique for several reasons. They were among the very first ships to have private verandahs for their first-class cabins. After a post-war, five-year stint on the Naples-Genoa-New York express run, both ships were transferred to one of the longest, most port-intensive of Atlantic liner services, running six-week roundtrips between New York (often Boston on the following day), then Ponta Delgada in the Azores, Lisbon, Gibraltar, Palermo, Naples, Patras, Venice and turnaround at Trieste. In reverse, they sailed from Trieste and Venice to Dubrovnik, Patras, Messina and/or Palermo, Naples, Gibrlaltar, Lisbon, Halifax and New York.

Fares in the mid-1950s ranged from $405 in first class to $250 in tourist class. Another unique feature was that the Italian Line fare for the 16-day voyage from New York to Trieste was the same as the eight-day crossing from New York to Naples. Clever Atlantic travelers often booked the Saturnia and Vulcania because of the great value they offered. They were among the very best buys on the Atlantic.
Deck scene on Italian Line’s Vulcания at New York. – Braun Bros. Collection, SSHSA Archives.

Saturnia sailing from New York, assisted by tug Carol Moran. – Braun Bros. Collection, SSHSA Archives.
Retirement

Both ships sailed for nearly 40 years and consequently were probably the most successful Italian Line passenger ships of all time. In the spring of 1965, however, they were retired – first laid up and then sold. The Saturnia went to breakers at La Spezia, near Genoa, that October, while the Vulcana found further life with another Italian passenger ship company, the Grimaldi-Siosa Lines.

Repainted all white and renamed Caribia, she was used in Europe-Caribbean service. In later years, her scope was reduced to mostly seven-day cruises from Genoa to Cannes, Barcelona, Palma, Bizerta, Palermo and Naples. Unfortunately, in September 1972, during high winds at Cannes, she was driven ashore onto a reef and badly damaged. Too old for expensive and extensive repairs, she was temporarily patched at Genoa and then sold to La Spezia shipbreakers.

An extended saga followed. The Italian shipbreakers in turn sold her to Spanish shipbreakers for demolition at Barcelona. But then the Spaniards resold her to the Taiwanese, so she set off on a long, slow voyage out to Kaohsiung. Once there, in July 1974, she sprang leaks and flooded while awaiting a berth at the scrapyard. She then had to be pumped out and refloated to finally meet the demolition crews.

About the Author

Bill Miller, longtime SSHSA member, is an international authority on ocean liners and cruise ships. He has written more than 100 books on the subject: from early steamers, immigrant ships and liners at war to their fabulous interiors and about the artifacts from them. He has written histories of such celebrated passenger ships as the United States, Queen Mary, Rotterdam, France, Queen Elizabeth 2 and Crystal Serenity. A native of Hoboken, New Jersey, Miller was named Outstanding American Maritime Scholar in 1994 and received the U.S. Maritime Preservation Award and the Ocean Liner Council’s Silver Riband Award in 2004. He was the 2017 recipient of SSHSA’s Samuel Ward Stanton Award for Lifetime Achievement.

Caribia loading at Southampton. – Mick Lindsay Collection.
A Can of SS *Avalon*, ex-**USS Blue Ridge**,
Looking through an old Steamboat Bill of Facts (now PowerShips), I chanced upon an article called The Wandering Virginia. It was in a reprint of Numbers 10–14, August 1943, that I purchased on eBay.

The SS Virginia became the SS Avalon in 1919. Avalon made day trips from Wilmington, a neighborhood of Los Angeles, California, to the city of Avalon on Santa Catalina Island from 1920 to 1951. She existed, however, for 71 years and had an interesting career and life by ship standards.

The article relayed the story of an army corporal, R. Loren Graham, stationed in North Africa during World War II, who sent a label from a can of peas with the SS Virginia pictured on it to Charles Adams. Adams sent it to the Reverend F. C. St. Clair (a member of the Steamship Historical Society of America), author of the article. Corporal Graham wanted to know if the vessel on the label was a real ship. The peas were canned by Lakeside Packing Company of Manitowoc, Wisconsin.

A search of records for Lakeside Packing Company on the internet revealed that the company is still in business as Lakeside Foods. Of their World War II production, 60 percent was sold to the Army Quartermaster for our troops overseas. Today the company’s “About” page shows one of their labels that includes an image of an old steamer—perhaps it’s the Virginia.

For members of SSHSA who live in Southern California and are old enough to remember, SS Avalon plied between Wilmington and Catalina Island with the Great White Steamship, SS Catalina, for many years, taking tourists to and from the Magic Isle. Wilmington Transportation Company and the Catalina Island Company used the slogan “In All The World, No Trip Like This.” Both companies were owned by chewing gum magnate William Wrigley, Jr.

SS Virginia

The Virginia was built in 1891 for the Goodrich Transportation Company of Chicago by Globe Iron Works of Cleveland, Ohio. A.E. Goodrich incorporated Goodrich Transportation Co. in 1868, but he had been operating vessels on the Great Lakes since the mid-1850s. His son, A.W. Goodrich, ran the company after A.E.’s death in 1885. A.W. replaced the antiquated bottoms the company had with new vessels. He had several new wooden vessels built in 1891 along with the Virginia, which was the first steel-hulled vessel built on the Great Lakes. She would leave Chicago for Milwaukee in...
the morning and return that same night. In 1891–92, passengers got a one-way passage with a meal and a cabin at night for $2.50. **This itinerary went on** for a few years. *Virginia*’s biggest competitor was the Whaleback steamer *Christopher Columbus* (1893), and there were many races between the two. Goodrich finally leased the *Christopher Columbus* from her owners but kept her on the same route. *Virginia* then reversed her sailings, becoming a night boat that traveled from Chicago to Milwaukee and returned the next morning. In 1897, the passenger traffic to Milwaukee dropped dramatically, while demand for the eastern shore of Lake Michigan had grown significantly. So *SS Virginia* started sailing to Muskegon, Michigan, with a stop at Grand Haven.

**Additional Capacity**

During this period, more cabins were added to accommodate more passengers. *Virginia* was built with 70 cabins, but in 1898–99, 36 were added, giving her a total of 106. This altered her appearance greatly. Her pilot house was moved from aft of the foremast to in front of it to make room for the added cabins, likely during the rebuild. A drawing of SS *Virginia* in Samuel Ward Stanton’s *American Steam Vessels* (1895) shows the pilot house aft of the foremast. In 1909, 36 more rooms and parlors were constructed on the third deck, for a total of 142.

*SS Virginia* was made of steel, 1,606 registered tons, 269 feet in length, 38 feet in breadth, 22 feet in depth, and she drew...
nearly 13 feet in draft. Her twin four-bladed propellers were powered by two triple expansion steam engines of 1,300 hp (some sources show 1,400 hp) each, giving her a design speed 16.5 knots, but in practice she often did 18 knots. The 36-inch stroke engines utilized 20-, 32- and 50-inch-diameter cylinders. Since lower-pressure steam is utilized in each successive cylinder, they’re larger in diameter. The engines were also built by Globe. Virginia was issued Official Number 161654. Since Official Numbers never change unless a vessel is sold foreign, Avalon retained the same number, and her signal letters were WQCV. Virginia did have a wireless at some point, although many Great Lakes vessels didn’t have them at the time.

**USS Blue Ridge**

**IN APRIL 1918, SS Virginia, ALONG WITH FOUR OTHER LARGE** Chicago passenger steamers, was purchased by the U.S. Navy. Virginia was to become a troop transport between England and France. She was commissioned in the Great Lakes, renamed USS Blue Ridge in October 1918 and even painted in Dazzle camouflage. Her Navy designation was AP 2432, troop transport. Lieutenant Commander E.S. Ellis, USNR, was her captain. But she was too long to get through the Lachine Locks above Montreal on the Saint Lawrence River, leading to the Atlantic Ocean, so her bow and stern were amputated. At the Chicago Navy Yard, the removed bow and stern plates were used to seal her up and she steamed on her own to Boston with a very blunt, odd-looking bow. She reached Boston Navy Yard in December 1918, after the war was over, and was put up for sale. The Edward P. Farley Company, ship brokers of Chicago, bought her from the Navy on August 18, 1919, and that same day she was renamed Avalon.

**SS Avalon**

**EDWARD P. FARLEY WAS THE U.S. SHIPPING REPRESENTATIVE** at the Versailles Peace Conference after World War I, vice president of the U.S. Shipping Board in 1921, and chairman and president of the Emergency Fleet Corporation in 1923.
(both U.S. government agencies). Under Farley’s direction, the World War I surplus fleet was sold. Later, he became chairman of the American Hawaiian Steamship Company, then chairman of the American Shipbuilding Company of Cleveland and of Eastern Steamship Company.

**Wrigley bought** a controlling interest in the Catalina Island Company in 1919, which included the Wilmington Transportation Company. WTC utilized SS Cabrillo (1904) and SS Hermosa (II) (1902) to transport tourists to and from the island. He wanted a large, fast vessel for this purpose, so he bought the SS Avalon, ex-USS Blue Ridge, ex-Virginia. Since she had been renamed SS Avalon by the Edward P. Farley Company, it’s likely that they purchased the vessel for Wrigley.

**Avalon was towed** to the Brooklyn facility of Morse Dry Dock and Repair Company from the Boston Navy Yard by Morse tugs. She was converted from coal to oil burning, and her bow and stern were rebuilt, which restored 40 feet to her length. Some sources indicate that she could do 22 knots and carry 2,000 passengers. Her tonnage was increased to 1,985. Lundin balsa-protected lifeboats and many balsa A-B-C rafts were installed for safety. Cabins weren’t needed for the day trip to Catalina Island, so Wrigley had many of them removed, returning Avalon to close to her earlier appearance. The rebuild included a large area on the third deck, where passengers could ride in the open air, and two dance halls. Beautiful paneling was installed, covering interior pipes and wiring. Avalon left the Morse yard looking resplendent. She made the trip to California through the Panama Canal.

**SS Avalon started** making the run to Catalina from Wilmington in 1920. In May 1923, four new water-tube boilers built by Babcock and Wilcox were installed. SS Catalina was launched at Wilmington in May 1924, and she and Avalon became running mates.

**During World War II** Avalon continued on the Wilmington-to-Catalina Island run, but she ferried merchant marine, military, CIA and other government personnel rather than tourists. The island was designated a Federal Military Zone for fear the Japanese would attack and use it as a launching pad to the mainland. Painted gray during the war, she returned to civilian service in March 1946. SS Catalina and SS Cabrillo ferried military personnel from various facilities in the San Francisco Bay area to embarkation points as U.S. Army vessels. SS Catalina also returned to Catalina Island civilian service, but Cabrillo was sold and rotted away in the Napa River. Her bones may still be visible today.

**In the 1942 and 1945 Merchant Vessels of the United States,** Avalon, Catalina and Cabrillo are listed as owned by Wilmington Transportation Company. Apparently, they were just chartered by the government, not purchased from WTC.

**End of a Career**

**Avalon made the run to and from Catalina Island for 31 years** until she was laid up in 1951, languishing for the next nine years. She was sold several times, and in 1960 she was being converted to a yacht when she caught fire. She was sold again and moved to Redondo Beach, California. The California Wreck Diver’s website says her superstructure was removed, she was cut down to near the water line and a crane was erected on her stern. She was used to salvage a former Liberty ship, the freighter SS Dominator (ex-North Queen, ex-Victoria, ex-Melville Jacoby), which ran aground off Palos Verdes, California, in 1960. Avalon, or what was left of her, sank there during a storm in 1962. Photographs of her wreckage can be viewed at the California Wreck Diver’s website, and a YouTube video shows her remains underwater.
Research for this article was a combination of internet searching and reviews of references and photos. The website eBay was searched under several different categories for postcards, ephemera and photos. See PowerShips, Number 303, Fall 2017, for an article on basic research.

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About the Author

Jim Shuttleworth is a retired geologist and army officer. He served as a member of the SSHSA Board of Directors and the Editorial Planning Committee of PowerShips. He also served as the president of the Southern California Chapter of SSHSA. He has a strong interest in maritime history and maritime art, and has collected maritime paintings, prints, signal flag systems and house flags books that he enjoys studying.

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RIVETING! SEARING! SUPERB!
Stars of Steamer Fiction

by Douglas Brookes

Untitled painting by C. Wallis of a British cross-channel steamer on stormy waters off Dover.
- Posner Collection, SSHSA Archives.
There’s really nothing quite like curling up with a good book of steamer stories to whisk you away from what’s ailing you and into the magical world of a ship at sea. “But . . . what to read?” you may well ask. It’s a question we can now answer authoritatively, thanks to the recently published Steamer Stories: An Annotated Bibliography of Steamship Fiction, 1845–2012 (Oak Knoll Press, 2016). Compiled by the late Daniel Krummes, former director of the Institute of Transportation Studies Library at the University of California, Berkeley, the book lists (and provides synopses of) some 3,200 novels and short stories involving steamships— from tugboats to liners and everything in between— and the men and women who sailed in them. The compilation concerns civilian vessels, and greatly expands upon Krummes’s previous work, Cruel Seas: World War 2 Merchant Marine-Related Nautical Fiction, which is accessible online.

I edited the text for publication and have never enjoyed a manuscript more. Probably that’s because of the unexpected window it offers onto nautical life past and present, and the vast range of novels and stories it brings together, from some of the best and most famous fiction in English to some of the worst. Not least are the cataloger’s insights and humor. Clearly a labor of love.

Let’s take a stroll through just a few among the many classics the book singles out as stars of steamer fiction.

Barlow, James (1921–1973)
A first-rate, riveting sea yarn that’s a rare example of nautical fiction that combines strong narrative and compelling characters with well-written and interesting technical writing on steamships, shipbuilding and navigation. The chief character is clearly decrepit Areopagus herself, a former American liner in horrible condition due to age and the penury of her Greek owners (inspired by ex-Matson liner Queen Frederica?). It all comes to a dramatic climax in a terrifying typhoon.

Binns, Archie (1899–1971)
A sympathetic look at 1920s life aboard a Pacific Coast lightship moored just outside the fearsome Columbia River sandbar. Numerous then-contemporary steamships, such as Rose City and Governor, make cameo appearances in this exceptional tale, but the crew of the lightship forms the heart of the story as the author seamlessly weaves together their past and present lives.

Callison, Brian (1934– )
One of the finest sea novels of the late 20th century. Freighter Lycomedes, “just an average ship, with an average crew, an average cargo,” strikes a floating object during a storm and founders 14 minutes later. The novel details those last minutes in a tale dramatic and heartrending, at times impossibly painful to read.

Condon, Frank (1882–1940)
“Trip Number Ten.” Collier’s 83, no. 15 (April 13, 1929): 5–7, 42, 44. Illustrations by Herb Roth.
A humorous story of the travails of young love aboard a round-the-world liner, told in epistolary form by the chief purser of the liner, apparently based on a Dollar Steamship Company vessel. And yes, by tale’s end young love trumps stuffy social convention. As is the author’s delightful wont, zingers take precedence over plot: “Passengers are unreasonable people,” Captain Hadley told me one night. “My experience with passengers leaves me with the conviction that if ninety per cent of them never get back to America, it would still be a pretty nice country to live in.”

Conrad, Joseph (1857–1924)
“Typhoon.” [1902] In Typhoon and Other Tales (Garden City, N.Y.: Doubleday, Doran, 1929), 3–102.
Laconic Captain MacWhirr— thought stupid by many, including some of his officers— struggles to bring his steamer Nan-Shan through a monstrous China Seas typhoon. Conrad’s characters, from the captain and officers to Nan-Shan’s crew and Chinese coolie passengers, are tightly drawn, warts and all, and his descriptions of the storm are terrifying. What emerges is a superb psychological portrait of how people act under mortal siege.
Cooley, Leland Frederick (1909–1998)


A _saga of college dropout Slim Fredericks, deck boy_ aboard a “vermin-ridden tramp steamer” in the Pacific, follows the Howard Pease boy-goes-to-sea-and-emerges-a-man model, but the graphic (by 1958 standards) sexuality and brutality indicate that the novel is aimed at the adult market. The California-born author served as a merchant mariner in his youth, and his experiences impart authenticity as he aims for realism and doesn’t shirk detailing the squalor of life aboard a tramp freighter, nor does he pull punches in describing the crew. An excellent work.

Crawford, F. Marion (1854–1909)

“_The Upper Berth._” In _The Broken Shaft: Tales of Mid-Ocean_ (New York: D. Appleton, 1886), 17–51.

In a _classic ghost story_, _businessman Brisbane’s liner_ breaks her shaft mid-Atlantic, and he and a coterie of shipboard acquaintances while away the hours by each telling a story. Brisbane’s tale of a ghostly encounter during a steamer voyage to England still delivers a scary wallop, enlivened by wry observations on 1880s steamer travel:

“EVERYBODY KNOWS” what the first day of sea is like. People pace the decks and stare at each other, and occasionally meet acquaintances whom they did not know to be on board. There is the usual uncertainty as to whether the food will be good, bad, or indifferent, until the first two meals have put the matter beyond a doubt; there is the usual uncertainty about the weather, until the ship is fairly off Fire Island. The tables are crowded at first, and then suddenly thinned. Pale-faced people spring from their seats and precipitate themselves toward the door, and each old sailor breathes more freely as his sea-sick neighbor rushes from his side, leaving him plenty of elbow-room and an unlimited command over the mustard.”

De Hartog, Jan (1914–2002)


Long-retired Dutch seagoing tug captain Martinus Harinxma is called out for one last job: delivering the modernistic “monster” tug _Isabel Rüwel_ to her Taiwanese owner. Along the way he learns that the tug is a killer – without constant vigilance she could turn turtle. He also learns that her new owner wants to make certain she _doesn’t_ make port. But de Hartog’s story is more than a tale of attempted barratry; it’s a moving examination of one man’s relationship with the sea, and the human relationships he encounters as master of a ship, especially with his Taiwanese crew.

Divine, Charles (1889–1950)

“_The Lover and the Deep Blue Sea._” _Collier’s_ 73, no. 8 (Feb. 23, 1924): 12–13, 35–36. Illustrations by Robert E. Johnston.

An _enthralling read for anyone fascinated with the golden age_ of transatlantic passenger travel. Ship-smitten New Yorker Perry Anderson devours the “outgoing steamers” section of newspapers, fills scrapbooks with fleet lists and haunts Hudson River piers to glimpse his favorites. Crisis occurs when Perry loses the skyscraper office he’s had for years, from which he keeps tabs on harbor comings and goings. By tale’s end all is well, but of more interest is the virtual roll call, scattered through the text, of 1920s ships that called at New York, sure to induce pangs of jealousy in readers born too late for the great show: _Olympic, France, Majestic, Providence, Zeeland, President Harding, President Roosevelt_ …

Doner, Mary Frances (1893–1985)

_Not By Bread Alone_. Garden City, N.Y.: Doubleday, Doran, 1941.

This _quietly eloquent novel_ traces three generations of a working-class Michigan family with strong ties to the Great
Lakes shipping trade, 1900–1940, beginning with matriarch-to-be Maggie Killean and continuing with her daughter and granddaughter.

**Depictions of early 20th-century** shipboard life from a woman’s perspective resonate with authenticity (the author’s father was a Great Lakes freighter captain), as does the loneliness of mariners absent from families nine months each year. Of particular interest is the depiction of winter lay-up duties as Maggie creates a home for her family aboard the out-of-service freighter *Tinkham*. The author’s portrayal of strong women is a strength of the book.

**The placid domesticity** of lay-up contrasts vividly with the frightening gale of November 1913. *Tinkham* survives only because of her captain’s skills and, the author suggests, luck. The storm descriptions rank high in the literature of ships as Great Lakes shipping and its influence on the American Midwest come alive in this excellent read.

**Dos Passos, John** (1896–1970)

“**Back Home in 1919.**” *Esquire* 1, no. 1 (Fall 1933):10–11, 107, 115. Illustration by John Dos Passos. Also the opening chapter of the author’s novel *The Big Money*.

**Delightfully evocative story of the anticlimactic return** home of U.S. officers after World War I, aboard the French Line’s *Niagara*. The ship gets stuck in fog off New York just as the officers’ lives are also temporarily at a standstill. When the fog lifts, Dos Passos launches a wonderful description of the ship entering New York Harbor:

“The **rattle of a steam winch** woke him, then he heard the jingle of the engine room bell. He looked out the porthole and saw a yellow and white revenue cutter and, beyond, vague pink sunlight on frame houses. By the time he’d splashed the aching sleep out of his eyes and run up on deck, the *Niagara* was nosing her way slowly across the green grey glinting bay. The ruddy fog was looped up like curtains overhead. A red ferry boat crossed their bow. To the right there was a line of four and five masted schooners at anchor, beyond them a square rigger and a huddle of squatty Shipping Board steamers, some of them still striped and mottled with camouflage. Then dead ahead, the up-and-down gleam in the blur of tall buildings of New York.”

**Eltham, Dean**


“**There are no storms in this story, no dramatic rescues,**” comments Great Lakes literary historian Brehm, “but it is as careful a study as one is likely to find of the difference between men who spend their lives in a ship and men who live on land.”

**Circa 1861** at Lachine Canal in Montreal, pudgy Anthony Green operates Lock no. 4, where he frequently encounters Canadian shipmaster John L. Savage. As his namesake freighter shuttles through the canal, unpleasant Savage delights in ribbing the mild lockmaster.

**Earlier dreams fade,** and progress marches past them both. The men retire in the 1880s and bachelor it together aboard the laid-up freighter, but when gentle Green attempts to prettify the old hulk (yes, geraniums are involved), irascible Savage burns his boat to the ground rather than submit to the ways of shore-dwelling folk.

**Fabry, Joseph** (1909–1999)

**Swing Shift: Building the Liberty Ships.** [1943/1944]

**This warmhearted and detailed look at a civilian shipbuilding crew in the Richmond, California, Kaiser shipyard during World War II** captures the emotional tenor of the times. This isn’t surprising, since the Austrian Jewish refugee author tells us he wrote the work in 1943 and 1944 when he himself was a Richmond shipyard worker, rediscovering his writings in a drawer some 40 years later.

**Male workers dismiss women** initially as unfit for “a man’s job,” but attitudes change as the team becomes adept at shipbuilding. The story reaches a climax when the team sets a wartime record by assembling the Liberty ship *Robert E. Peary* in 4 days, 15 hours and 29 minutes.

**One of the gems** of contemporaneous World War II maritime fiction, this work of great heart rises above the propagandistic tripe dished out in popular fiction of the time, educating and inspiring the modern reader with individuals who came together in crisis to meet a common goal.

“I **get a hopeful feeling** about the future. If a bunch of raw hands like us can build topnotch ships like these, then maybe someday, in spite of our shortcomings, we’ll get along together and build a nice world to live in, and maybe we won’t even care who gets credit for the tonnage.”
Gaines, Charles (1922—)

*Last Convoy to Europe.* San Jose, Calif. & New York: Writers Club, 2001. Co-written with Esther E. Miles. **Don’t expect professional-caliber writing in this autobiographical novel by a World War II merchant seaman who became a captain in the postwar American merchant fleet.** Still, it’s worth a read for its authentic take on everyday life aboard a Liberty ship during the waning days of the war. As just-commissioned freighter Peter J. Lipscomb sails with her alcoholic captain, the narrator (clearly the young author) has a sharp eye for detail. Of particular interest: day-to-day operations of the merchant seaman’s union aboard *Lipscomb*, as well as the more commonly encountered descriptions of carousing in port.

Gye, Peter

*Safe from the Sea.* [Cave Creek, Ariz.]: Unbridled, 2010. **Retired Great Lakes captain Olaf Torr lies dying in his remote cabin outside Duluth.** For 40 years he’d been consumed with survivor’s guilt, as one of only three survivors of the freighter *Ragnørk*, which foundered in a Lake Superior storm in 1967. His estranged son Noah comes home to tend his father, and over a few short weeks the two come to better understand one another. The author’s prose is moving, and his portrait of the dying shipmaster sympathetic, showing how Olaf’s guilt at surviving the sinking harmed his family.

The author adroitly captures the lives and cultural expectations of Great Lakes seamen, while his descriptions of 1950s and 1960s Duluth are illuminating. Horrifying and fascinating at the same time, Olaf’s recounting of *Ragnørk*’s last voyage is impossible to put down.

Goldman, Francisco


Graeume, Bruce (1900–1982)

*Mystery on the Queen Mary.* London: Hutchinson, 1938. **Forget the stodgy memoirs of retired Cunard captains—** this is the book if you want a feel for the most fabled of British liners. For once a cover blurb is accurate in promising, “Readers, as they sit in their arm-chairs, will almost feel the throb of the powerful engines and taste the tang of the salt air breezes.”

This being a mystery novel, skulduggery emerges, and by the time the case is solved the reader has been treated to an absorbing first-hand account of *Queen Mary*’s maiden voyage, beginning with the Boat Train down from London and ending as she steams into New York.

Gyles, Tony (1925—)

*Deep Their Grave: The Diary of a Merchant Ship and Her Crew During the Battle of the Atlantic, 1942.* Wimborne, Dorset, Eng.: P.O.D., 1998. **This heartfelt tribute to Allied merchant ships and mariners of World War II focuses on the cargo liner/troopship *Patriarch* and the newest of her crew, 16-year-old “saloon-boy” Richard Wentle.** The reader follows the youth from his first lessons in shipboard routine to the tragic end of the coming-of-age story in a drifting lifeboat. **Having served as saloon-boy aboard merchant vessels in World War II, the author writes with authority on daily life aboard ships in convoy.** No false theatrics here.

Haliburton, Thomas Chandler (1796–1865)

*Life in a Steamer; or, The Letter-Bag of the Great Western.* London: Routledge, Warnes & Routledge, 1859. **A remarkable contemporaneous look at steamer travel circa 1840.** This epistolary novel is broad satire, purportedly
based upon letters written by passengers and crew aboard the paddle-wheeler Great Western during an Atlantic crossing shortly after she entered service in 1838.

**Letters are written** in a style and language suggestive of their supposed writers, many in a vernacular so thick as to make comprehension a stretch for the modern reader. All the letters lampoon social mores and politics on both sides of the pond. Among crew letters, that of “coloured steward” Cato Migionette is surely one of the earliest mentions in steamer fiction of an African-American (Cato appears to be a resident of the United States). A wealth of detail about the Great Western, the first steamer built for transatlantic service, contributes to a fascinating read.

**Hanley, James** (1901–1985)

“The Old Ship.” In author’s *Half an Eye: Sea Stories*, 359–368.

A moving, beautifully crafted account of a retired English shipmaster’s last visit to a beloved vessel awaiting scrapping. In a few short pages, the author eloquently sketches the emotional bond possible between a seaman and his ship. Sixty-year-old Captain Carrothers, still hale and active unlike his sadly idle and doomed tramp freighter Carrenda, views ships as sentient creatures:

“[Captain Carrothers] couldn’t ever understand why people called a ship ‘she.’ A ship was a man, the same as a man, as proud and hopeful as man, as conceited as man, even the humblest who likes to go down at last in a blaze of glory, a small wish indeed in return for the little mortality he had, a small reward for the whim of inexorable fate.”

**Hughes, Richard** (1900–1976)


A sea classic worthy of Conrad. In autumn 1929 (allegory for the stock market collapse and ensuing Great Depression?), a mammoth Caribbean hurricane sweeps British freighter Archimedes along for four terrifying days. The sublime portraits of officers and crew are impressively humane, particularly of Chief Engineer MacDonald, whose ironic death is a heartrending reminder of the sea’s impartial malevolence. No less touching is the young Chinese seaman falsely seen by officers as a revolutionary, drawn as surely and decently as the European crew – an impressive feat in the era of racial stereotyping. Other memorable characters abound, all coming to life in clear, precise prose. A tour de force.

**Jennings, Luke** (1953– )


A brilliant evocation of an Atlantic crossing in 1947 aboard British liner Carmelia, clearly modeled after Queen Mary, as seriously ill teenager Cato Parkes travels with his widowed father to America for an operation. The depictions of Cabin Class and Tourist Class amaze, as ship and passengers come to life in expansive, sympathetic prose. A storm at sea, cardsharps in search of gullible prey (Cato’s father, it turns out), a stowaway and details of shipboard life become real in the reader’s mind – and pale when the reader is confronted with a brave suicide the last night out.

**Jensen, Carsten** (1952–)


This sprawling, multi-generational tale centers on the Danish seaport of Marstal on a tiny island in the Baltic Sea, 1848–1945, but ranges worldwide. With a cast of characters and a tangled storyline that would do Charles Dickens proud, the author relates how the seafaring men of Marstal made the transition from sail to steam, but still the town is eclipsed as a shipping center with worldwide connections. If there’s a theme, it’s “death comes from the sea,” a fact of existence that, with one notable exception, all the characters, male and female, acknowledge as part of seafaring life. Descriptions of the toll that World War I and World War II take on Marstal’s maritime way of life are of great
interest, while final sections offer a gripping narrative of World War II Murmansk Run convoys. The prose ranges from straightforward narrative to fabulist, in several stunning sections moving into what one might call Danish magical realism — on the day World War II ends, the sea gives up its dead and returns them to their hometown, if only temporarily, to join in a dance of life with the townfolk. An incredibly moving passage, suffused with hope.

**Jordan, Humfrey** (1885–1963)

_The Commander Shall ..._

**AN IMPRESSIVE LOOK AT THE ENORMOUS RESPONSIBILITIES FACED** by the captain of a passenger liner. Toby Gaunt is master of _Cedar_ in the England-to-Australia trade, and the novel follows him through successive round-trip voyages. The prose is witty, often wry, and always sympathetic to Gaunt, to many of the passengers with whom he comes in contact (foibles and all), and to the hardworking officers and crew; a superb psychological and sociological portrait of 1930s shipboard life. The author’s love of steamships rings throughout the novel, as in this passage describing _Cedar_ sailing from Tilbury:

“A GREAT SHIP, WELL FOUND, designed, equipped and attended with man’s skill and thought, a legitimate source of human pride, a floating community, full of complications, she was waiting a final touch or two before dropping down the London River and finding her true life.”

**Komroff, Manuel** (1890–1974)


**THE O. HENRY-ESQUE ENDING HIGHLIGHTS A BITTERSWEET STORY** of a shy academic falling for a beautiful woman aboard a French liner. Even more interesting are observations of passenger life, which make the tale a gem for imparting the ambience of a transatlantic crossing:

“It TAKES VERY LITTLE TIME after a boat has sailed to learn who is who … A word, a look, a gesture at the bar, a remark to the steward, a brisk walk on deck in the morning, a slow arm-in-arm walk in the evening, the mail in the office, the initials on your trunk, a radio message, everything — even the hotel labels on your suitcase, the express check you change at the purser’s office, everything — everything gives you away. Twenty-four hours after sailing your life is an open book.”

**Kipling, Rudyard** (1865–1936)


**AN UNFORGETTABLE STORY OF HOW A SHIP FOUND HER SOUL,** this story is a witty paean to the technology of constructing a tramp freighter. It uses Kipling’s charming conceit of anthropomorphizing the elements of naval architecture that make up a vessel. On the stormy maiden voyage of cargo-steamer _Dimbula_ from Glasgow to New York, rivets, anchors, engine parts, masts, etc., speak to one another (or complain, more often than not), each in its own voice. Only Steam understands that the disparate parts must work together if _Dimbula_ is to become a successful freighter. Work together they do, and despite rebuffs by the parade of snooty liners departing New York as she enters, the ship finds herself. At story’s end a new voice emerges, that of _Dimbula_ herself. As Steam puts it, “When a ship finds herself all the talking of the separate pieces ceases and melts into one voice, which is the soul of the ship.” A tour-de-force romp.

**Langdon, Franklin Coasten** (1913–1980)


**PUBLISHED UNDER THE AUTHOR’S PSEUDONYM JOHN LANGDON,** this solid novel in _verismo_ tradition examines racial bigotry, exemplified by Milo Hansmalch, captain of the freighter _Silverspray_ during the Korean War. A Black seaman comes under the captain’s increasing ire, with Hansmalch’s hatred erupting in Manila with disastrous results for his ship, his crew
and himself. A strong depiction of life aboard a unionized American ship in the 1950s, while the author’s portrayal of a massive storm rivals Conrad’s in Typhoon.

**Lord, Earle N.**


**An engaging plot, finely tuned writing and deftly portrayed characters belie this work’s origins as a self-published novel.** In the South Pacific in 1943, young Christopher Nelson, just out of maritime school, is huddled alone in a drifting lifeboat, seemingly the only survivor of his Liberty ship; we learn the story through flashbacks. The author’s service on a Liberty ship during World War II shines forth in his detailed, engrossing descriptions of shipboard life and his portraits of her officers and crew. A must-read for anyone interested in Liberty ships.

**Marmur, Jacland** (1901–1970)

*“Dames Are Funny.”* Collier’s 98, no. 7 (Aug. 15, 1936): 28, 30, 32, 34. Illustrations by Dan Sweeney.

**A first-rate tale that could have made a wonderful MGM film.** Two Brooklyn buddies grow up and go to sea, Harry (Clark Gable, in our fantasy) as a deck officer while Andy (Spencer Tracy) gets into marine engineering. Harry and Andy start a feud that lasts 20 years. Both fall for “funny dame” Laura (Myrna Loy). When Harry’s freighter gets a new chief engineer in Shanghai – yes, Andy – the old bosun can only shake his head, “This is gonna be a helluva trip.” To spice things up, Laura books passage aboard. A few nights out, the ship runs into trouble and the two rivals learn to work together, at which point Laura drops the bombshell that she’s married to the radio operator (Robert Montgomery), which triggers Harry and Andy to start another feud. Notes the sage bosun:

> **“They couldn’t get along without each other. They just can’t be pals unless they’re in a brawl. I’ve seen it before!”**

**Masiel, David**


**Seaman Henry Seine works aboard Arctic Tugs servicing off-shore oil rigs and is haunted by his failed marriage as well as by ghosts of shipmates who perished alongside him in northern waters.** One day, while idly monitoring the international distress channel 2182 kHz, Seine hears a cry for help from a scientist stranded on an ice island that’s breaking up. Dark humor and deadpan wit reminiscent of Kesey’s *One Flew Over the Cuckoo’s Nest* illuminate the prose, with one horrifyingly absurd plot twist after another leading Seine and the reader to confront the real and imagined ghosts of North Slope waters. Two frostbitten thumbs up on this excellent read.

**McFee, William** (1881–1966)

*Watch Below.* London: Faber & Faber, 1940. Illustrated by Gordon Grant.

**This beautifully written autobiographical look at the early 20th-century heyday of the British tramp freighter trade (“the golden age of steam”) basks in nostalgic warmth that makes the novel a delight.** Jim Barnes (clearly a stand-in for author McFee) is junior engineer on his first voyages at sea. Engine room, shipboard life and ports are described in loving detail, and the reader who desires a glimpse of freighter life circa 1900 need look no further. Part of the joy in this book is the author’s remembrance of ships past: by invoking their names and telling their stories, he magically brings them back to life.

**Though always an affable guide** to the classic tramp freighter, the author pulls no punches when describing the hard life. But his fondness remains, not least because he understands that the halcyon days he (and Jim) experienced...
were numbered: “Like all good things, tramp life was an 
accident, and could not last. The War [World War I] only 
postponed the change.”

Olson, Sheree-Lee (1954–)
This exceptionally well-written and engrossing coming-
of-age nautical story examines, uncommonly enough, the 
evolving life of a woman who goes to sea. In 1981 19-year-
old Canadian art school student Kate takes a summer job as 
porter/steward/galley assistant aboard Great Lakes freighters. 
The masterful portrayal of a middle-class girl in a working-
class environment delights, while 
the exploration of interpersonal 
relations aboard the freighters 
is entirely sympathetic to the 
emotional concerns of both sexes. 
One of the best evocations of 
freighter life in print, the novel 
remains one of the rare works 
of nautical fiction that beg for a 
second read.

Pahlow, Gertrude (1881–1937)
“The Wonders of the Deep.” Cosmopolitan 45, no. 2 (July 1908): 
201–210. Illustrations by Irma Deremeaux. 
Damsel-in-distress riff opens in 
a rural New Jersey train 
station where college alumnus Dave meets 
flustered Miss Bradford, who has 
just missed her train to Hoboken to board the North German 
Lloyd liner König Luise. The ship sails in a matter of hours – what to do? Dave proposes driving her to Hoboken in his 
touring automobile (a novelty in 1908, to be sure), Miss B. 
accepts and during their race across the state he falls for her. 
The duo makes the liner 
in the nick of time, and in a snap decision Dave books passage aboard König Luise himself to woo the young lady transatlantic style. The ensuing romantic 
romp is clever and amusing, with delightful details of liner life 
(including the fine imposed by North German Lloyd stewards 
upon insouciant passengers who toss ship’s library books 
overboard). Witty period illustrations add to the charm.

Price, Edith Ballinger
(1897–1997)
“The John B. Mason.” Collier’s 70, no. 19 (Nov. 4, 1922): 14,
27–28. Illustrations by Herbert Stoops. 
A simple and moving story, childlike in quality (not 
surprising given the author’s long career in children’s fiction) yet not at all twee: 
“Her name was John B. Mason, which may perhaps seem odd 
to begin with. She was short and squat and square, and not very clean. She had a tremendously deep voice, and there was a sort of combination 
wallow and roll to her gait. But she was exceedingly strong, which was 
something to be proud of. She was a New York Harbor tugboat, and not 
proud of that at all. Some tugs are; 
they’re perfectly satisfied with their 
humble calling, thinking it – rightly 

russellford, Gay (1897?–1959;
pen name of American author 
James Noble Gifford)
Jilted by her wealthy fiancé on the eve of their wedding 
and planned honeymoon aboard Queen Mary, 1930s New 
York career girl Kay decides she needs to get out of town, 
particularly since the tabloids have picked up on her sudden 
breakup. So Kay does what any Manhattan girl of her day 
would do: she exchanges her exclusive Cunard tickets for
passage aboard poky freighter North Wind on a three-week voyage to California.

**Though the title** and dust jacket shout “goopy women’s romance,” the novel delivers so much more, reading like warm-hearted, vintage J. B. Priestley but with American characters and gone to sea. Passengers and crew are vividly drawn with great sympathy, as is old North Wind herself. As freighter yarns go, a decidedly fun read.

**Sale, Richard** (1911–1993; pulp author turned Hollywood scriptwriter and later film director)


**This fast-moving, inventive, witty and exciting tale was** a topical (at its magazine appearance in 1940) treatment of the “Phony War” phase of World War II. Dutch freighter Apeldoorn sails from New York to Rio with one passenger on board, American ichthyologist Gabriel Adams. Accompanying him are the remains of a recently discovered prehistoric fish. There’s also a beautiful young woman, so the story’s romantic trio (ichthyologist/fish/girl) plays out like the trio in Hollywood’s *The Lady Eve* (Henry Fonda/snake/Barbara Stanwyck). But romance plays second fiddle to a nefarious Nazi plot (is there any other kind?); how Adams and gal pal defeat the Nazis is ingenious pulp fiction at its best.


**A fast-paced, exciting**, eminently readable and emotionally upsetting novel of shipboard disaster in the Caribbean, with numerous references to the *Vestris* and *Morro Castle* fiascos of 1928 and 1934, respectively. Onboard the liner San Marino, the captain unexpectedly dies and a neurotic herpetologist inadvertently sets fire to the ship, turning her into a raging inferno. In supreme irony, the captain had made his first officer promise that if he died at sea, he was not to be buried “off the beam” but rather cremated, and he gets his wish, with San Marino his funeral pyre.

The survival-after-shipwreck portion of the tale resembles John Steinbeck’s screenplay for Alfred Hitchcock’s *Lifeboat* (1944), down to the cynical “newshawk and photographer” more interested in snapping photos of survivors in the water than saving them — though here the photographer is “Hard-boiled Harry from New Orleans” instead of Tallulah Bankhead.

**Stephens, Michael Gregory** (1946–)


**This strange, yet oddly compelling, elegy on the demise of the American ocean liner trade takes place in the 1970s aboard the liner Revolution (great name, if totally improbable for a Vietnam-era American ship) on her last voyage before scrapping. The crewman narrator clearly loves life at sea but notes: “I insult the tradition of the sea. I worked in the Steward’s Department, catering to luxury, cabin, and tourist classes. I didn’t know a thing about stars, currents, depth maps, sightings, radio codes; I washed dishes, bellhopped, got drunk and high, listened to Latin music or jazz, and visited the waterfronts of fabulous European cities.” Life below deck is raucous, often violent, sexual and filled with drugs and booze. Racial strife abounds. At times it feels the reader has strayed into a seagoing precinct of Hubert Selby’s raunchy novel, *Last Exit to Brooklyn.* A poetic work of fiction.

**Thirkell, Angela** (1890–1961)

*Trooper to the Southern Cross.* London: Faber & Faber, 1934.

**A comical voyage to Australia repatriating Australian officers, troops and their newly acquired families after World War I, aboard a former German liner, now a British war prize.**
Her former German crew had sabotaged her alarmingly, yielding hot water in the toilet and saltwater from the taps. Even more trying to Brits of a certain class, Australian “Other Ranks” turn the voyage into a three-month drunken brawl. Readers who think beer-swilling louts and “lad culture” are an English football hooligan monopoly will conclude that Australia gives England a run for its money. Deliciously funny tale recreates ship travel in the days before air conditioning eased the heat of the Indian Ocean.

**Townend, William**  
(1881–1962)

A gripping World War II sea novel inspired by real-life American tanker *San Demetrio*, torpedoed in the Atlantic, abandoned and then recovered by a portion of her crew, jury-rigged and sailed to England. Townend’s take on the story follows the lifeboat of torpedoed British freighter *Ridgeway*, under laconic Captain Purchase, a man much disliked by his crew but whose single-minded determination to survive bolsters the men’s will to live. When the crew board derelict German tanker *Fritz Hartmann*, they resolve to bring the damaged ship to Britain – U-boats, German bombers and incredulous Royal Navy notwithstanding.  
*South of Forty-Five.* London: Rich & Cowan, 1947. A thoroughly rousing tale despite dated plot devices. Captain Arthur Hefford’s freighter becomes disabled after losing her rudder in the deserted southern Indian Ocean (“South of Forty-Five”). When a rescue ship turns up, the young captain astonishes all by refusing to abandon his ship, and in the weeks that follow, alone aboard but for rats, Hefford examines his life, undergoing harrowing encounters with personal ghosts – or hallucinations? – in the galley. The author effectively conveys the sense that seafaring is not a closed universe but instead is closely tied to life ashore, offering no escape from personal problems.

**Treat, Ida** (1889–1978)  
Luminous prose makes this story a treasure. Former Paris newspaperwoman “Amphrite,” married to a French sea captain and living in Marseille, reminisces about her much-loved friend, young ship’s doctor Jean Gabriel, the “gallant soul” she’d met aboard a French liner to Indochina. In the final stages of his struggle with tuberculosis “Gab” takes off for one last journey, his good friend accompanying him with the blessing of her husband.  
The portrayal of the doctor’s illness and his determination to live remind one (favorably) of Joachim Ziemssen in Thomas Mann’s *The Magic Mountain*, while descriptions of the French liners upon which Amphrite sails, shipboard life and the life of a ship’s physician make for fascinating reading.

**Trevor, Elleston**  
(1920–1995)  
A gripping tale of British freighter *Atlantic Whippers’* fatal encounter with a massive storm is loosely based on the 1952 ordeal of freighter *Flying Enterprise* (and her skipper, Kurt Carlsen). Seemingly minor events, powerfully depicted, signal doom for the ship. All England focuses on the story through the media as the captain, aboard alone, attempts to bring his ship to port with the aid of a salvage tug. Hauntingly drawn story.

**Wetjen, Albert Richard**  
(1900–1948)  
*Fiddlers’ Green, or the Strange Adventure of Tommy Lawn: A Tale of the Great Divide of the Sailormen.* Boston: Little, Brown, 1931.  
A rollicking undersea tale of Second Mate Tommy Lawn, who drowns when his steamer sinks. As he awakens in Fiddlers’ Green, the underwater Valhalla to which good sailormen go, Ben the Bosun conducts him to the Old Man of the Sea himself, and Tommy has many a picaresque adventure
while meeting the Green’s denizens. Wry writing, satirical yet humane, easily blends old sailors’ yarns and legends with 1930s irreverence, particularly fun when describing the long-simmering hostility between deck officers and engineers. A sea classic that amuses and inspires.

**White, James Dillon (1913–1978)**


Delightful novelization of the British film comedy of the same name (U.S. title *High and Dry*), on the travails of a high-powered American businessman who hires Glasgow “puffer” (small steam freighter) *Maggie* to transport cargo to his Western Isles summer home. *Maggie’s* wily captain embarks on a circuitous and drunken voyage through the Scottish lochs and coastal waters with the reluctant American aboard. Probably inspired by Neil Munro’s famed “Para Handy” short stories.

**Wodehouse, P. G. (1881–1975)**


A wonderfully silly comedy of manners and romance aboard the liner *Atlantic* revolves around a Hollywood film studio owner’s attempt to smuggle a costly necklace into the United States for his wife. Wodehouse cleverly satirizes young love, stuffy English manners, slinky movie sirens, First Class shipboard life, Hollywood film moguls and even Mickey Mouse. And then there’s Peasemarch, the overbearing yet delicious cabin steward who saves the day. A wonderful romp, and a now-nostalgic look at 1930s liner life.

**Woodman, Richard (1944– )**


Fascinating account of the last great days of the British merchant marine depicts life aboard British cargo liner *Antigone* in Far East service circa 1966. Less a novel than a fictionalized account of the author’s own experiences, it’s very much a paean to a nautical way of life now vanished.

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**About the Author**

SSHSA member **Douglas Brookes** is a writer on Middle Eastern history and teaches Ottoman Turkish at the University of California, Berkeley. His books include *Up North: St. Louis’s Summer Colonies on Lake Huron in the Golden Age of Travel; Harem Ghosts: What One Cemetery Can Tell Us About the Ottoman Empire; The Concubine, the Princess, and the Teacher: Voices from the Ottoman Harem; and The Ottoman Gentleman of the Sixteenth Century.*

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**The Lighthouse News & History Magazine**
The Night of the

The guys never talk about it. They didn’t like what happened when they went, and they didn’t like what happened when they came home. The whole thing was just too bloody unpleasant. There are stories from the Vietnam era, however, that give a hint of the complexity of running a war in Southeast Asia. This is one of them.  

by Den Leventhal

Soldiers on the ground need logistical support—ammo, food, medical supplies. All these need to get to the right place at the right time. In 1966, I had the right experience to help make that happen.

I was a regular on the Far East run. I had signed on as third mate, but soon became acting second mate. It was the height of the age of the American Merchant Marine. My ship, the SS Pioneer Myth, was the finest steam-turbine, breakbulk freighter that ever sailed the seven seas—a Mariner Class C-4 of 13,400 deadweight tons. Designed with a hull like a medium clipper from the Age of Sail, she had a cruising speed of 21 knots. And I was now her navigator.

One trip took three months and 20 days on the average. Leaving New York, we passed through the Panama Canal, picked up more cargo on the west coast, and then headed for East Asia. Each trip made visits to the Philippines, Hong Kong, Taiwan (known then as the Republic of China), South Korea and Japan. The navigation work was fascinating, as were the cultures we tasted as we engaged in the business of making foreign trade happen.

It was Easter when I took a short break after returning to New York. Touching base with family is sweet after a long trip across the Pacific Ocean. Barely home, I got a phone call from the home office of United States Lines. They told me that I would be made permanent second mate if I agreed to change my berth to another ship.

I said, “What ship?”

“It’s the SS Santa Clara Victory,” he said.

“A Victory ship?”

“Yes, the U.S. Navy is taking it out of the James River bone yard and wants us to operate it to carry ammunition to Vietnam.”

The “bone yard,” as it was called, is
SS Pioneer Myth. United States Naval Institute photo.

James River “bone yard,” where cargo ships left over from World War II were tied up. – U.S. Navy photo.
where all the cargo ships left over from World War II were tied up. It was a mass of floating junk steel. The Victory ships were produced near the end of that war, and they weren’t a bad design. However, pulling one out of retirement, patching it up, and seeing if the dang thing could actually run indicated that our military was hurting for logistic support. One old salt told me that Victory ships in their prime could, at best, do 14 knots “downhill with a tail wind.”

**Before I could answer,** the company executive said, “Look, we’ve already transferred both deck and engineering officers wholesale from a ship that sails out of Savannah, but none of them have ever been outside of the Atlantic Ocean. We need a navigator who knows East Asian waters. Your captain recommends you highly.”

**How could I say no?**

**Reporting aboard at Norfolk, I discovered that all the other officers were Georgia gentlemen. Naturally, being a native Philadelphian, I was immediately dubbed “The Yankee.”**

My new captain had a sense of humor. The second day, while I was sorting out nautical charts in the chart room, just behind the bridge, the captain came in carrying a small frame and a hammer. Saying, “Excuse me, son,” he put a nail into the bulkhead and hung the frame on the nail. “Just follow that rule, son, and we’ll do fine.”

**There were four words** in the frame—“Keep Off the Grass.” Seemed like sound advice to me.

**In due time,** after sea trials of the SS *Santa Clara Victory* off Cape Hatteras, we loaded 6,423 tons of high explosives and headed for the Panama Canal. Crossing the Pacific took well over a month. The captain, chief engineer and second engineer were devoted cribbage players. They invited me to join them, taught me how to play the game and then proceeded to win a good portion of my pay.

**We headed toward** the Bashi Channel, a body of water that divided the southern end of Taiwan from the northern end of the island of Luzon in the Philippines. That strait has a number of small islands sprinkled about, but they were easily avoided.

**We had just about left** the channel, and were heading south into the South China Sea, when our radio operator came up on the bridge with three telexes in hand. Each came from a different command center. One instructed us to anchor off Cam Ranh and await further instructions, the second ordered us to go up the Saigon River and unload at the ammunition dump located just south of Saigon City and the third said we were to proceed forthwith to Subic Bay in the Philippines.

**We looked at our captain.** He took off his cap, turned it over, put all three telexes in the cap, and raised the cap in the air. He then said to me, “Second, you’re the navigator. Pick one, and then plot the course.”

I reached into the cap and pulled one out. “Looks like we’re going to Subic Bay.”

**Subic Bay was a large inlet** that was part of the approaches to Manila, the capital of the Philippines. At that time it housed a U.S. military base. We arrived late afternoon. There were no other ships in the anchorage. A communication from shore instructed us to anchor and await further orders. So, we anchored.

As the pitch black of night fell, I went to the captain’s office and knocked. He invited me in and asked what was on my mind.
“What? Pirates? Here?
“CAPTAIN, I THINK WE SHOULD BE prepared for the Subic Bay pirates.”
“WHAT? PIRATES? HERE? We’re in the middle of an American military installation,” he responded.

I TOOK A DEEP BREATH. “Yes, Captain. We are inside a U.S. fortification, but that doesn’t mean the region’s pirates won’t bother us. Pirates from the Malays in the Malacca Straits beyond Singapore, to the Moros of the Sulu Sea, to the Subic Bay are a bold bunch.”

“So you want us to make preparations?”
“Yes. We should rig some cluster lights near the mast heads and on some booms which we’ll swing out beyond the gunwales. Then we’ll need the electrician to run lines to a knife switch on the bridge.”

“How’s That going to help?”
“Well, we also need to run four fire hoses from ‘midships towards the bow, and have about 120 pounds pressure on the hoses.”

“You expect us to be boarded over the bow?”
“Yes. These pirates operate from the shore on powered outrigger canoes, and are known to climb up the anchor chain.”
“I see that you’ve done this before.”

“One other thing, Captain. I’ll spend the night on the bridge, standing by that knife switch, but you’ll need to authorize some overtime for eight seamen. I need them to stand by the hoses.”

He thought a bit, and then said, “Okay. The home office said I should trust your knowledge of this region.”

Even though we were going into a war zone, we had to follow the rules. American merchant ships weren’t allowed to carry weapons. Every captain had a gun safe, but no one else on American-flagged commercial vessels was permitted to have a firearm on board. However, nobody told us we couldn’t use a fire hose to do a great deal of damage in the right circumstances.

By midnight all was prepared. I instructed the standby crew to stay inside the deck house, and run to their assigned hoses when I turned on the cluster lights. I
lounged on the starboard wing of the bridge, never far from the knife switch. I asked the seaman on watch to bring me coffee every hour on the hour. My job now was to stay awake and alert.

The entire bay was blacked out. There was no moon. There were no lights on shore at the base. The air was dead calm. The scent of rotting tropical vegetation drifted off the land. I strained to hear sounds of movement over the water. Hour after hour, I did mental gymnastics to keep my head clear.

Around 0300 hours there was a distant rumble of a muffled motor, maybe two. The volume increased slightly and then went silent. I strained my ears more. Did I hear the occasional splash of a paddle handled a bit carelessly? Then there was a slight quiver in the steel deck under my feet. The anchor chain had been nudged as an outrigger tied up to it. Then there was a bump. Another boat had hit the side of our vessel. I turned to the seaman on watch with me on the bridge and told him to race down the ladders to the bottom deck and warn the waiting hose detail to be ready to take their stations out on the foredeck.

The anchor chain vibrated as the first of the pirates climbed up to the gunwale and slid over onto the forecastle. He carried two coils of rope; he tied one to a bollard and dropped its other end over the port side. The same was done on the starboard side. Shortly, four or five marauders were on the forward deck.

My mind flashed back to the hero of my youth – John Paul Jones. To this day I can’t resist buying any newly published biography of the man who inspired me to seek appointment to the U.S. Merchant Marine Academy. Our greatest naval captain of the American War of Independence founded a tradition that permeates our great navy of the post-World War II period.

In obeisance to that tradition, I took a deep breath, and shouted in my loudest parade ground voice, “STAND BY TO REPEL BOARDERS.” With that shout, I thrust the knife switch to the “on” position. The cluster lights turned the dark night into a circle of blazing light around the entire foredeck.

The crew raced to their stations and picked up the hose nozzles. Shoving the valves open, four powerful streams of water hit the pirates gathered on the forecastle. One team of two went up the ladder to the fore deck on the port side. A second team climbed the ladder on the starboard side, blasting as they went. The invaders were knocked over the side into the bay.

The two other teams leaned out over their respective sides and aimed their streams directly onto the outriggers. The others joined in the fun. Within a short time, they gave off a shout of victory. They had sunk one of the boats. The pirates who had been dumped into the drink climbed on board the remaining two outriggers and paddled with great vigor to get away from the welcome they had met on our old rust bucket.

After the tedium of the long transpacific passage, the defense of their ship gave the crew a sense of achievement. They were so pleased with themselves that after we got some shore leave, they insisted that I spring for a steak dinner at a restaurant of their choosing in Manila.

After a few more days at anchor we were told to move alongside a pier and offload the 500-pound bombs in hold number three. We were then told to sail to Vung Tau at the mouth of the Saigon River and await instructions to proceed up river to discharge the remainder of our cargo.

But that’s another story.

About the Author

A graduate of the United States Merchant Marine Academy in 1962, SSHSA member Den Leventhal enjoyed seafaring for five years. His experiences in East Asian waters induced him to go to graduate school at the University of Pennsylvania to study China and the Chinese language. He’s had a lifetime career as a cross-cultural trouble-shooter in China business development. The tale of his adventures in China is recorded in his recently published book, How to Leap a Great Wall in China (2016). Since returning stateside in retirement, Leventhal has beaten cancer (twice), serves as a volunteer Reserve Officer with the Maryland Natural Resources Police, and is the volunteer instructor for the only elementary school drill team and color guard in the State of Maryland.
How to Write an Article for PowerShips: 10 Considerations

by Captain Terry Tilton, USN, Ret.

1 Pick a subject. There are tons of topics you could consider for your story. It can be narrow in focus or wide in scope. The possibilities are virtually endless: a specific ship, types of ships (including tugs, passenger, cargo, ferry, specialized), ship owners, exotic ports, shipbuilding, marine engineering, maritime museums, personal experiences, catastrophic events, shipping lines, historical events and maritime personalities, just to name a few. Find something from your personal experience or that you have significant expertise in. Try to find a subject that has never been featured in PowerShips (an index of articles is available on the SSHSA website at http://sshsa.org/publications/powerships.html). Recent examples? Virginia Ferry Corp vessels (Winter 2016), Russian Steam Frigate (Spring 2016), Steel Ships at Pascagoula (Fall 2015). If you can’t think of a new feature, maybe you could do a different perspective on a topic that was covered in the past. Be sure to let the editor know about the story you’re thinking about writing to make sure that there’s an interest in publishing it.

2 Develop your story. Why is your subject important? Will PowerShips readers find it interesting? Do you know anyone who would buy the issue off a newsstand because of your story? What’s the takeaway from your story? What’s worth remembering?

3 Make an outline. What are the sub-stories in your chosen subject? This can help to determine the length of the article and whether there’s enough information to support several pages in PowerShips (1,500–4,000 words is best, but more or less can work). Make bullet points to ensure that your entire subject is covered.

4 Write a draft. Double-space it in a Word document. It should be in a format that can be emailed and that the editors can electronically manipulate. Try to divide the story into subparagraphs. Is there any significant, related story that may not quite fit the original subject, but would make an interesting sidebar?

5 Do research. This may be more important than your choice of subject. Are there references, footnotes or endnotes? PowerShips enjoys the highest professional reputation for an organization the size of SSHSA and larger. Accordingly, every story must be accurate. This starts with item number one above. Picking a subject that you have personal knowledge about or experience with will go halfway toward making a story with no mistakes. This is important, because no matter how well-versed you are in a subject, there are probably a few among our readers who also
know the facts of the story but never got around to writing about it. If you have footnotes, include them with the submission. There may not be enough magazine space to print them, but a good research story will have more credibility if the facts and your conclusions are backed up. Use varied resources, including personal experiences. The internet is a ready resource, but it’s been estimated that 30 percent of information on the internet has errors, some major, so use the internet as a starting point for additional research. Some of the sources mentioned in an internet article can point to other sources of information. It’s a good idea to have two sources for major story information. The editors and staff cannot possibly be expected to be experts in all possible subjects, so the author has to be responsible for accuracy.

6 Use photos. Photos are an important part of any story. Readers will scan the photos before reading your story thoroughly. Poor photo support will hinder reader interest, even for an important story. So pull out any photos in your files that can lend interest to your story. You can send high resolution digital photos directly to the editor or send the photos themselves for scanning (they will be returned to you if you ask). Try to remember where you may have seen photos not in your collection and try to obtain a copy. And be prepared to develop captions for your photos. SSHSA has an amazing collection of images, and you can find supporting photos there for virtually any story (get in touch with SSHSA headquarters or our editor if you need help).

7 Add story support. When you submit your story, make a reference to possible ephemera, including items such as travel brochures, menus or magazine or newspaper clippings, that could lend interest to the story. Any hardware or artifacts relating to the subject? Anything unique to the subject?

8 Get a critical review. Have a friend or acquaintance with some familiarity with the subject, maybe another SSHSA member, give the story a look before you submit it to the editor. This person may not be the ultimate expert; it’s assumed that the author is the expert, but another set of eyes can help with general context, grammar and spelling, since the spell-check often misses nautical spellings and has difficulty with acronyms. Editors work best with a submission that’s nearly ready for prime time. They may ask for a review from those who have developed a story with a similar subject.

9 Get published. Be patient. It may take a while before you hear back from the editor about whether your article is accepted for publication (months on average). And it may take even longer before your article is actually published (a year or so on average). The editorial staff may wait until they have enough articles on a particular subject to make a complete issue, such as the Grace Line (Fall 2013) or Queen Mary (Spring 2016). There’s always a backlog of articles, and other items may determine which issue of the magazine your story will appear in, such as story length, importance of the subject, internal review or having stories on the same subject in the backlog. And don’t fret if your article isn’t accepted – there are other places to submit it.

10 Have fun!

“Try to find a subject that has never been featured in PowerShips”

About the Author

CAPTAIN TERRY TILTON, USN, RET., SSHSA board member, a ship enthusiast for 50 years, has deck and engineering experience on steam, diesel, nuclear and gas turbine ships. A graduate of the U.S. Naval Academy, he has been underway on 200 ships and commanded the USS Peoria during Operation Desert Storm. Terry served on the Ingalls-built USS Paul F Foster, 1979–81. He and his wife, Mary Pat, reside in San Diego, California.
STEAMing Into The Future
The Story of Our New Education Program

by Aimee Bachari

We are very excited to share the news that our education program, STEAMing Into The Future (www.shiphistory.org) is now live! Years ago, SSHSA member Brent Dibner spearheaded the idea of starting a new program that would engage students and keep this organization relevant to the next generation. He stressed that education was the path forward to ensure that future generations understand the importance of our maritime history and heritage.

We began working toward the goal of sharing our archival collections with educators and students in 2013 when we received a grant from the Rhode Island Council for the Humanities. With those funds, we brought in teachers and educational consultants to review selected artifacts and documents. They reported back which items and concepts were best aligned with 11th and 12th grade curricula. Teachers wanted access to our primary and secondary sources on a user-friendly platform and lesson plans that they could adapt to suit their classroom needs.

Once we knew what we needed to do, we needed to raise the money to make this program a success. We applied to and received grants from the National Park Service’s National Maritime Heritage Grant Program and the Heritage Harbor Foundation, which allowed us to build out the website and expand the program beyond Rhode Island.

STEAMing Into The Future shares some of the organization’s vast archival materials with a worldwide audience and gives students the chance to work with primary sources related to the country’s transition from sail to steam in the early 19th century. This period in American history transformed shipping, commerce and travel across America. It had a wide-ranging effect on many aspects of the country, including immigration, trade and leisure—the three themes of SSHSA’s archival collections. In addition to archival content, the site includes full lesson plans for teachers, blended learning and maker resources, videos, guided questions and technology integration tools.

We believe it is important to emphasize this critical period in American history while also promoting the subjects of science, technology, engineering, arts and math. Our lesson plans and archival materials are already in use in some New England schools.

In addition to the interactive online program, we are also providing professional development workshops to help teachers find innovative ways of incorporating primary sources into their classrooms. One such workshop was held at the Ship History Center in Warwick,

Science

In the science module, a lesson about navigation equipment features this ship’s compass from E.S. Ritchie & Sons, Boston, Massachusetts, Posner Collection, SSHSA Archives. This lesson provides rare secondary sources from our research library, photographs of actual navigation equipment and a video on early oceanic navigation.
About the Author

Aimee Bachari joined SSHSA as Education Coordinator in June 2017. She has brought SSHSA’s STEAMing Into The Future's concept to life by creating the education website www.shiphistory.org, which launched on National Maritime Day - May 22, 2018. Aimee holds a Bachelor’s degree in History from the University of Massachusetts-Dartmouth and a Master’s degree in History from the University of Houston, where she worked on numerous public history projects. She is currently finishing her PhD in History and recently graduated from a software development bootcamp.

Art

A lesson highlighting poster design in our art module features this poster for the Red Star Line from the Chase Poster Collection, SSHSA Archives. Stephen Barrett Chase donated the collection of posters, travel brochures and deck plans he had accumulated in his teens. SSHSA digitized all of the Chase Poster Collection in 2010. High-quality reproductions of all posters, including selections from the Chase Collection, are available by contacting the SSHSA office at 401-463-3570.

Engineering

A copy of Robert Fulton’s drawing of the North River Steamboat, also known as the Clermont, from the Samuel Ward Stanton Collection, SSHSA Archives. This image appears on a lesson about marine engineering to illustrate the early days of steam engines, paddle wheel propulsion, screw-propelled ships, and expansion engines. Students can also learn about nuclear power in marine engineering.

Chemistry

A group of chemistry teachers from around New England participate in the solution chemistry lab practical at the professional development workshop at the Ship History Center. This lab practical was written by chemistry teacher Christopher Koutros and was based on a Merchant Marine handbook for a boiler operator, SSHSA Archives.

Rhode Island, in conjunction with the New England Association of Chemistry Teachers. This program introduced participants to incorporating historical data and real-world applications into chemistry and science teaching. Topics included thermodynamics, solution chemistry and the engineering design process. Participants experienced hands-on activities that they can incorporate into their secondary and post-secondary classrooms.

We would like to thank educators, donors and our members for providing feedback and helping to test the education program prior to its launch. If you are interested in SSHSA’s education program, want to learn more about upcoming new content or want to help review it, please contact me at steam@sshsa.org.

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Ranks of Expedition Ships Grow

During the next few years it’s estimated that at least 18 new expedition vessels will be delivered. The latest vessels, although still small in size, will no longer be as spartan as their predecessors. The boom in the number of vessels is due in part to the fact that expedition vessels are easier to finance than $1 billion cruise liners. Cruise lines are also betting that many customers who have been introduced to cruising by larger liners are now familiar with the concept and will be receptive to trying a different type of cruising.

France’s Ponant has joined the trend and will build four 184-passenger expedition ships, with the first to launch in 2018 as Le Laperouse. Ponant has signed a letter of intent with Vard, the Norwegian subsidiary of Italy’s Fincantieri shipyard, for the quartet’s construction.

The 429-ft ships will be ice-class-rated for polar expeditions and outfitted with modern environmental preservation technology. The four will be the first PC2 Polar-class luxury cruise ships. These hybrid electric icebreakers will be powered by LNG. The ships will have 92 cabins and carry 110 crew members. The new vessels are slated for cruises in Oceania, South America, the Amazon’s Orinoco River, Costa Rica, Papua New Guinea and the Indian Ocean.

Competition Lindblad Expeditions Holdings will expand its expedition fleet and has signed an agreement with Ulstein in Ulsteinvik, Norway, for a new ship that’s scheduled for delivery in the first quarter of 2020, with an option for two additional ships to be delivered in subsequent years.

A core feature of the ships will be Ulstein’s signature inverted X-BOW, which provides fuel efficiency while improving performance in rough seas, as well as a very high ice-class rating for access deep into polar regions. Three-quarters of the cabins will feature balconies for private viewing; there will be multiple observation decks inside and outside, and observation wings. Off-ship exploring will be enhanced with an innovative Zodiac loading system.

In Croatia, the 228-passenger Scenic Eclipse was launched at Uljanik shipyard in late January after a government bailout that permitted the yard to continue work. The 16,500-ton ship is scheduled to be delivered later this year.

Fred Olsen announced that it plans to launch an 800-passenger voyager ship, with options for as many as four of this type. The company is in talks with yards to see which one could produce the right design of small ship. The firm ruled out sending the new fleet on expedition voyages to the North and South Poles.

Brodotrogir, a shipyard in Trogir, Croatia, is back from the dead and is building a sail-assisted expedition cruise ship. The Croatian government issued a state guarantee for construction of Yard Number 347 at an approximate cost of $46 million that includes a state guarantee of $39 million. The ship’s planned delivery is scheduled for November 30, 2019. The 268-ft ship will carry 40 passengers and was ordered by Kermas International Ltd. of Malta, which is an affiliate of the yard’s owner.

Expedition Ship Missing Out

As previously reported, Polar Star (a) Njord was abandoned at AstiCan shipyard, Las Palmas de Gran Canaria, Spain, after suffering hull damage from a January 31, 2011, grounding in Antarctica. Its name was recently abbreviated to Polar, a signal that usually means a ship has been sold either for demolition or further service.
More Cruise Ship Orders

MSC officially signed a $2.1-billion contract with Fincantieri for two additional cruise ships. Designated the Seaside EVO class, the new pair will be a further evolution of the Seaside concept developed by Fincantieri. The concept seeks to create an open ship that brings passengers close to the sea with more open deck space per passenger and a blending of indoor and outdoor areas.

The Seaside EVO class will be 169,380 gross tons versus a completed 153,516 gross tons for the MSC Seaside. The Seaside EVO will also be approximately 52 feet longer, measuring 1,112 feet in length versus 1,060 feet for the first two ships. Overall, the two new ships will feature the same design elements as the MSC Seaside, but passenger capacity will be increased to 5,646 passengers, including a further enlargement of the MSC Yacht Club suite enclave.

Delivery of the first ship is scheduled for 2021, taking the building slot that had originally been reserved for the third Seaside ship, an option MSC had as part of the first contract. The fourth ship is scheduled to enter service in 2023.

MSC Cruises is close to placing an order with the Fincantieri group with the objective of entering the ultra-luxury cruise market. The planned order consists of four ships with a combined capacity of just over 3,000 passengers. The new vessels will be much smaller than the mega-ships that currently form the Geneva group’s fleet. The vessels will be built in Italy, although Fincantieri’s Italian shipyards, including those at Genoa, Sestri and Ancona, have a work backlog until at least 2021. Each vessel will carry approximately 700 passengers, with a crew of just over 200. Their overall length will be approximately 650 feet and, at least initially, they’ll be deployed in the Mediterranean area.

AIDA Cruises has commissioned Meyer Werft to construct a third ship. All three of AIDA’s new-builds will be powered by LNG. AIDA’s first ship will be completed in autumn 2018, with the second and third following in 2021 and 2023. The ship will have a gross tonnage of over 180,000 grt. The engine room modules for all three ships will be supplied by a Rostock shipyard, Neptun Werft. These modules will contain the entire engine room for each ship, LNG tanks and all machinery systems and installations.

Carnival Corporation has signed a contract with Meyer Werft for a second next-generation cruise ship for its P&O Cruises brand that’s scheduled to be delivered in 2022. Similar to a P&O Cruises’ sister ship due for delivery in 2020, this LNG-powered vessel will be the largest cruise ship to be built specifically for the British market and will register 180,000 grt and accommodate 5,200 lower-berth passengers.

Not to be left behind, Wuchang Shipbuilding, part of China Shipbuilding Industry Corporation, has signed a memorandum of understanding to build a pair of 70,000-grt luxury cruise ships. The shipyard group inked the deal with Fujian GuoHang Ocean Shipping, a self-described provider of integrated maritime services.

Viking Ocean Cruises has contracted to build four more ocean cruise ships from Fincantieri. With these new ships, Viking’s ocean cruise fleet will reach 10 sister ships and further solidify the company’s position as the largest small-ship cruise line. The first of these four ships will be delivered in 2021, followed by two in 2022 and the fourth in 2023.

MSC Seaside, first of MSC’s next-generation Seaside-class vessels. (See “More Cruise Ship Orders”) – Dick Elbers photo, CC BY-SA 4.0.
Regarding previous Viking orders, the fifth ship, Viking Orion, is due to be introduced in the summer of 2018 and will be followed by the sixth, Viking Jupiter, in February 2019. Work on this ship began with a keel-laying ceremony on October 18, 2017, at Fincantieri’s Ancona yard.

New-Build Updates

Construction began on Norwegian Cruise Line’s Norwegian Encore in late January. Originally planned for operation in China, it will sail seasonally in the Caribbean. Norwegian Encore will be the 17th ship in the Norwegian Cruise Line fleet and the line’s fourth and final ship in the Breakaway Plus class. At approximately 167,800 gross tons and accommodating nearly 4,000 passengers, Norwegian Encore will sail weekly on seven-day Caribbean cruises from Port Miami following delivery in October 2019.

Crystal has confirmed that its Diamond-class new-builds are going to be smaller than the 100,000-grt-plus vessel originally announced and won’t have the 48 top-deck Crystal Residences. What was first called the Exclusive-class design, and envisioned to carry 1,000 passengers in all balcony-suite rooms, has changed since its July 2015 reveal. The new-builds will be in a size range of 60,000 gt to 65,000 gt with capacity for up to 800 passengers.

New Cruise Lines

The world’s first Cartoon Network-themed cruise will sail from Singapore during the fourth quarter of 2018 and will feature some of the world’s most famous cartoon characters – Ben 10, The Powderpuff Girls, We Bare Bears and Adventure Time.

A joint partnership between Oceanic Group, Asia Pacific’s leading cruise management company, and Turner, the global media giant behind Cartoon Network, the ship is Cartoon Network Wave a) Crown Princess b) A’rosa Blu c) AIDAblu d) Ocean Village Two. The completely Cartoon Network-themed liner will have 11 decks and carry up to 2,000 passengers. The ship will have Jake the Dog from Cartoon Network’s Adventure Time as the titular character branding the ship’s facade. Cartoon Network Wave will sail to 13 destinations across the Asia Pacific Region, including Singapore, Malaysia and China.

Cruise & Maritime Voyages will deploy the Magellan a) Holiday b) Grand Holiday to the Mexican Riviera for the winter 2019 cruise season, launching a new brand for the Mexican domestic market: Cruceros Maritimos Vacacionales. The ship will begin operations on a week-long cruise program February 3, 2019, sailing through the end of March 2019, and homeport in both Acapulco and Manzanillo. The itinerary will include calls at Manzanillo, Cabo San Lucas on the Baja California peninsula, Mazatlan and Puerto Vallarta.

The 348-ft by 52-ft Picasso will begin
Adriatic and Mediterranean cruises following delivery in May 2018. The vessel features four decks accommodating 159 passengers. It’s being built for DIV Cruises, Inc., by Brodosplit Shipyard. DIV Cruises also markets Dream One Shipping’s 60-passenger Monet a) Tuskar b) Stella Dalmatiae.

**Christening**

The MSC Seaside was named at Miami on December 21 by the international screen legend and godmother for all MSC Cruises’ ships, Sophia Loren. Mario Lopez hosted the evening, which had performances by Ricky Martin and Andrea Bocelli, and special guest Dan Marino, a retired NFL quarterback from the Miami Dolphins (MSC is the team’s official cruise company).

**Vessel Refits**

The Crystal Symphony returned to service following a major refit carried out in late September and early October. During the renovations, 12 Seabreeze Penthouses and 28 Seabreeze Penthouse Suites were added, the Lido Café was changed to Marketplace by day and a Brazilian Churrascaria at night, Nobu Matsuhisa’s Silk Road and Sushi Bar became Umi Uma Sushi Bar, and a new Asian Restaurant was added on Deck 11. The ship’s double-occupancy capacity was reduced from 922 to 848 as result.

Azamara Pursuit a) R Eight b) Minerva H c) Royal Princess d) Adonia will go into wet dock (similar to dry dock except that the ship will remain afloat) at Harland &Wolff, Belfast, Ireland, in spring 2018. Azamara Pursuit’s maiden voyage will depart on August 1 from Southampton on a cruise to Oslo and Bergen. Its second cruise will also depart from Southampton, but will focus on Iceland. The ship will be officially named on a short christening sailing from August 28 to 30, followed by a 13-night wine and romance cruise to Spain and Portugal departing from Southampton.

**ADDITIONAL NEWS**

AIDAnova Pre-Inaugural Cruises Announced

AIDA Cruises has announced that its latest new-build, AIDAnova, will carry out a number of pre-inaugural mini-cruises before embarking on her maiden voyage on December 2 this year.

**Phoenix Reisen Extends Deutschland Charter**

The 1998-built cruise ship Deutschland/World Odyssey will remain part of the Phoenix Reisen fleet until at least 2025. The vessel was sold to Delos Cruise in January and will continue to sail on charter to the Bonn-based operator each summer season.

**Vessel Sold**

The casino ship China Star a) Radisson Diamond b) Omar Star c) Asia Star has been sold to United Empire Investments and is now Saipan Star. Flying the Bahamian flag, it operates cruises from Hong Kong.

Funchal and Porto a) Istra b) Astra c) La Sirene d) Arion were spotted laid up side-by-side at Lisbon North in mid-June. Awaiting disposal, both appeared well-maintained.

**QE2 Update**

The next column may contain news that hotel Queen Elizabeth 2 has opened in Dubai. As of this news cycle, the latest word is that the future hotel staff was on board and in training, with the official opening scheduled for March 30.
Delayed Debuts

Victory Cruise Lines’ Victory II

a) Cape Cod Light b) Coastal Queen
c) Clipper Discoverer d) Sea Discoverer,
originally scheduled to debut on May 20, has been delayed until July 27. The
cruise ship, built in 2004 and being
remodeled for the line in Europe, is being
held to ensure that there won’t be any
last-minute delays for passengers due to
the renovations.

The 202-passenger Victory II, built in
2004, is being remodeled in Europe and is
scheduled to sail its first cruise on July 27 from
Montreal. – Victory Cruise Lines photo.

The 202-passenger Victory II is now
scheduled to sail its first cruise July 27
from Montreal, ending nine nights later,
on August 5, in Detroit. In mid-October,
the ship will reposition to Florida. After
a season in Cuba, Victory II will cruise
nine-night Grand Mayan Experience
voyages from Miami to Mexico, starting
January 4, 2019.

The recently launched hybrid
expedition cruise ship Roald Amundsen
will be delayed. The initial delivery date
was set for August this year, but this is
no longer realistic and the delivery is
postponed to spring 2019.

Write Peter T. Eisele at
74 Chatham Street, Chatham, NJ 07928
or highsead@aol.com

Philly Shipyard News

TOE has decided to place its Philly
Shipyard order on hold as a result of
its Phase 1 technical review of Piers 1 and
2 in Honolulu Harbor. The firm's plans
to enter the Hawaii-to-mainland service
are also on hold, and it won’t renew its
letter of intent with Philly Shipyard,
which expired January 31. Philly
Shipyard responded by shelving its plan
to build up to four Jones Act container
ships for TOTE. The management of
TOE indicated that it will remain
open to collaborating with the Hawaiian
Department to Transportation to update
plans and develop a timeline for access
to a Honolulu deep-water terminal; that
would allow plans to move forward on
establishment of the service. For its part,
Philly Shipyard advised that it would
resume this project if and when there’s
greater clarity on the situation and
related capital requirements. It also is
exploring alternatives in order to secure
contracts and financing for the proposed
ships.

Port of Philadelphia News

MSC Shuba B. – Port of Philadelphia photo.

The largest container vessel to ever
call at the port of Philadelphia
arrived February 13, 2018, docking at the
Packer Avenue Marine Terminal. The
134,000-ton MSC motor vessel MSC
Shuba B arrived from the West Coast of
South America with a cargo of mostly
perishable fruit from Chile and Peru,
consisting primarily of table grapes,
peaches, plums, pears and blueberries.

Port of Baltimore News

The passenger side of the Port of
Baltimore markets itself under the
banner of Cruise Maryland. In 2016,
Cruise Maryland Terminal, conveniently
located near Interstate 95, welcomed
224,635 passengers. This represented
an almost 8.5 percent increase over
2015's passenger count of 207,147.

Presently, Carnival Cruise Line and
Royal Caribbean homeport year-round
in Baltimore with the Carnival Pride and
Grandeur of the Seas. Royal Caribbean
has enhanced its Baltimore sailings with
the addition of summer departures to
Canada and New England.

Likewise, Carnival has added to its 2018
Baltimore schedule with additional two-
week cruises in January and November.
Believing that the number of Mid-
Atlantic cruise passengers will continue
to increase, Cruise Maryland officials
are seeking a third homeport cruise line.
Additionally, the terminal building has
been updated with a new interior color
palette for the carpeting, the addition of
a VIP Room, and special monitors for
passengers with hearing impairments.
The Cruise Maryland terminal has three
significant-sized parking lots because
85 to 90 percent of passengers choose to
drive to the pier. An additional 500-
car lot could easily be available if a
third cruise ship were to materialize. In
January, work was underway to further
streamline traffic flow into the cruise
terminal, and additional signage has
been installed.

On the cargo side, Baltimore welcomed
in October of 2017 Grimaldi Group’s
newest ship. The historic Pride of Baltimore
II joined with the traditional fire boat
spray to salute the Italian-flagged Grande
Baltimora. Christened in a dockside
ceremony, the Grande Baltimora is a car
and truck ro/ro vessel approximately
656 feet in length, with a beam of 106
feet, and capable of a service speed of 19 knots. She can carry 6,700 car-equivalent units or 4,000 linear meters of oversized farm and construction machinery and 2,500 CEUs.

It was appropriate, in a city where the Domino Sugar sign is a prominent harbor-side fixture, that in October 2017 the largest shipment of raw sugar was received. Approximately 98 million pounds of raw sugar came from Malawi, Mozambique, Swaziland and Zimbabwe. Domino is capable of refining more than 7 million pounds of sugar each day. The firm is the largest bulk importer at the port, and Baltimore is the largest domestic port for the importation of sugar.

Maiden Cruise of American Constitution

On April 18, the newest blue-water cruise ship from American Cruise Lines, the American Constitution, was scheduled to sail on its inaugural cruise of the Chesapeake Bay. Along with other ACL vessels, she was built at Chesapeake Shipbuilding in Salisbury, Maryland. The round-trip, 10-night cruise will call at Norfolk, Williamsburg, Yorktown, Washington, D.C., Mount Vernon, and the Maryland ports of Cambridge, St. Michaels, Annapolis and Chestertown.

Highlighting the U.S. Dredging Industry & New Vessels

Hopper dredge Magdalen underway in January 2018. – Maritime Logistics Professional photo.

The round-trip, 10-night cruise will call at Norfolk, Williamsburg, Yorktown, Washington, D.C., Mount Vernon, and the Maryland ports of Cambridge, St. Michaels, Annapolis and Chestertown.

Opponents of Charleston Cruise Ship Terminal Speak Out

Several groups in Charleston, South Carolina, are continuing to speak out against the new cruise terminal to be built on the city’s peninsula. After a November 2017 decision by the South Carolina Court of Appeals, which declared that these various groups “do not have a legal right to stop state regulators from issuing a permit that would let the project proceed,” the opponents are requesting that the state Supreme Court review the decision.

The opposition to a new cruise terminal – which is to be at least three times larger than the existing terminal – are mainly concerned with the fact that more cruise ships and passengers equate to more traffic and therefore an increase in pollution. Jason Crowley, communities and transportation director of the Coastal Conservation League, stated that a new terminal “not only puts our community’s health and the environment in peril, it [also] threatens the very fabric of Charleston’s National Historic Landmark district that visitors come to experience and enjoy.” Due to the fact that the new terminal would be so much larger than the existing one, traffic congestion is a concern since
an estimated 1,600 cars and dozens of trucks, buses and taxis would infiltrate the area regularly.

On the other side of the argument, the South Carolina Ports Authority has been wanting to construct a new terminal for some time, making the November Court of Appeals decision a significant milestone. In recent years, Charleston has experienced a significant increase in popularity as a cruise ship destination, seeing an 18.5-percent jump in volume since 2015. The Ports Authority believes that a new terminal will ultimately reduce problems with traffic flow. Additionally, it has decided to limit the number and size of cruise ships coming into port in order to quell concerns about the impact of a new terminal.

The Ports Authority is steadfast in its commitment to expand the cruise industry in Charleston with a new terminal, but with the opposition it’s unclear what will happen next. The South Carolina Supreme Court has not yet said if it will review the decision from November 2017.

The opposition to the new terminal includes the Preservation Society of Charleston, Historic Charleston Foundation, Historic Ansonborough Association, Coastal Conservation League, Charleston Neighborhood Association, Charleston chapter of the Surfrider Foundation and Charleston Communities for Cruise Control.

VDOT Shares Ferry Construction Photos on Social Media

In late January, the Virginia Department of Transportation shared four photos on Facebook and Twitter showing the progress in the construction of its new ferry. The ferry, which will operate the New Jamestown-Scotland route, is under construction in Pascagoula, Mississippi, and was originally slated to be delivered in the spring of this year, but is now on track for the summer instead.

The Commonwealth Transportation Board voted to name the new vessel Pocahitan in honor of Pocahontas’s father, who was also the chief of all the Algonquin people. The most recent ferry to be constructed prior to Pocahitan was named Pocahontas in 1995, indicative of the returning trend in naming ferries in honor of important historical figures. Pocahitan will have a 70-vehicle capacity and will replace ferry Virginia, which has been in service since 1936.

Gantry Cranes Delivered to the Port of Virginia

These are exciting times for the Virginia Port Authority (also known as the Port of Virginia). On February 2, heavy-load vessel Happy Buccaneer arrived at the Virginia International Gateway in Portsmouth carrying six new rail-mounted gantry cranes, marking a new era of expansion for the VPA.

Happy Buccaneer departed from Poland on January 12. This is the first of many crane deliveries that will take place over the next two years; in total 86 gantry cranes will be delivered to the VIG and the Norfolk International Terminals. A total of 26 will be installed at VIG, which is a privately-owned container terminal currently under lease by the VPA and located on the Elizabeth River; the other 60 will be sent to NIT, which is VPA’s largest terminal in the state.
Long Island News

The Zephyr, built by Austal USA in Mobile, Alabama, for Downtown Circle Line (which was bought by New York Water Taxi), was sold to Cross Sound Ferry/Long Island Ferry in New London, Connecticut.

The Greenport-Shelter Island Ferry Menantic rescued a private operator from 48-degree water shortly after Christmas. The ferry crew saw a man from Southold fall off his boat, and they immediately dropped off Sag Harbor passengers and then proceeded to the rescue. The boat was recovered by Sea Tow.

The Cross Sound Ferry Cape Henlopen, which served in World War II as the LST 510 and landed on Normandy Beach, has been repowered by Thames Shipyards in New London, Connecticut. The 328-ft Henlopen now uses 3516 Catapiller engines rated at 2,130 hp with Twin Disc mgx-5600 gears. In 1983, the Cape Henlopen was bought from the Cape May-Lewes Ferry Authority.

All South Shore Ferry operators were iced in their home ports after extreme cold temperatures occurred late December into mid-January.

A new ferry is planned for Fire Island Ferries and will be built by Blount Marine for delivery in May 2019. This will be the 10th build by Blount for the ferry operator.

Davis Park Marina, on Fire Island, has begun renovation after terrible destruction caused by a storm in October. The repairs are being done by Terry Marine from Riverhead, New York.

A newly revised plan for a new bridge crossing Long Island Sound, between the North Shore of Long Island and the Rye area, has been announced.

New York Harbor

Norwegian Breakaway came back to New York on December 29 during a bomb cyclone snowstorm, carrying some discontented passengers. Many were seasick after being out on the ocean during this time of madness.

Norwegian Breakaway was scheduled to depart for Southampton, England, April 15, for enhancements, after which she’ll sail for her new seasonal homeport of Copenhagen. She’ll be replaced by Norwegian Escape.

There will be many cruise ships coming in and out of New York Harbor this year, including Carnival Horizon, and two exploration cruise ships, Fram and SV Hebriden.
**Maine State**, the training vessel for Maine Maritime, was seen at Pier 36 shortly before her trip home after many months in the GMD Shipyard in Brooklyn.

**MARAD administration** announced a proposal to have the Empire State, SUNY Maritime College’s training vessel, replaced, along with other maritime college ships. The plan is to renovate an existing ship, possibly foreign-flagged.

**The 1930-built tug** W.O. Decker is being retrofitted at Caddell Dry Dock and Repair in Staten Island. The tug will be back in service and going on a four-month cruise up the Hudson in celebration of the 200th anniversary of the Erie Canal.

**The sailing vessel** Lettie G. Howard will head to the Erie Maritime Museum to join the brig Niagara for the summer of 2018.

**A $23.7-Million Grant** was awarded by the Port Authority of New York and New Jersey to Cross Harbor Partners to conduct the second phase of an environmental review for the Cross Harbor Freight Program. The Cross Harbor Rail Barge took delivery of a new 370-ft by 15-ft by 14-ft new rail barge from Metal Trades Shipyard in South Carolina that can handle up to 18 rail cars from Greenville, New Jersey, to Brooklyn, New York. The Port Authority also announced the construction of a new Otter Bridge Crossing between Staten Island and Perth Amboy.

**The Union Dry Dock** property in Northern Hoboken, New Jersey, will be turned into a waterfront park instead of becoming the repair facility for NY Waterway because of public opposition. The property was bought by the town of Hoboken and was going to be leased by NY Waterway for its new repair facility. NY Waterway has secured property in Bayonne for its new facility.

**The old Goethals Bridge**, which crosses from New Jersey to the west side of Staten Island over the Kill Van Kull, is being removed by crane and barge. On January 16, the 350-ft main span was lowered 135 feet onto a barge and taken by tug to Port Newark for scrapping by Don Jon Marine Co.

**NYC Ferry News**

The New York City Ferry carried 2.89 million riders in 2017, 34 percent more than anticipated. This new service has brought a great deal of employment to the marine sector of New York Harbor, which is operated by Hornblower. New boats with higher vessel capacities should be arriving here from Louisiana in the spring.

**A new ferry landing** is being readied for operation at Colears Hook, just below the Williamsburg Bridge in Manhattan.

**Former ferries** Seastreak Liberty and Seastreak Manhattan were owned by TNT Hydrolines in New Jersey many years ago. They then worked as ferries for offshore casino boats in west Florida, were laid up, and then were purchased by Boston Harbor Cruises. The ferries have come full circle and are now under the ownership of Hornblower for use in the NYC Ferry operation, intended for the Rockaway Ferry Route.

**A ferry owned** by NYC Ferry ran aground December 28 off Coney Island during a blue moon low tide. A total of 27 people were evacuated by a smaller vessel and then placed on the bigger Three Forty Three, an NYFD fireboat.

**The MTA** and NYC Ferry have agreed
to supplemental ferry service when the L subway discontinues service. Eight crossings during rush hour are scheduled. The service will operate from 6 a.m. to 12 midnight and perhaps until 2 a.m. on Fridays and Saturdays. The temporary ferry service will run from North Williamsburg ferry landing to the newly created ferry landing at Stuyvesant Cove at 21st Street in Manhattan.

The Staten Island Ferry has been plagued with a modified schedule and running a three-boat rush hour service at times because of problems with its vessels and the weather. The Samuel I. Newhouse was late coming out of the shipyard in Virginia because of hull steel issues, the John F. Kennedy, now 53 years old, had to have components remanufactured by the staff of the Staten Island Ferry operation, and the Guy V. Molinari had an electrical problem.

Upstate News

USCG tug cutters from Bayonne, New Jersey, were called in to break ice caused by frigid temperatures on the Hudson River. They included the 140-ft icebreaker-class USCGC 107 Penobscot Bay and USCGC WTGB 109 Sturgeon Bay; the 225-ft Juniper-class USCGC Katherine Walker and USCGC WLB 202 Willow from Charleston, South Carolina; and the USCGC Wire 65612 and USCGC Hawser WYTL 65610. The Penobscot Bay was reassigned to the Kennebec Rover in Maine toward the end of January, but will return to Bayonne.

Fifty-foot sections of the old Tappan Zee Bridge are being loaded on barges and towed by the tugs Comet and Stephanie Dawn of Treasure Coast Towing. The sections are taken to Albany or Perth Amboy, New Jersey, for scrapping and dismantling. Some of the roadbeds are being saved for towns that bought them for $1.

Two solar vessels have been built in Upstate New York, designed by Gerr Marine. The vessels have vertical-grained cedar for the hull and are wrapped with fiberglass. Solar Sal Vessels produced a 25-ft vessel, Sol, in 2011 that’s operating on an Adirondack lake, and Solar Sal, a 40-ft vessel that carries freight on the Hudson.

A new 44-ft passenger vessel is under construction in Kingston, New York, under USCG Subchapter T regulations, and is licensed for 40 persons.

The 95-ft Henrietta III was seen going up the river for its new home in Troy, New York, from Cape Fear, North Carolina, as a tour/dinner boat.

The ferry between Haverstraw and Beacon, New York, stopped because of ice conditions this past winter.®

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New Tonnage Orders

As Europe’s economy continues to recover from the Great Recession, there has been a steady stream of new tonnage orders in the past year. Danish operator DFDS Seaways has ordered new ro/pax tonnage from a Chinese shipyard for operations in the Baltic Sea. While boasting often comfortable accommodations for passengers, ro/pax ferries are characterized by high capacity for freight. DFDS’ ships will carry 600 passengers and have a capacity of 4,500 lane meters for freight.

Fellow operator Finnlines has also ordered three 7,300-lane-meter ro/ro-only ferries. Finnlines is owned by the Italian Grimaldi Group. German operator TT Line is also rumored to be in the process of ordering new vessels, also from a Chinese yard.

Danish operator Molslinjen, the new operator of the government concession to serve the Danish island of Bornholm, has a new vessel under construction at the Finnish Rauma Yards, previously STX Finland.

New Route Links Ireland & Spain

Brittany Ferries, the largest French ferry company, has announced plans to open a new route linking Cork in Ireland with Santander in northern Spain, beginning in April 2018. The vessel will be the well-traveled Asterion a) Borja b) Baltic Amber c) Norman Asturias, one of a dozen very similar ro/pax ships built by the Italian Visentini yard in the early 2000s. She’ll be renamed Connemara, after the Irish County. Brittany Ferries also operates her near sister, Etretat a) Norman Voyager. Both vessels operate under the Brittany Ferries Economie brand, offering a lesser standard of accommodation and service than the main fleet.

The Visentini series has been plagued by some serious tragedies over the years, including the fires that destroyed both Norman Atlantic a) Akeman Street b) Scintu in 2014 and Sorrento a) Eurostar Valencia in 2015.

DFDS Ro/Ro Ferry Collision

The DFDS Seaways ro/ro Primula Seaways was involved in a collision with an MSC-operated containership, the MSC Madrid, in the North Sea on March 3. Although no one was injured, damage to the Primula Seaways was significant, and she’s expected to be out of service for an extended period of time.

Grimaldi Lengthens Two Massive Ferries

Italian operator Grimaldi Lines has signed an agreement with Fincantieri to lengthen two of its largest vessels, the 2007- and 2008-built Cruise Roma and Cruise Barcelona, in time for the summer 2019 season. A 29-meter center section will be inserted in each ship, adding approximately 600 lane meters for freight, additional passenger cabins and a new restaurant. Passenger capacity
will increase to over 3,500, making these among the largest ferries in the world. The vessels operate on the route between Civitavecchia (near Rome) and Barcelona, with an intermediate stop in Porto Torres on the island of Sardinia.

**Polish Charter**

**Polish operator Polferries, in the midst of an almost complete replacement of its vessel fleet, has chartered the 2011-built ferry Nova Star from her owners, the Singapore Technologies Shipyard. Nova Star was originally ordered by French operator Brittany Ferries, which refused delivery because of shipyard delays and problems with vessel weight and draft. She spent several years idle in Singapore before finding a series of short-term charters, including a summer with Bay Ferries in the Bay of Fundy and two years operating between Spain and Morocco for Inter Ferries.

**Greek Ferry Drama**

*When observing the Greek ferry scene, it’s useful to remember that both drama and chaos are Greek words. This quarter’s lowlight was a hunger strike undertaken by Giorgios Stefanou, the owner of Golden Star Ferries, in order to pressure the shipping ministry to issue his firm a license to operate between Rafina (near Athens) and the island of Crete. The license was eventually issued, and Mr. Stefanou appears none the worse for his ordeal.*

**End of the Road**

**Two veteran ferries reached the end of the road this quarter. In Greece, the classic 1975-built Theofilos a) Nils Holgersson b) Abel Tasman was auctioned off for scrapping by the Athens Port Authority after spending several years in limbo at the Port of Drapetsona, following the bankruptcy of her owners, NEL Lines, in 2012. Her varied career included stints for TT Line in the Baltic Sea, TT Line of Australia in the Tasman Sea, as well as NEL in Greece. Her sister, Winner 8 a) Peter Pan b) Robin Hood c) Fedra d) Guido e) Ouzoud was scrapped in 2010. In Britain, the veteran Sealink steam ferry Tuxedo Royale a) Dover b) Earl Siward c) Sol Express met her end in a scrapyard after a career beginning in 1965. She spent her first 15 years serving various routes on the English Channel before passing to Cypriot operator Sol Lines for a brief career in the Adriatic. Decades of idleness ensued, including many years as a restaurant and night club permanently moored in Newcastle upon Tyne. She finally sank alongside the dock at a scrapyard before being badly damaged by fire. The end came in January 2018 when she was dismantled on site. ☰*

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**Classic 1975-built Theofilos, seen here as Nils Holgersson, has been auctioned for scrapping (See “End of the Road”) – Michael Lucan photo.**

**MV Nova Star in Portland, Maine. (See “Polish Charter”) – Truthdowses photo.**
New Ferry for Maine

To date, this has been a somewhat mixed year for Maine’s important ferry services, both new and old.

Proposed design for the Maine State Ferry Service’s new islands ferry. – Maine DOT illustration.

In February, the only Maine shipbuilder to bid on an $8.8 million contract to build a 250-passenger, 23-car ferry for the Maine State Ferry Service won the order. Washburn & Doughty will build the 154-foot ferry, which will service Maine’s island communities of Vinalhaven, North Haven, Islesboro, Swans Island and Frenchboro, but not Matinicus.

Although five shipbuilders bid on the tender, the Maine Department of Transportation approved the East Boothbay yard with a notice of intent to award the contract.

Founded in 1977, Washburn & Doughty specializes in tugboats, commercial passenger vessels, fishing boats, research vessels and ferries of steel and aluminum construction. Twenty-five years ago, the firm built the three sister ships still in service for the MSFS.

Designed by the Braintree, Massachusetts, firm of Gilbert Associates, the new ferry’s capital costs will come from a Maine bond and local highway funds, as well as federal financing. Ferry operating expenses are split evenly between the Maine Highway Fund Budget and user and other fees.

Upgrades Ordered for Bay Ferries

Although Bay Ferries of Yarmouth, Nova Scotia, reports bookings are up for its high-speed Cat ferry service to Portland, Maine, the U.S. Customs and Border Protection is threatening to sink it if upgrades aren’t made. The seasonal service, slated to commence May 31 and end October 15, requires an estimated $6 million to $7 million in customs upgrades, although essential improvements would be considerably less.

Last November, a CBP spokesperson said that without upgrades to the Portland terminal facility, “we are unable to continue to provide service beyond the 2017 ferry season,” which would force the ferry to cancel its 2018 season. CBP says the required improvements are critical to passenger and officer safety, as well as national security.

Negotiations are said to be proceeding well, but the City of Portland says it can’t afford to pay the full cost. The CBP has said that if the city provides a funded and complete plan to provide a compliant CBP facility by the start of the 2021 season, CBP will maintain its customs service until then.

But complicating matters is a recent action by the Port of Portland to increase pilotage fees by about $1,000 per diem. This has prompted Bay Ferries to consider legal action, as well as ponder a move to Bar Harbor, Maine.

Museum Exhibits

Significant changes have come to the Maine Maritime Museum.

Building America’s Navy, a new permanent exhibit opened in mid-May, extols the ships, processes and people of Maine’s Bath Iron Works. Founded in 1884, the General Dynamics yard will be showcased through interactive elements, including a touch-sensitive wall detailing ship design. The museum promises an exclusive look at the firm’s cutting-edge technology and innovative design, as well as new theatre space devoted to behind-the-scenes video of the shipbuilding process.

Two months earlier, the museum’s latest temporary exhibition, You Sank My Battleship: Maritime Games and Pop Culture, opened. Running until October 7, this display features the board games, puzzles and toys that romanticized life on the high seas and inspired American children, likely including SS United States designer William Francis Gibbs, to become sailors, admirals and shipbuilders.

Bay Ferries troubled Cat ferry service in Casco Bay, Maine. – Jeffrey Ferland photo
This interactive exhibit includes vintage-game replicas for visitor use.

**Another Halifax** museum exhibit of note is Collision in the Narrows: The 1917 Halifax Harbour Explosion, which has been extended to November of this year at the Maritime Museum of the Atlantic.

**This special presentation**, which is part of the larger and permanent Halifax Wrecked exhibit, examines the December 6, 1917, explosion’s effect on global maritime and Canadian culture, as well as on the local and deeply-rooted indigenous people. To this day, it remains the largest artificial, non-atomic explosion in history.

**Historic Ship News**

A vessel that greeted Mr. Gibbs’ crowning achievement on every westbound voyage, *Nantucket Lightship/LV-112*, has reached the halfway mark of her restoration. The United States Lightship Museum needs your help to raise approximately $600,000 to finish the job. While work continues, this National Historic Landmark in Boston is open to the general public on Saturdays (other days by appointment) from April until October.

**Another museum ship** receiving extensive repair is *HMCS Sackville*, which ranks as Canada’s oldest warship and last surviving Flower-class corvette. The grant for $3.5 million Canadian came from the Canadian federal government through the Canadian Naval Memorial Trust. The refit is expected to be completed later this summer at the Fleet Maintenance Facility Cape Scott within Her Majesty’s Canadian Dockyard Halifax, Nova Scotia. Tours and visits have been temporarily canceled until the work is completed.

**The former** Royal Canadian Navy vessel, declared a National Historic Site in 1988, was commissioned in 1941 and escorted allied ships during the World War II Battle of the Atlantic. She was paid off (decommissioned) in 1946, but she re-entered service as a federal fisheries research vessel in the 1950s. In the 1980s, *HMCS Sackville* was restored to her 1944 colours and appearance. Since then, she has received thousands of visitors each year, including Her Majesty Queen Elizabeth II (Queen of Canada) and Prince Philip, Duke of Edinburgh, in 2010.

**To ensure** the historic ship’s long-term viability, the CNMT and the Department of National Defence will develop a comprehensive preservation plan.

**This September** marks the 40th anniversary of the *Katahdin’s* addition to the National Register of Historic Places. The oldest Bath Iron Works-built ship still afloat, *Katahdin* is a 1914-commissioned Maine tourist ferry that is one of America’s oldest passenger vessels. This year is also the 25th anniversary of a major fundraising effort to restore her, part of which included the replating of her hull by Bath Iron Works.

**Operated by** the non-profit Mooshead Maritime Museum, the bluff-bowed vessel remains one of the very few surviving early Maine lake boats, and she continues to make pleasure cruises on Moosehead Lake, Maine, her original home. Her sailing season ends on Columbus Day (October 8).

**Special thanks** to Loring Lawrence for helping with this column.

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The Coast Guard cutter Maple follows the Canadian Coast Guard ship Sir Wilfrid Laurier through the Northwest Passage. (See “A Northwest Passage”) – U.S. Coast Guard/Nate Littlejohn photo.

**ALASKA**

**AMHS Celebrating 55 Years**

The Alaska Marine Highway System, which is celebrating its 55th anniversary this year, had little to celebrate over the winter months when a series of mechanical issues forced schedule changes. The fleet’s 44-year-old flagship Columbia, fresh from an extended stay at the Portland Shipyard for propulsion system repairs though most of last year, suffered bow thruster failure at Bellingham, Washington, in late January. At the same time, 55-year-old fleetmate Malaspina, due for a regular survey, was held up at the Ketchikan Shipyard because of dry docking delays. Adding insult to injury, relief ferry LeConte, now 45 years old, encountered steering system failures at Auke Bay. Combined with several sailings canceled because of severe weather conditions, the system’s important Lynn Canal route between Haines and Skagway went ferryless for over 10 days.

Many of the problems being encountered by the AMHS can be traced back to continual budget cuts, which have amounted to almost $30 million since 2013. On a more positive note, the ferry line is planning to take delivery of its new ferry Tazlina from the Ketchikan Shipyard in October, with the boat to be operational by next spring, but sister ferry Hubbard will be delayed. Making room for the new ships is the 1963-built ferry Taku which was officially sold to Dubai-based Jamal al Lawz Trading in mid-February after an earlier sale to a Portland, Oregon-based company fell through. The 55-year-old ship, which has not operated for over two years, is expected to go for scrap.

**Fishing Vessel Scuttled**

An Alaskan vessel that won’t be scrapped is the 166-foot fishing boat Akutan, which was scuttled off Dutch Harbor during late January after being abandoned by its owners. Prior to the sinking, Florida-based Resolve Marine Group, under contract with the Alaska Department of Natural Resources, and with the assistance of the U.S. Coast Guard, removed several thousand gallons of potential pollution from inside the vessel, along with eight heavy-duty batteries and two 100-pound chlorine cylinders. The DNR said that it took the action under state statute because the disabled boat, which had sat near Dutch Harbor since August, “posed an emergency to life, property and the environment.”

**A Northwest Passage**

The U.S. Coast Guard isn’t sure how much traffic the Northwest Passage will see this summer, but it took advantage of the Arctic route last year to send its Alaska-based seagoing buoy tender Maple to the Coast Guard yard in Baltimore, Maryland, for refurbishment before re-stationing the 225-foot ship at Atlantic Beach, North Carolina. Maple’s place at Sitka has been taken over by the 225-foot Coast Guard Cutter Kukui, previously homeported in the warm waters of Honolulu, Hawaii.

During its Arctic passage, the tender was accompanied part of the way by the Canadian Coast Guard Ship Sir Wilfrid Laurier. The voyage marked the 60th anniversary of the transit of three U.S. Coast Guard cutters, Storis, Spar and Bramble, along with the Canadian ice breaker HMCS Labrador, through the passage in 1957.

**BRITISH COLUMBIA**

**More Ferries for BC**

BC Ferries has been taking delivery of a number of new and second-hand ferries recently, and president Mark Collins says the company expects to add about one new ship per year over the next 12 years to both replace older tonnage and meet growing demand. Several of these vessels could be battery powered if the required charging infrastructure can be put in place. With two more ships being built in Holland, and two more to
be re-powered in Poland (see PowerShips No. 304), BC Ferries is continuing to dispose of a number of its older vessels, with the 54-year-old Queen of Nanaimo sold last year and the 53-year-old Queen of Burnaby following this past January.

**Victoria-to-Vancouver Service**

A route not serviced by BC Ferries is the direct run between downtown Vancouver and downtown Victoria on Vancouver Island. Last year an Australian-owned company, V2V Vacations, inaugurated high-speed sailings over the route with the 254-passenger V2V Empress, formerly operated on Canada’s East Coast as Famille Dufour II. Unfortunately, the 1995-built catamaran suffered engine problems last summer and had to have its engines replaced, work that was completed in December. This allowed the 23-year-old vessel to return to daily service in mid-February.

It was thought that the start-up company would have to face competition from Seattle-based Victoria Clipper this year, which had proposed placing its new 579-passenger Clipper VI on the run, but in a last-minute move Clipper announced in January that it would instead put the high-speed ferry on its regular route between Seattle and Victoria. Formerly operated in Europe as Halunder Jet, and provided by Clipper parent company FRS of Germany, the 36-knot catamaran features a full galley, duty-free gift shop and three classes of seating.

**WASHINGTON**

**WSF Sells Older Ferries**

Like BC Ferries, Washington State Ferries has been selling off several of its older vessels as new ferries enter service (see PowerShips No. 304). This has seen the 63-year-old Evergreen State going to Jones Broadcasting for $300,000, while the 34-car capacity Hiya has been purchased by Providence, Rhode Island-based Menagerie Inc. The former, built in 1954 by Lockheed Shipbuilding of Seattle, is expected to be re-employed in the Caribbean, while the 50-year-old Hiya will become a floating entertainment venue on Seattle’s Lake Union. An even older WSF boat, the 1930-built Skansonia, retired in 1971, is already being used on the lake in this manner.

Two other WSF vessels, the 1958-built Klahowya and 1959-built Tillikum, are expected to be sold or possibly retained for relief work. WSF handled over 24.5 million passengers last year, its highest total since 2002, and its fleet of 22 vessels traveled a combined distance of over 900,000 miles. This amounted to a ferry leaving a terminal every 3 minutes and 15 seconds, with an average of 440 departures daily.

**New Puget Sound Services?**

The Port of Kingston, Washington, has agreed to sell its small ferry Kingston Express to Pacific Cruises Northwest, a Bellingham-based company that offers tourist excursions in Bellingham Bay and among the San Juan Islands.
Largest Alaskan Cruise Ship

In the cruise sector, Seattle plans to welcome the largest passenger ship to ever depart Puget Sound for Alaska this year when Norwegian Cruise Line’s 167,800-grt Norwegian Bliss begins its summer season from the Bell Street Cruise terminal. Built by Meyer Werft in Papenburg, Germany, the ship is expected to help Seattle reach its cruise traffic forecast for this year, which calls for 1,092,345 passengers on 214 sailings, up from 1,071,594 passengers handled last year.

Successful Salvage

Foss Maritime’s 7,268-hp tug Denise Foss was dispatched in early February to tow the disabled Mitsui O.S.K. Line container ship MOL Prestige to Seattle after the 72,968-dwt vessel suffered an engine room fire on January 31, two days after leaving Vancouver, Canada, for Tokyo. Foss tugs Andrew Foss and Widel Foss assisted in getting the crippled ship safely berthed. Three crew members who were injured in the fire were airlifted by helicopter to a BC hospital for treatment. Less than a month later, Denise Foss was again dispatched to bring the Fednav bulk carrier Federal Iris into port, which had also experience an engine failure, although not as severe as the Japanese ship and with no injuries reported.

OREGON

Oregon’s Port of Portland, which lost all of its container traffic in 2016 and 2017 because of labor problems, regained a small portion of the trade earlier this year when Swire Shipping’s China Navigation began calling on its regular rotation around the Pacific from the Orient to North America and on to Australia and New Zealand. The historic Asian company was enticed to sail up the Columbia River after the Oregon governor’s office said it would provide $250,000 from the state’s strategic reserve fund to help pay pilotage fees. Although the multi-purpose Swire ships handle containers, their main cargo out of Portland will be heavy trucks bound for Australia.

Maiden Voyage Mishap

Having less luck than China Navigation’s ships on the Columbia was Kuang Ming Shipping’s brand new 35,824-grt bulk carrier KM London, which suffered a grounding incident on the river just before Christmas while outbound for Japan with a full load of grain. The ship, on its maiden voyage, was refloated and returned to Longview, Washington, for inspection before being allowed to resume its journey across the Pacific. Kuang Ming is a subsidiary of Taiwan’s better-known Yang Ming Marine.

CALIFORNIA

Missing Sternwheelers

The environs of San Francisco Bay hold a number of interesting old hulls and hulks. One such has been the deteriorating sternwheeler Grand Romance, viewable along the Garden Highway north of Sacramento, California. Although not considered historically significant, the old boat’s history is an interesting one.

It was built in 1942 by Berkeley Steel Construction Company as the snag boat Putah for the U.S. Army Corps of Engineers to remove old pilings and other debris from the bay. When this employment came to an end, it was acquired to serve as the ancient Chinese riverboat Chiku Shan for the 1955 movie Blood Alley, starring John Wayne and Lauren Bacall. After the film’s production it was sold to several other owners, adopting the names Mansion Belle, Showboat and Spirit of Sacramento before being nearly destroyed by fire in 1996. The damaged hull was then purchased by William Barker and rebuilt for restaurant use as Grand.
Romance, but permitting problems, along with vandalism, saw the project abandoned and the old boat moved ashore near Sacramento’s Rio Razama Marina, where it was last seen two years ago.

The war-built vessel is sometimes confused with a smaller and younger 85-foot Spirit of Sacramento, the former Becky Thatcher, that capsized near Bethel Island in 2016 and had to be raised at a cost of $1.6 million under a Corps of Engineers contract. Pulled ashore at Sausalito, California, it and Grand Romance are now thought to have been dismantled.

Celebrations at Los Angeles

Los Angeles-headquartered Viking Line celebrated the first call at Los Angeles by one of its cruise ships in January, when the 930-passenger Viking Sun pulled into port as part of a 141-day world cruise out of Miami, making it Viking’s first ever West Coast port of call in the line’s 20-year history.

At the same time, the Port of Los Angeles announced that it moved more containers last year than at any time in its 110-year history, with a total of 9.3 million TEUs handled, a 5.5 percent increase over 2016 and the most boxes moved annually by any Western Hemisphere port.

Records at Long Beach

At the neighboring Port of Long Beach, which moved 7.5 million TEUs last year, an 11 percent increase over 2016, Carnival Cruise Line celebrated the re-opening of its cruise terminal, which has been expanded to 146,000 square feet. The terminal used 100 percent of the dome originally built to house Howard Hughes’ famous Spruce Goose exhibit.

The facility is now being used by the 3,006-passenger Carnival Splendor, 2,056-passenger Carnival Imagination and 2,634-passenger Carnival Inspiration, which carry approximately 600,000 passengers annually on cruises ranging from three to 14 days. Next year, the line plans to base its newest ship, the 3,934-passenger Carnival Panorama, at Long Beach and is preparing to develop a new destination facility at Mexico’s Port of Ensenada, which will feature dining, retail and entertainment facilities for Carnival passengers.

Expansion & Demolition at San Diego

After suffering a distinct drop in its cruise ship business over the past decade, largely because of narcotics problems in neighboring Mexico, the Port of San Diego is starting to see a rebound in its overall cruise business, with 96 ship calls projected for the 2018-19 cruise season. That’s an increase from only 83 vessels handled last season. Both Disney Cruise Line and Holland America Line have been increasing their sailings out of the port, with approximately 242,000 passengers expected this year.
**ARRIVING PASSENGERS**, however, may miss a local landmark – San Diego-based R. E. Staite Engineering has been busy demolishing the former Anthony’s Fish Grotto restaurant located near the cruise terminal. A new complex will be built at the site that will house four separate restaurants as well a dock-and-dine facility.

**HAWAII**

**TOTE Out of Proposed Hawaii Service**

In a surprise move, Seattle-based TOTE Maritime announced over the winter that it was placing its plans for a new container service to Hawaii on hold and would not go through with a planned order for two new container ships at the Philly yard in Pennsylvania. The decision followed the company’s technical review of redevelopment of Piers 1 and 2 in Honolulu Harbor, which had been allotted to it by the Hawaii Department of Transportation (see PowerShips No. 305). TOTE said the scope and timing of needed upgrades at the piers influenced its decision, but said it’s still open to working with the department to modify those plans and prepare a timeline that would allow it to commence its service.

**New Dry Docks for Hawaii**

Two new floating dry docks have been positioned in Hawaii’s Honolulu harbor for ship repair work. The first, Peleke Nai, was built in Indonesia for Honolulu’s Marisco Limited and measures 543 ft by 151 ft with a lifting capacity of 9,500 tonnes. The second, Ho‘oila I Nii Moka, was completed in China for Pacific Shipyards and measures 450 ft by 141 ft with a lifting capacity of 7,500 tonnes. Pacific Shipyards also operates the 200-ft by 80-ft dry dock Kekaulana, which can lift 2,000 tonnes.

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**Cold Weather Hinders Late Season Passages**

Several vessels got into trouble in the lower St. Lawrence because of unusually cold weather in December, causing an extended season on the St. Lawrence River.

The 623-ft sea bulk carrier Pacific Huron a) Seven Islands ran aground on the St. Lawrence River west of Wellesley Island near Clayton, New York, on December 27. McKeil Marine’s tug Evans McKeil a) Alhajuela b) Barbara Ann and Groupe Océan’s Océan A. Simard a) Alexis-Simard successfully freed the vessel on December 30. The vessel was directed to Mason Point anchorage, where a diver examined the vessel before it was allowed to resume its trip overseas. Thankfully, there were no reports of injuries or damage to the vessel.

While outbound with a cargo of grain, FedNav’s Federal Biscay became lodged in the Snell Lock on January 1 because ice had built up between the vessel and lock walls. Robinson Bay, Leonard M a) Point Halifax and Océan A. Simard a) Alexis-Simard were successful in pulling the vessel from the lock on January 7 after high-pressure steam was used to melt the ice. Once free, Federal Biscay followed the saltwater vessels Mittiq a) Emmagdacht, Beatrix a) Fievelborg, Billesborg a) Billesborg b) Clipper Angela and Pacific Huron a) Seven Islands through the final locks, and by January 11 this final group of saltwater visitors had cleared the St. Lawrence Seaway.

McKeil Marine’s tug Wilf Seymour a) M. Moran b) Port Arthur c) M. Moran d) Salvager, and its barge Alouette Spirit a) KTC 135 b) Lambert’s Spirit, ran aground on Lac Saint-Pierre east of Sorel, Quebec, on December 25. The cause of the grounding was determined to be an electrical problem on the tug, causing the pair to veer from the channel. The pair was on a voyage from Sept-Îles, Quebec, to Oswego, New York, with aluminium ingots. Because of the severity of the winter, which caused thick ice along the St. Lawrence River, it was determined that the barge would remain in its grounded position until the ice subsided in the spring.

During its delivery voyage from the Great Lakes to Mayport, Florida, the new Freedom-class littoral combat ship USS Little Rock (LCS-9) made it as far as Montreal before ice conditions stopped its progress. It was determined that the vessel would spend the winter in Montreal before continuing its southerly trip after the ice subsided in March or April. USS Little Rock is the fifth Freedom-class LCS vessel built at Fincantieri Marinette Marine in Sturgeon Bay, Wisconsin.

**2017 Closings**

The Soo locks closed on January 15 with the upbound passage of Great Lakes Fleet’s Edwin H. Gott. Shipments of iron ore throughout the Great Lakes totaled 60.3 million tons in 2017, an increase of nearly 11 percent over 2016. Ore shipped from the Lake Superior region accounted for 55.7 million tons, and ore delivered through the seaway accounted for 4.6 million tons. Limestone shipments were 28 million tons in 2017, an increase of 6.4 percent compared to 2016. The trend of moving away from coal-fired power plants continued to have an adverse effect on coal shipments; 13.3 million tons of coal were loaded aboard vessels in U.S. ports in 2017.

The St. Lawrence Seaway concluded its 59th season on January 11, 2018, after the original December 31 closing date was extended because of vessel delays caused by weather and a late-season grounding. The final vessel to clear the seaway downgrade was Federal Biscay.
The final upbound commercial vessel was Florence Spirit, Arklow Willow on December 29, bound for Hamilton, Ontario.

There were two saltwater vessels renamed in Great Lakes ports in 2017. The BBC Alabama was renamed Pia while docked at Burns Harbor, Indiana, on June 16, and the SCL Anita was renamed Talia H while at Windsor, Ontario, on August 12.

The St. Lawrence Seaway handled an estimated 38.1 million tons in 2017, which represents a 9 percent increase over 2016. A total of 216 saltwater vessels visited the Great Lakes in 2017, representing 20 different countries.

The Welland Canal closed on December 31 when Canada Steamship’s Baie St. Paul passed upbound. The previous day, Kaministiqua was renamed Talia H while at Windsor, Ontario, on August 12.

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### Kathryn Spirit

Dismantling Update

I have an update to a story that I reported on in the spring 2012 Great Lakes column. At that time, I reported that Kathryn Spirit, Holmsund, Menominee was towed to a scrapyard located at Beauharnois, Quebec, for dismantling, but the story didn’t end there.

Shortly after the vessel’s arrival, the mayor of Beauharnois, along with a member of the Canadian Parliament, expressed concerns about the environment if the vessel was scrapped on the shores of Lake Saint-Louis.

Facing opposition from the municipality, environmental groups and even the Quebec Ministry of the Environment, Groupe St-Pierre withdrew from scrapping the vessel. The vessel was then sold to a Mexican company, but Craig Trans, the tug involved in the proposed tow, was detained in Halifax over safety and health concerns, and ultimately this venture was cancelled.

Over the last few years the condition of the ship had deteriorated to a serious extent and it had taken an alarming list to port, causing concern about potential pollution of the St. Lawrence River. While still docked at Beauharnois, an embankment was built around the Kathryn Spirit to isolate it from the surrounding marine environment.

Last fall Excavation René St-Pierre Inc. and Englobe Corp. were contracted to dismantle the hull where it sits. We’re glad to report that the dismantling of Kathryn Spirit began in January and the vessel should be removed by fall 2018.

### Great Lakes Tugs in the News

The retired Great Lakes Towing Company’s tug Ohio, M.F.D. No. 15, Lawrence C. Turner sank in Toledo during this news cycle. The vessel had recently been donated to the National Museum of the Great Lakes as an exhibit and was undergoing decommissioning at the Geo. Gradel Company dock in Toledo when it sank. We certainly hope that this setback doesn’t spell the end for this historic tug.

The 118-ft tug was built by the Ship Owners Dry Dock in Chicago, Illinois, in 1903 and entered service for the Milwaukee Fire Department as M.F.D. No. 15. Retired by the city of Milwaukee in 1936, the vessel was donated to the National Museum of the Great Lakes in 2012 and was undergoing decommissioning when it sank.

Kathryn Spirit being dismantled at Beauharnais, Quebec, in March 2018. (See “Kathryn Spirit Dismantling Update”) – René Beauchamp photo.
in 1948, the tug was purchased by the Great Lakes Towing Company in 1952 and entered service as the towing tug Laurence C. Turner. The tug was renamed Ohio in 1977 and saw continuous use until being retired in 2015.

The rusting remains of the 92-ft Chicago fire tug Engine No. 37, better known as Joseph Medill, were finally dismantled in early 2018. The tug was built in 1949 at Sturgeon Bay, Wisconsin, and operated along the Chicago and Calumet waterfronts until being retired in 1986. Plans were to sink the hull as a diving attraction, but the plans didn’t materialize. Joseph Medill languished onshore near Escanaba and was considered by some an unofficial city landmark until being scrapped.

Algoma Takes Delivery of Two New Vessels

During this news cycle, Algoma Central Corporation took delivery of two new vessels. Algoma Innovator, a 650-ft bow-mounted self-unloader, departed the Uljanik d.d. shipyard in Croatia on February 23, 2018, and sailed for Itea, Greece, to load a cargo of bauxite for Canada.

Algoma accepted its new stern-mounted self-unloader Algoma Sault from Yangzijiang Shipyard in China in late January, and the vessel departed China for Canada on February 3, 2018. Algoma Sault is the second 740-ft seaway-max self-unloader and is a sister to Algoma Niagara, which entered lake service in the fall of 2017.

Both vessels have delivery crews onboard and are flying the Tuvalu flag until they reach Canada, where they’ll become part of Algoma Central’s domestic fleet. Innovator and Sault are the sixth and seventh Equinox-class vessels added to Algoma Central’s domestic fleet since 2013.

Rand Logistics Sold

In late February, Rand Logistics, the parent company of Lower Lakes Towing Ltd. and Grand River Navigation Co., filed for Chapter 11 protection after agreeing to a debt-for-equity swap with Lightship Capital LLC. Under a reorganization plan, Rand Logistics was sold to Lightship Capital, an affiliate of private equity investor American Industrial Partners. Combined, Lower Lakes Towing and Grand River Navigation are among the largest bulk-freight shipping providers in the Great Lakes and St. Lawrence Seaway, currently operating a diverse fleet of bulkers and self-unloaders. It’s not known how the sale of Rand will affect the vessels.

2018 Season Begins

Interlake Steamship Company’s articulated tug/barge unit Dorothy Ann/Pathfinder a.j. L. Mauthe departed its layup dock in Erie, Pennsylvania, to begin the 2018 season on February 24. The pair was escorted to Marblehead, Ohio, by the icebreaker CCGS Griffon. After delivering a cargo of stone to Cleveland, the pair began shuttling iron ore from Cleveland’s lakefront Bulk Terminal to ArcelorMittal’s dock located upriver. Other vessels will slowly fit out, but most will wait until the Soo Locks and St. Lawrence Seaway Locks open on March 25 and March 29, respectively.

Write Mark Shumaker at 1445 Ashdowne Road, Columbus, OH 43221 or e-mail mark.shumaker@sbcglobal.net
Carnival Sunshine Year-Round from Charleston

Carnival Cruise Line announced that it will position its Carnival Sunshine to Charleston, South Carolina, in May 2019. The ship will operate a year-round program of four- and five-night cruises to the Bahamas. At nearly 103,000 tons, Sunshine replaces the smaller Carnival Elation, which will be shifted to Jacksonville.

Carnival Sunshine is expected to carry some 220,000 passengers annually from Charleston.

Victory I Dry Docking at Charleston

Victory Cruise Lines placed its Victory I a) Cape May Light b) Sea Voyager c) Saint Laurent into dry dock at Detyens Shipyard in Charleston for scheduled maintenance in December. In addition to regular servicing, a new gym with equipment was installed.

**Victory I then commenced** her seasonal cruises to Cuba from Miami before migrating up the Eastern Seaboard as summer approaches.

USS Adams Returns to Jacksonville

The first guided missile destroyer in the U.S. Navy, USS Charles F. Adams (DDG-2) was expected to be brought to downtown Jacksonville, Florida, in mid-2018, for a new life as a museum and tourist attraction, part of a large redevelopment program in the area.

Commissioned in 1960, the Adams’ last homeport was in nearby Mayport, Florida, at the time she was decommissioned in 1990. Since that time, the ship has been laid up at the Philadelphia Navy Yard awaiting final disposition. It’s nice that she’s coming back home to Jacksonville.

Grand Celebration Returns to Service

Bahamas Paradise Cruise Line’s Grand Celebration a) Celebration b) Grand Celebration c) Costa Celebration returned to her regular two-night cruise schedule from the Port of Palm Beach in late December. The ship had been chartered by the Federal Emergency Management Agency since late September as an accommodation vessel for first responders and National Guard members in the U.S. Virgin Islands in the wake of Hurricanes Irma and Maria.

The 1,900-passenger Grand Celebration returned to service with a casino enlarged to twice its previous size. A new adults-only sun deck area called the Oasis was installed on her top deck, offering complimentary sun loungers and daybeds for those age 18 and older. A new specialty coffee bar and juice bar called the Grand Café was also added to the ship’s amenities.

New Cruise Ship from Port of Palm Beach

A second ship was added to Bahamas Paradise Cruise Line’s fleet with the addition of Grand Classica a) Costa Classica b) Costa neoClassica on April 13. At 52,900 tons, the ship complements the existing Grand Celebration, being of similar size and style. Each ship sails on two-night cruises to Freeport, Bahamas, making Bahamas Paradise the only cruise line to offer daily departures to Grand Bahama from the Port of Palm Beach.

The Classica underwent a major refurbishment in 2014, and in October 2017 a comprehensive dry dock took place to improve systems and infrastructure, along with various improvements, such as eight dining venues, to ready the ship for the U.S. market.

**MSC Seaside Begins Service from Miami**

MSC Cruises’ much-touted MSC Seaside arrived at PortMiami on her delivery voyage from Trieste, Italy, on December 21. The 160,000-ton ship was then christened by Sophia Loren during a star-studded inauguration ceremony at the port. Seaside began her scheduled seven-night Caribbean cruises on December 23.
WITH A CAPACITY of nearly 5,000 passengers, Seaside is a new prototype vessel, the first of four in her class. Her design features a lot of open deck space, much of which flows from interior areas and serves as a social venue for dining, drinking and entertainment. While many of the new resort ships have tended to focus inwards on themselves, leaving little exposure to the open air and the sea, this new concept offers a refreshing change.

THIS CORRESPONDENT sailed on the 20-night delivery voyage from Trieste to Miami. I found the ship to be very spacious, with modern Italian stylings and wide, open promenades. She's definitely designed for outdoor living and will do well in the warm, sunny Caribbean, which will be her designated area of operation.

Victory II to Sail from Miami

VICTORY CRUISE LINES has announced a new series of nine-night cruises from PortMiami to Mexico's Yucatan region aboard its newly-refurbished Victory II a) Cape Cod Light b) Coastal Queen c) Clipper Discoverer d) Sea Discoverer.

THE SERIES OF CRUISES will take place between January and May of 2019. At only 5,000 tons, Victory II accommodates 202 passengers.

Mariner Makeover

ROYAL CARIBBEAN HAS REPOSITIONED its Mariner of the Seas from Singapore to PortMiami to operate 3- and 4-night Bahamas cruises. But before those cruises started, RCI invested $90 million in the 138,000-ton ship, giving her a makeover that included lots of new deck activities and amusements.

AMONG THE NEW FEATURES aimed at attracting the short-cruise crowd is Sky Pad, a virtual reality bungee trampoline experience. Two new racing waterslides were added, as well as a glow-in-the-dark laser tag studio. Also installed were a new escape room experience called Puzzle Break: the Observatorium, as well as a new, enlarged FlowRider surf simulator. The ship continues to offer an ice skating rink, a 40-foot rock-climbing wall, a nine-hole miniature golf course, and a full-sized basketball court. A far cry from the shuffleboard and quoits found on ships of yesteryear! New and updated dining and beverage venues have also been implemented.

Mariner of the Seas is a Voyager-class ship, built in 2003. She accommodates 3,114 passengers.

A First for Anthem

ROYAL CARIBBEAN’S ANTHEM OF the Seas made her maiden call at PortMiami on January 23 during a cruise. At 1,142 feet in length, she's one of the world’s longest ships, but she maneuvered with ease in the turning basin.

Carnival Victory Renovated for Miami Service

CARNIVAL VICTORY, CARNIVAL'S 102,000-ton ship based in PortMiami, underwent a multi-million-dollar dry dock in January, lasting 17 days. The work was done at nearby Grand Bahama Shipyard in Freeport.
During the extensive refit, a number of new food and beverage venues were added, as well as several new classes of cabins. These include new Scenic View staterooms and Captain’s Suites, with immense, deck-to-deckhead screens of windows.

**Carnival Victory** is the third vessel in the Carnival Destiny class and originally entered service in 2000. She carries 2,800 passengers on three- and four-night cruises year-round from Miami.

**Norwegian Encore to Debut in Miami**

Norwegian Cruise Line has announced that its newbuilding Norwegian Encore will be positioned at PortMiami in the fall of 2019, making seasonal cruises to the Caribbean. There had originally been plans for the ship to be placed in the China market.

At 168,000 tons, the 4,000-passenger ship is the fourth and final ship in the Breakaway-Plus class.

**Celebrity Edge to Debut Early**

The construction process of Celebrity Cruises’ new and innovative Celebrity Edge has gone so well that the ship will make its debut at Port Everglades several weeks earlier than originally scheduled.

**Celebrity has added** several three-night Bahamas cruises beginning in late November of this year, as well as an additional seven-night cruise.

**The new prototype** Celebrity Edge will measure approximately 117,000 tons and carry 2,900 passengers. Unique and notable features will include a 90-ton platform the size of a tennis court, which is suspended on a framework mounted on the ship’s starboard side. Called the Magic Carpet, this platform will move up and down the side of the ship, serving various functions such as a tender boarding platform (when it’s positioned alongside Deck 2) or a 90-seat alternative restaurant (when it’s positioned near the top of the ship at Deck 16.)

**The 1,004-foot-long ship** will also sport a revolutionary bow, much like the X-bows found on a variety of smaller vessels. The ship’s balcony staterooms will be unique in that they won’t be open platforms outside the cabin. Instead, the cabins will extend to the edge of the ship, with huge walls of glass, the top half of which can be opened to expose the entire cabin to the outside, much like a French balcony.

**Carnival Miracle Begins Year-Round Cruises from Tampa**

Carnival Miracle is now based year-round in Tampa. – Cruise Industry News photo.

Carnival Miracle kicked off a year-round program of seven-night Caribbean cruises from Tampa on January 27, doubling Carnival’s capacity at the port. She joined Carnival Paradise, which operates year-round four- to eight-night cruises. The two ships will carry an estimated 280,000 passengers annually from Tampa.

The 88,500-ton Miracle entered service in 2004 and has spent the past 14 years based in New York, Seattle and Long Beach, California. The ship measures 963 feet in length and can accommodate 2,100 passengers.

**Carnival Paradise Returns to Tampa After Refit**

Carnival Paradise resumed her year-round schedule of cruises from Tampa on March 26, after a month-long dry docking at Freeport, Bahamas. Numerous features were added to the vessel, including a waterpark and many new dining and beverage venues. A total of 38 new cabins were added, including two Grand Vista suites offering floor-to-ceiling windows, along with 22 junior suites, scenic ocean view cabins and interior accommodations. In addition, balconies were added to 98 existing staterooms.

**Regional Cruise Ship Incidents**

The U.S. Coast Guard had to medevac a 12-year-old boy from Caribbean Princess on January 1 while the ship was off the coast of Miami. The boy was suffering from appendicitis and needed medical attention. A helicopter airlifted the boy and his father to a Miami hospital for an emergency appendectomy.
A woman fell from her stateroom balcony aboard Carnival Elation on January 19; unfortunately, she landed on another deck several levels below and was killed. Elation was on a four-night Bahamas cruise from Jacksonville at the time.

A 44-year-old female passenger went overboard from Carnival Triumph on January 21 after an apparent fight with her husband, according to multiple witnesses. The ship was near Cozumel, Mexico, at the time, during a five-night cruise from New Orleans. The Mexican Navy and Coast Guard searched the area for four days, but the woman wasn't found.

On January 27 the U.S. Coast Guard airlifted a 66-year-old male passenger from Caribbean Princess approximately 74 miles east of Fort Lauderdale. The man, who had suffered a stroke, was flown to Broward Medical Center for treatment.

A 50-year-old man suffering heart attack-like symptoms was airlifted from Carnival Sunshine on January 29, while the ship was east of Miami. The man was transferred to a local hospital for treatment.

The U.S. Coast Guard had to medevac two women from Carnival Pride in two separate incidents on the same day. The ship was 15 miles off Charleston, South Carolina, on the morning of January 30, when a 46-year-old woman who had suffered a stroke was airlifted to a local hospital. About four hours later, while the Pride was 35 miles east of Savannah, Georgia, a 64-year-old woman who was suffering severe stomach pains was airlifted to a hospital there. Both women later recovered from their medical episodes.

A special shout-out of thanks to Frank Manwell for his help and contributions to this column.

Passenger Ship Calls

AidaCara, Amsterdam, Arcadia, Artania, Astor, Asuka II, Azamara Journey, Black Watch, Carnival Legend, Carnival Spirit, Celebrity Solstice, Columbus, Diamond Princess, Europa, Explorer of the Seas, L’Austral, Noordam, Pacific Eden, Maasdam, Noordam, Norwegian Jewel, Ocean Dream, Ovation of the Seas, Pacific Eden, Pacific Aria, Pacific Explorer, Queen Elizabeth, Queen Mary 2, Radiance of the Seas, Regatta, Seabourn Encore, Seven Seas Navigator, Shadow, Sun Princess, Viking Sun and Voyager of the Seas.

Australian Cruise Market

Carnival has announced that following an overhaul costing $57 million Australian, Carnival Legend will be home ported at Melbourne. Carnival has two ships branded under this name permanently cruising out of Australia.

Passenger Ship News

During the 2016-17 Southern Hemisphere summer, the cruise vessel The World set a record for sailing further south into the Antarctic than any other cruise/residence cruise ship.

Norwegian Jewell is at present cruising Australasian, South Pacific water for the first time. It’s understood that she had pod problems last November similar to the problems sister Norwegian Star encountered when sailing from Melbourne to New Zealand last year.

New Zealand’s Island Escape Cruises sold its only ship, Island Passage, last year; at this time the buyer is unknown. The vessel has sailed to Vancouver. The company plans to replace it with a catamaran cruise vessel currently under construction in New Zealand.

Princess Cruises’ Sun Princess will undertake the first world cruise dedicated to Japanese passengers in April 2019. The 99-day cruise will depart from Yokohama and is being managed in Japan by JTB, Japan’s largest tourist company. The liner will sail through the Suez and Panama Canals. The passenger-associated crew will have over 50 Japanese-speaking staff.

Class-Action

Passengers who were taken ill on a number of cruises on Sun Princess in late 2017 have announced a class-action lawsuit, alleging that passengers from a number of Australian-based cruises had fallen ill.

It’s been 52 years since Australis sailed as one of more than 100 passenger ships that brought new settlers from Europe to Australia. Shown approaching Port Melbourne. – Bill Barber photo.

Write Rich Turnwald at 7635 SW 99th Court, Miami, FL 33173 or linerrich@att.net
Booze Cruises

*P&O Australia cruise ship Pacific Explorer* made an earlier-than-expected return from a weekend off Sydney. A number of passengers were taken off by police boat inside Sydney Harbour. In another Carnival incident, *Carnival Legend* was returning from a cruise off the southern coast of New South Wales when a drunken passenger caused havoc to other passengers. Twenty-three people were taken off the ship by police off Eden, New South Wales. It appears that this was a problem for a number of days on the cruise. *Carnival Legend* arrived in Melbourne February 17, four hours behind schedule. Over 20 passengers were arrested. It has been reported that some passengers who were booked on future cruises are requesting refunds.

History

Fifty years ago, the immigrant ship *Begona* sailed from Athens, almost filled with young Greek women coming to Australia to make a new life. While some had no idea what was ahead, some had exchanged photographs with potential husbands. Priests in Greece blessed those photographs. Last year, many celebrated their migration and subsequent marriages. Australia has the reputation of being the best multicultural mix of peoples from all over the world.

*Tales of the South Pacific* often include the Mutiny of the Bounty and the voyages of Captain Cook. So, when the MV *Tiberborg* voyaged from Panama for Portland, Victoria, she called at Pitcairn Island. This remote part of the South Seas normally doesn’t see shipping because there’s no safe harbor and, depending on weather, no safe anchorage. They arranged with a radio operator on the island to anchor offshore. A longboat was dispatched from shore with a number of the islanders. They were amazed to be welcomed aboard the ship by their names, which were obtained on the internet. They brought gifts to the ship of fish and fruit. After a few hours onboard as the ship’s guests, all passports were stamped and the ship resumed her voyage to Australia.

General

The number of large container companies is now reduced, through amalgamations and agreements, to only four major operators. In Australasia, big-box ships don’t equate to good and reliable service. Should mega-box boats invade Australia and New Zealand, it would be a case of too many larger ships invading too many smaller operations, resulting in fewer ships providing less service. Pacific Island nations would have to rely on shuttle service from Australia and New Zealand, where at present small and medium container ships presently call. Trade from the South Pacific to North Asia, Southeast Asia, Oceania and the Americas would be cost-prohibitive.

Navy

Australia’s oldest naval ship mystery has finally been solved. During World War I, both of Australia’s submarines came to painful ends, losing their crews. *HMAS AE2* was lost off the Dardanelles when Allied Forces were fighting the Turks. *HMAS AE1* was lost somewhere in the Southwest Pacific near Papua New Guinea. In late 2017, *HMAS...*
**New Zealand News**

New Zealand, sometimes known as the Shaky Isles, has suffered from earthquakes over the past few years. With land-based infrastructure damage, the former ro/pax ferry service between Christchurch (Port of Lyttelton) and Wellington may be reopened. With the present Cook Strait ferries operating from the northern tip of the southern island, road and rail closures between Christchurch and those ports left the majority of the South Island without sea or land access to the North Island.

Earthquake damage at New Zealand’s capital, Wellington, interfered with container exchange and some general cargo operations. Full sea and land infrastructure has now been restored. Over the decades, shipping between the two islands declined, with South Island cargo moved by rail or road to the two ports at the extreme north of the island. Reverse cargo from the North Island followed the same procedures. Cargo ships, then later small ro/ro ships, called at four South Island ports, discharging at four ports on the North Island. In many ways, this was a much quicker method of delivering cargo as close as possible to and from consumers. With the latest technology, transportation between New Zealand’s two islands may see a resurgence of ship activity.

**Trade and Port News**

With 85 percent of Australia’s imports and exports carried by sea, the number of cargo, container and car/vehicles ships can be a barometer as to the state of the nation. While there has been no major decline, neither has there been an upsurge in trade. Services to and from Asia dominate most trade. Fortunately, exports of coal and iron ore are still buoyant.

**Ferries**

A fleet of six new ferries for Sydney Harbour, built at Incat in Hobart, Tasmania, are now operational. They were to be named after people who made major contributions to Australia, such as Victor Chang, who was a prominent heart specialist, and Fred Hollows, who restored vision to thousands in Australia and abroad. Instead, one of the ferries has been named Ferry McFerryface. People are up in arms, and the unions are refusing to operate the ferry. One can only assume that the spell of hot weather has affected the brains of the political leaders and the heads of the company that operates the ferries on behalf of the State of New South Wales. A decision to rename the ferry at the end of January lifted the union ban.

**Tug Talk**

Three tugs formerly located in Newcastle are being towed to Suva to start a new life. The tugs were headed for an oil refinery in Iran and were taken off the heavy-lift ship at Malta. They were later purchased by BHP Steel at Newcastle, New South Wales, and for many years were owned and operated by a number of companies, ending up under the Switzer banner. The same company has located a number of new tugs to service oil, gas and LNG installations in Western Australia and the Northern Territory.

**Royal Australian Navy**

The Australian government has announced a contract to construct 12 new state-of-the-art patrol boats. These will replace the Armidale-class patrol boats for the Royal Australian Navy. German shipbuilder Lurssen will work with Australian companies to build the boats in Adelaide, South Australia.

**U.S. Coast Guard**

USCG Polar Star was subjected to flooding and engine room problems during its 2017-18 ice-breaking activities at the McMurdo base over the Southern Hemisphere summer. The vessel assists oil tankers to discharge their cargo while there’s a window of opportunity.

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Regulation Shuts Down Businesses

As projected, the implementation of Subchapter M (46 CFR) has resulted in from one to five towboat operations shutting down, as they were unable to generate the paperwork required by this new federal regulation. No longer will one see an individual purchase a used towboat and build upon this purchase to develop an operating fleet of 10 boats or more. The cost of meeting Subchapter M means you have to have the cash flow to employ a person full time to ensure that your fleet is always in compliance with this regulation.

Subchapter M (46 CFR) requires that as of July 20, 2017, all towboats built or rebuilt after that date must meet a set of standards outlined in the law to receive a Certificate of Inspection from the Coast Guard. This requirement is the reason so many towboats were rebuilt during 2016. Without a COI, a towboat cannot enter into service. In addition, as of July 22, 2019, at least 25 percent of a barge line’s towboats must have a COI. This grows to 50 percent on July 20, 2020, 75 percent on July 19, 2021, and 100 percent on July 19, 2022.

There is, however, a catch-22 concerning the above. Owners that have 45 percent of their fleet in compliance by July 22, 2019, 20 percent over what is required, can avoid being cited if one of their remaining boats is boarded by the Coast Guard; however, the towboat will have to be removed immediately from service.

Barge Industry Problems

The barge industry comes upon hard times. The movement of coal and limestone by barge is at its lowest in 10 years. The hoped-for movement of oil from northern oil fields to the refineries of the Gulf hasn’t developed as projected. The movement of grain by barge continues to decline. After starting 2017 with a higher tonnage of grain moving on the Western Waterways than in 2016, grain tonnage movement went into a decline. The year 2017 ended with 40,936,000 tons of grain barged compared to 43,178,000 in 2016. The tonnage of grain moved by barge in 2016 was less than what was moved in 2015. As of January 31, 2018, grain moved by Western River barge totaled 2,188,000 tons compared to 3,550,000 tons as of January 31, 2017.

In 1985, the United States controlled 77 percent of the overseas soybean market, but in 2016 this declined to 38 percent because the cost of harvesting soybeans in other countries is half of the United States’ cost. The result has been a surplus of barges looking for work. This has led to the closing of some barge-building yards and the reduction of workforce by other yards. Jeffboat, of Jeffersonville, Indiana, has cut its workforce in half. Overall during 2017, the Western Rivers barge industry saw a 41 percent decline in freight rates, a 28 percent decline in revenue and a 71 percent decline in operating income.

PONO Encourages Barge Business

The Port of New Orleans continues to push container-on-barge movement. PONO reports that it dispatched or received 25,900 TEUs from Baton Rouge, Louisiana, and Memphis, Tennessee, between April 2016 and July 2017, and the week of August 7, 2017, saw some 500 TEUs moving by barge from Baton Rouge to PONO. It’s claimed that the movement of two TEU boxes between Baton Rouge and PONO saves $118 in shipping costs compared to movement by rail. Interestingly, three of the top 10 ports in the United States are located on the Lower Mississippi River: PONO, Port of South Louisiana and Port of Greater Baton Rouge.

River Cruises Ups & Downs

Mixed messages are coming from the Western Rivers cruise business. The industry is reporting 90 to 100 percent sales of its boats’ cabins. However, in 2015, Viking announced that it would build six new Western Rivers cruise boats, with the first two entering service in 2017. As of February 2018, none of these boats have been ordered. It’s also reported that French
American Line will not be operating its boat *Louisiana* on the Mississippi River in 2018. However, American Cruise Line is still committed to operating five boats in Western Rivers service.

As of February 28, 2018, the U.S. House of Representatives hasn’t voted on H.R. 619, which would allow *Delta Queen*, under certain conditions, to return to overnight river service. She’s still in layup at Houma, Louisiana.

**HOSPITALITY ENTERPRISE** of New Orleans, Louisiana, which operates the paddlewheeler *Creole Queen*, has purchased the 310-ft by 70-ft Casino Azur (*City of Evansville*) and will bring her to New Orleans. There she’ll undergo a rebuilding and enter into service late in 2018 as the *Louis Armstrong*. She’ll serve as a “dockside and cruising music and entertainment venue.”

### Winter Weather Causes Problems

This year’s winter weather conditions played havoc with the Western Rivers with both high water and ice leading to the closing of navigation on the Upper Mississippi River and the Illinois, White and Ohio rivers. Ohio River Lock & Dam 52 was a constant headache as it continued to suffer malfunctions, leading to long lines of tows waiting to pass its location.

At one point, 51 tows were waiting to pass through the lock, with the Corps able to move only 17 tows through the lock in a 24-hour period. The average delay in passing through Lock & Dam 52 is 65.29 hours.

**Overall in 2016,** the Western Rivers towboat industry experienced 144,000 hours of lock closure, an increase of 90 percent over the year 2000. The average time to transit a lock has grown to 2.4 hours.

### Navigation Season Closes

**The Missouri River 2017**

commercial navigation season closed at the end of November. The Corps posted notices that it would cut the flow of water to maintain a 9-foot channel at Sioux City, Iowa, on November 22; Omaha, Iowa, November 24; Nebraska City, Nebraska, November 25; Kansas City, Missouri, November 27; and St. Louis, Missouri, December 1.

**During the 2017 season,** some 75,000 tons of cement were moved by barge from Sugar Creek, Missouri, to Omaha, Nebraska.

The last 2017 tow from St. Paul, Minnesota, left on November 28 when the 3,800-hp *Pere Marquette*, owned by Marquette Towing, started south with five barges carrying grain. On December 7, the Upper Mississippi River 2017 season ended when the 6,140-hp *Bernard G.*, owned by Marquette Towing, locked through Lock & Dam 10, pushing 11 barges filled with corn and soybeans.

### Corps Maintains Channel

**The Kaskaskia River appears to** be generating enough barge traffic that the Corps remains committed to maintaining its 9-ft by 225-ft channel. A decline in movement of coal by barge on that river is being compensated for by an increased movement of grain, fertilizer and other mineral products. However, silting in the upper reaches of the river has reduced the channel depth to less than 9 feet for a 14-mile stretch near Fayetteville, Illinois.

**Silting has also affected the** Monongahela River above Lock & Dam 3. Amherst Madison has been awarded a contract by the Corps to remove 1.5 million cubic yards of material from Pool #3. The Corps also closed Allegheny River Lock & Dam 4 from November 6 to December 22, 2017, for annual maintenance.

### Historic Sternwheeler Ups and Downs

**The future of the 81-year old** sternwheeler *Mike Fink* is in question. She operated for many years at Covington, Kentucky, as a dockside restaurant seating 390 people. In 2008, she got a new $500,000 hull but never returned to service. Today she’s tied up at Dayton, Kentucky, awaiting her fate.

A recent study of her interior generated a report that some $3,000,000 needs to be spent to bring her back into Coast Guard compliance.

**The 1918 sternwheeler** *W. P. Snyder Jr.* is a little closer to returning to service. EnvironMolds has volunteered to fabricate 101 porcelain electric insulators needed to allow electricity to be used throughout the boat. The Ohio Historical Society, the boat’s owner, hopes to have the new insulators in place by the end of 2018.

**The Ceres barge Big Hope 1,** which has for the last few years plied the Western Rivers in pink paint as a reminder to support cancer research, received a repaint in an even brighter pink in December 2017 thanks to a donation from Sherwin-Williams Company.
Comings and Goings

Due to space limitations during the course of a year, this column can only provide a sampling of the Western River towboats sold, added and disposed of. For the record, during 2017, a total of 167 towboats changed hands, 132 were renamed, 116 were repowered, 58 new boats were added and 48 boats were removed from service.

The Harvey Canal, which was closed by the Corps on September 6, 2017, for a 60-day repair of its lock gates, didn’t open until December 17 because the lock’s turnbuckles were discovered to be cracked and had to be replaced.

On October 26, the 3,800-hp Cooperative Venture, owned by American River Transport, had her tow allide with the Union Pacific Railroad’s Pig’s Eye Bridge on the Upper Mississippi River at St. Paul, Minnesota, putting the bridge out of service for two months.

On December 8, the 1,400-hp Ricky Robinson, owned by Wepfer Marine, sank in the Lower Mississippi River near Memphis, Tennessee, after taking on water through her hull. Two crewmen were lost when she went down. The boat was later recovered and one body was found.

On December 12, the 2,200-hp Native Dancer, owned by Turn Service, allided with the Houma Twin Bridge at Mile 57.5 on the Gulf Intercoastal Waterway while pushing six barges full of salt. The bridge suffered no damage and all six barges were recovered.

On January 10, 2018, the 2,400-hp Gate City, owned by Western River Assets, sank in the Big Sandy River near Butler, West Virginia, after taking on water through a puncture in her hull.

On January 13, ice tore 61 barges from their moorings on the Ohio River – 34 barges located at Mile 4 and 27 barges tied up at Mile 97. All were eventually recovered and returned to their fleeting area.

On January 19, three men were killed by an explosion at First Marine Dock, located on the Tennessee River at Calvert City, Kentucky, while they were working on the 7,200-hp William E. Strait, owned by Smithland Towing.

On January 24, the 6,140-hp George King, owned by Marquette Transportation, suffered an engine room fire at Mile 390 of the Lower Mississippi River. Her nine-man crew was forced to abandon the boat. George King has been salvaged, but is a construction loss.

On January 24, the 2,000-hp Virginia Renee, owned by Terral Towboat Company, sank because of a leaking engine room pipe while she was tied up at a dock at Mile 823 of the Lower Mississippi River.

Serodino Inc. of Chattanooga, Tennessee, has delivered the 1,320-hp Pintail to Logsdon Tug Service.

Waterfront Service has received the 1,600-hp Miss Deborah from Master Mariner of Bayou La Batre, Alabama.

American Commercial Barge Lines has added the 2,000-hp Fort Defiance, built by Jeffboat of Jeffersonville, Indiana, to its fleet.

The 2,680-hp Elizabeth Prince has joined Genesis Marine; she was built by John Bludworth Shipyard of Corpus Christi, Texas.

The first towboat built by FMT Shipyard and Repair of Harvey, Louisiana, the 4,000-hp Jesse D. Pasentine, has been delivered to Florida Marine.

Devall Towing and Boat Service held a christening service for its new 1,350-hp Lucas Paul Devall, built by A&B Shipbuilders of Morgan City, Louisiana.

Cenac Marine has purchased two 2,600-hp towboats from T. W. LaQuay Marine, the Jason W. LaQuay and Timothy W. LaQuay. They were renamed Christine Cenac and Tommy Cenac.

Ohio River Salvage has purchased 15 towboats from Kirby Inland Marine. These are the 960-hp Bronco; the 1,700-hp Capt. Bill Ikner; the 960-hp Creole Tut; the 3,150-hp Dan L; the 960-hp Dixie Renegade; the 1,200-hp Dixie Volunteer; the 800-hp Laredo; the 1,800-hp Medina Brent; the 960-hp Nickie B; the 1,200-hp North Wind; the 960-hp Palomino; the 960-hp Port Arthur; the 960-hp Pride; the 800-hp Roan and the 1,200-hp Stallion.

The boats have been moved to Neville Island at Pittsburgh, Pennsylvania, where they’ll be refurbished for resale.

Write Charles H. Bogart at 201 Pin Oak Pl., Frankfort, KY 40601 or cmabogart@aol.com
New Tugboat News

**Foss Maritime and Netherlands-based** Damen Shipyards have signed a memorandum of understanding for the construction of at least 10 next-generation ship-assist and escort tugs for the U.S. market. The first four will be constructed at the Foss Shipyard in Rainier, Oregon, with delivery planned in 2019. The tugs will be built to Damen’s ASD 2813 design, which has been modified to meet the demands of the U.S. tug market. While Foss will construct the tugs to build up its own fleet, the tugs will be available for purchase by other U.S. tug operators.

**Washburn & Doughty** Shipyard in East Boothbay, Maine, will design and build two new tugs for Harbor Docking and Towing of Lake Charles, Louisiana. The Caterpillar Company will be providing a stem-to-stern Cat content hybrid propulsion system that will yield substantial maintenance cost savings, reduced fuel consumption and reduced emissions.

**Bouchard Transportation** Company announced the construction of an ATB to be built at VT Halter Marine, Inc., Pascagoula, Alabama. The *Evening Breeze* will be a 4,000-hp vessel, a sister to the *Denise A. Bouchard* and *Evening Star*, and will be mated to the barge B No. 252, which is being built at Bollinger Shipyards. The barge will be 318 feet long with a capacity of 55,000 barrels.

**North American** fuel transporter Wawa Inc. took delivery of a new 8,000-hp ATB that was built at Fincantieri Bay Shipbuilding in Sturgeon Bay, Wisconsin. The *Millville* and her barge 1964 will supply refined product to Wawa’s growing network of retail locations in Florida, which will grow to 140 by the end of 2017. The tug was christened on November 28, 2017. The 3,350-hp tug *Daisy Mae* was recently delivered to Coeymans Marine Towing by Rodriguez Ship Building Inc. in Bayou La Batre, Alabama. The triple-engined, triple-screw 82-ft tug went to work moving barges on the Hudson River, based at the Port of Coeymans, 110 miles upriver from New York City.
the Alaskan market. The Alaska-class vessel will be built at Bollinger’s Amelia, Louisiana, shipyard with expected delivery in the fourth quarter of 2019. The build contract includes an option for a second ATB. Once built and deployed, Crowley will operate the unit under a long-term charter with Alaska-based Petro Star, Inc., a wholly-owned subsidiary of Arctic Slope Regional Corporation.

**Jensen Maritime**, Crowley Maritime’s Seattle-based naval architecture and marine engineering firm, is providing the design for a new 100-ft Z-Drive hybrid tugboat to be built by Nichols Brothers Boat Builders for Baydelta Maritime in San Francisco. The vessel will be the first hybrid tug designed by Jensen to enter the construction phase, and its hybrid system, which will use Rolls-Royce technology, will be the first installed by the Nichols Brothers shipyard. The tug will feature the same ship-assist and tanker escort capabilities as the existing Valor-class harbor tugs, but with multiple operating modes. The new system allows for the vessel to operate in direct-diesel, diesel-electric or full-electric while assisting the large container ships and tankers that operate in U.S. West Coast ports.

**On February 21**, Conrad Shipyard, Orange, Texas, delivered the ATB Asateague to Vane Brothers in Baltimore, Maryland. The vessel is the first of three sisters being built and will be mated to an 80,000-barrel barge under construction at Conrad’s Amelia, Louisiana, shipyard.

**The ATB Bill Gobel** was recently delivered to Harley Marine Services of Seattle, Washington.

**The tug Mount Drum**, built by Nichols Brothers Boat Builders, was delivered to the Kirby Corporation of Channelview, Texas.

**McAllister Towing** has removed the partially-built tug Ava M. McAllister from the bankrupt Horizon Shipbuilding Inc. in Bayou LaBatre, Alabama, and towed the pieces on a deck barge to Eastern Shipbuilding in Panama City, Florida, for completion.

**Other Tugboat News**

The **5,750-hp twin-screw tug Ocean Pathfinder** has been sold to U.S. West Coast buyers after the completion of a three-year bareboat charter to Hawaiian operators. After returning to the mainland, the tug underwent her five-year ABS class survey renewal prior to the sale. Once that was completed, she went to work the next day, renamed Island Explorer, towing a barge to Alaska. The tug was built for Crowley Maritime in 1970 by the J.R. McDermott Shipyard in Amelia, Louisiana, and was named Pathfinder.

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**The Simone** is shown ready to depart a U.S. port with a barge full of utility trucks to help Puerto Rico recover from hurricane damage. After this delivery, the tug traveled to Tuxpan for her tow to Ensenada, Mexico. (See “Other Tugboat News,” page 82) – Photo courtesy of Tradewinds Towing
Tradewinds Towing’s Simone recently towed the heavy-lift crane barge Pacific Lifter from Tuxpan, located on Mexico’s east coast, to Ensenada, Mexico. The 3,000-hp twin screw tug handled the 3,900-nautical-mile tow without incident, except for an eight-day delay at the Panama Canal, which seems to be the new normal. Also, Tradewinds tug Isabelle towed a double-hull ocean tank barge 2,780 nautical miles from the U.S. Gulf Coast to new owners in South America.

A study commissioned by the state of Washington legislature recommended that more tugboats may be needed on the Columbia River if oil tanker traffic increases when new marine terminals go into operation. Tethered escort tugs could provide added protection for oil tankers transiting the river since the five proposed bulk terminals could create up to 1,379 additional one-way trips. The state is working on guidelines that will address how best to escort tankers in the future.

On November 26, the Harley Marine ATB Jake Shearer broke away from her barge, Zidell Marine 277, in Queen Charlotte Sound, close to Bella Bella, British Columbia. The incident happened in deteriorating weather conditions, which hindered recovery by the Canadian Coast Guard and the commercial U.S. tug Gulf Cajun. When the weather subsided the tug and barge were brought to a nearby port.

Camden, New Jersey-based Express Marine, Inc., has completed the refit on its Honor from standard tug propulsion to an ATB for service in the Gulf of Mexico.

The tug, Mary L. McAllister, was sold to new owners in Haiti, and Seabulk Towing’s Sabine has gone back to McAllister on a one-year charter in the company’s Norfolk operation.

Van Brothers tug Endeavor has been sold to American Tugs Inc. of San Juan, Puerto Rico, and has been renamed Aurora. American Tugs also bought the tug Arctic Dawn, and she was renamed Don Jamie.

Van Brothers also sold its tug Brooklyn to Gore Marine Corporation in Townsend, Georgia. Gore also owns the former New York Harbor tug Vera K.

Moran Towing’s last tractor tug build at Washburn & Doughty will be completed in July 2018. The tug is not yet named and is only identified as Hull 123. The company also sold the Cynthia Turecamo to new owners in the Caribbean. The tug departed Savannah, Georgia, on December 17 and was renamed Lady Ester. Moran has repositioned the Annabelle Dorothy Moran to the newly-purchased Handy Four is working in the Portsmouth, New Hampshire, operation. Moran also has listed the Cape May, built in 1973, Cape Charles, built in 1972, and the Cape Henlopen, built in 1973, for sale. The Grace Moran and Michael Turecamo are no longer listed as in service on the Moran website, with the Grace Moran having been seen in Wilmington, North Carolina, with her stack “M” removed.

Crescent Towing’s tug General Oglethorpe will become Coastal Conservation Association’s newest deepwater artificial reef off the South Carolina coast. The $300,000 project will put the tug down on Comanche Reef, 30 nautical miles off Charleston, in 100 feet of water. Two other unnamed tugs are also being prepared for reefing in South Carolina waters.

Write David M. Boone at 36 Kendall Blvd., Oaklyn, NJ 08107 or tugboatpainter@comcast.net
OUTER BANKS SHIPWRECKS:
Graveyard of the Atlantic

This paperback book is part of Arcadia’s Images of America Series, and the author is the education curator of the Graveyard of the Atlantic Museum in Hatteras, North Carolina. It starts with a three-page introduction that gives basic background information concerning North Carolina’s Outer Banks and the shipwrecks and sinkings that have occurred along its coast. This introduction is followed by a map that provides a geographical setting for the over 200 photographs and drawings that are the heart of the book. There is also a map that explains in simple graphics how current and wind conspire to drive both northbound and southbound shipping ashore on Diamond Shoals.

While the book is titled Outer Bank Shipwrecks, it also covers war losses and ships deliberately sunk within this area. Each photograph and drawing is in some way connected to a ship that was lost or salvaged after grounding. The photos and illustrations range from views of the ships before they sank, caught in storms at sea, aground on the shore, actions taken by members of the Life-Saving Service as they sought to save members of the ship’s crew or passengers, underwater or surf line remains of the vessel, recovered artifacts from these lost ships, and individuals having a connection to a ship discussed in the book.

The majority of the illustrations used by the author deal with sailing ships or coastal steamers that came to grief on the Outer Banks during the late 19th and early 20th centuries as a result of storms. One of the interesting facts concerning attempts by members of the Outer Banks Life-Saving Service to save those aboard the ships that came to grief is that the Life-Saving men were often unable, due to fog, to locate the exact position of the ship needing help. Thus, while those ashore could often hear the ship’s crew crying for help, they were unable to see the ship in peril.

As might be expected of a book that contains over 200 photos and drawings, the illustrations are of uneven quality, but all add to the story being told. Those who are interested in shipwrecks will find a wealth of photos and drawings not previously published. This book is a worthy addition to any maritime library. Charles H. Bogart

TAMING THE ATLANTIC: The History of Man’s Battle With the World’s Toughest Ocean

Surviving might be more appropriate than taming. Fortunately, this is a solid, factual work, founded upon six decades of firsthand experience, including three harrowing rescues at sea, navigator/weatherman responsibilities on six attempts to break Atlantic records, plus the fastest successful 53-knot Atlantic crossing, as well as the responsibilities assumed on becoming the youngest Trinity House lighthouse tender captain and, consequently, inspector of life boats for RNLI stations. I didn’t want to put it down, and I suspect neither will you.

The opening chapter delves into winds, currents and wild seas that ought to be in the minds of all mariners; after having considered what the past has brought, the closing chapters turn to what the future holds in store. The 10 chapters in between present accounts of man challenging the unpredictable Atlantic, from the earliest prerecorded efforts right down to the present. The all-encompassing breadth of these historic accounts ranges from what we actually can document to what we can only surmise about human ventures into the Atlantic, for whatever purpose: personal fulfillment, fame, wealth, power, emigration, etc. for over two millennia, venturing into winds, currents and wild seas.

Chronologically, this covers developments from the earliest crossings under sail, through the rise of commercial sailing packets, the transition to steam-powered vessels and the era of the grand liners. Course is then changed to look into both successful and unsuccessful crossings in small boats, yachts, rafts, motorboats, even rowing, before turning to the more recent high-speed efforts to cross the Pond and break existing records. Disasters are an inescapable reality, whether the result of collisions, foundering, grounding or human error. All are scrutinized, along with the lessons they ought to bring to the traditional transoceanic shipping activities of today with which we’re more familiar.

The thought-provoking final chapters analyze many continuing issues: winds, currents, the ocean itself and certainly weather forecasting, all of which lie beyond human control. Prudence, accurate, precise and up-to-the-minute weather forecasts, along with awareness of sea conditions, remain absolutely essential for commercial shipping and indeed all vessels heading out to sea. Who will win, man or the sea? This should be required reading for all connected in any way with the sea, and certainly maritime institutions, for much will be learned from its pages. Martin J. Butler
THE BUSINESS OF SHIPPING

This ninth edition of The Business of Shipping is an expansion and updating of previous editions that were authored by James J. Buckley and Lane C. Kendall. The preface to this edition explains its purpose in far better language than the reviewer could. “This book takes a wide-angled deep look into the international, multibillion dollar, multifaceted seagoing shipping industry that abhors transparency.” The author attempts to explain and analyze the merchant shipping industry’s various components that make the whole. Thus, the story told is multifaceted. The author seeks to explain how the maritime industry functions both operationally and financially. He looks at the various transport methods, rail, truck and barge, by which cargo moves to a port, how it’s loaded onto a ship, then how the ship transports the goods across the oceans, how the ship and its goods arrive at an overseas port, how the goods are off-loaded from the ship, and then how these goods are forwarded by rail, barge or truck on to its end user. Wrapped around all of this is the need for the ship owner not only to cover costs but to make a profit.

The author seeks to provide a framework by which the shipping industry outsider and those involved in the ocean shipping industry can understand all the dynamic facets that come into play to successfully move goods by sea and earn a profit. One of the main themes in the book is how those involved in the international maritime shipping industry struggle to shape their operational and strategic goals within the confines of international and national regulatory agencies’ rules and requirements and the historical knowledge they have acquired of the ebb and flow of the goods the maritime industry moves.

Chapters within this book cover the following: supply chain software; marine regulations and security; chartering; environmental and work place regulations; ship management, husbandry and scheduling; terminal operations and stevedore contracts; how freight rates are made; bill of lading; planning and financing ship construction; passenger and cargo traffic studies; inland transportation and containerization; and a glossary of shipping industry terms that covers both the legal and operational fields.

This book is both a textbook for use in an introductory maritime shipping class and a handy reference book for those interested or involved in the maritime industry. Information in the book appears to be current as of December 31, 2016.

Charles H. Bogart

THE ROYAL NAVY AT DUNKIRK: Commanding Officers’ Reports of British Warships in Action During Operation Dynamo

It has been said and quoted many times that war is chaos. But oftentimes, when you read the history of great wars, they can read like well-organized campaigns full of well-planned and well-executed battles. The reality is much different – most experts know that the playbook goes out the window after the first shot is fired. But preparation is the key.

In 1940, the British weren’t prepared to evacuate their army from the continent early in the war, but were forced to do so from the harbor and surrounding beaches at Dunkirk, France. Reading the selected after-action reports provided in this anthology proves just how unprepared they were.

This book offers a selection of after-action reports from the on-scene commanders and ship captains and provides a personal, hands-on feel of the chaos surrounding the evacuation. These reports, spanning 420 pages, allow for some 84 personal recollections that paint a picture of just how desperate the operation was. While some reports read like carefully crafted prose, others are merely the clipped entries of a ship’s log. Since so many vessels took part in the operation, some of the entries sound repetitive until you realize that the ships operated in concert. Regardless, a picture of the action slowly emerges, and that picture is one of extraordinary chaos. Chaos filled with heroics, personal sacrifice, death and destruction, and some selfish stupidity.

The reports are organized by ship type and presented in descending order from the larger warships down to the requisitioned personal craft. A glossary of abbreviations accompanies the reports, as well as a list of ship types and a list of participating vessels. Throughout the book I was constantly faced with unfamiliar terms and British naval jargon that, while making the prose more colorful, provided a fun challenge to decipher and enriched my salty tongue. Sadly some of the technical abbreviations contained in the reports could not be found in the glossary. A rough map of the area showing beaches and transit routes is provided and proved useful.

You won’t read this book in one sitting, because you’re reading reports. They aren’t written to entertain but to capture and record events. But they are fascinating as they accurately tell the tale. If you want to be entertained, go to see the movie. If you want to know what it was like to live through the chaos, read this book. John Cheevers
The Heaving Line

MANY OF THE TRADITIONAL methods and actions associated with steamboating have vanished as technology and vessel uses have changed. One that is still active, though less evident in many operations, is the heaving line.

WHEN A VESSEL approaches a dock, a deckhand will throw a light line with a weighted end ashore. Another hand on the dock will catch or retrieve the line and use it to pull a heavier hawser ashore to place over a bollard on the dock to secure the vessel. Often the first line ashore will be a spring line, used in conjunction with the vessel's power to move it into place in its berth. There could be more than one heaving line, especially on side-loading vessels.

With the prevalence of end-loading vessels among the larger inland craft in North America today, use of the heaving line is greatly reduced. Most end-loading ferries accomplish the tie-up by passing a line or cable from ship to shore or shore to ship when the vessel is already in the berth. Some will use a short heaving line to pass a hawser to secure the outboard end of the ship.

THE MATERIALS HAVE CHANGED from the old days. Lines are mostly synthetic today and the weighted end is smaller and ball-shaped. The procedure is basically the same.

HEAVING LINES ARE USED to pull hawsers or cables ashore in various operations. A skillful mariner will be able to toss the line over the shoulder of a waiting dockworker, making it easy to catch. Errant throws can cause a delay in securing the vessel. In rough seas and high winds, really difficult situations can develop. There are a legion of sea stories that bear this out; I'm sure some readers could provide a few for us. Feel free to write or email them to me.

Write Barry Eager at Box 87, Berlin, MA 01503 or fantail@sshsa.org

A bow line is tossed ashore from M/V Coho at Victoria, British Columbia, on August 18, 2017. – Barry Eager photo.
“The Only Way to Cross”

Steamers developed for the Atlantic service have always been the most ambitious in the world,” wrote the late John Maxtone-Graham in his seminal work, *The Only Way to Cross*. “They were floating superlatives—sumptuous interiors contained in record-breaking hulls. One of the problems faced by the historian is where to begin...”

Maxtone-Graham tackled the problem by writing about hundreds of ships during a four-decade run as one of the best-known and most-beloved ship historians. All of us at the Ship History Center were thrilled when the author’s family recently donated his papers to SSHSA.

What a treasure trove! Filling an entire file drawer are photographs and notes from the author’s 2007 book on the Normandie. There are original photos of public rooms, cabins, and crew areas. Of special interest to future researchers are letters from his publishers, receipts from book royalties, and notes from fans. Other drawers contain files on the Cunard Line, about which he wrote frequently, and the SS United States, subject of his final book, published shortly before his passing.

At times Maxtone-Graham spent months at sea, delivering his popular ship history talks to passengers. Included with his papers are hundreds of the color slides he used to chronicle not only the great liners of the first half of the 20th century, but also ships from recent decades. SSHSA librarian and board member Nick Langhart picked right up on their value. “We are short on photographs of cruise ships from the last quarter of the 20th century,” Langhart explains. “The Maxtone-Graham collection fills a large gap in SSHSA’s photo archives.”

But it’s that very first book that many of us cherish the most. *The Only Way to Cross* was a mass-market success and introduced the lore and romance of ocean liners to new generations. It was the first book I read when I entered the maritime memorabilia field in 2001. Maxtone-Graham covers a wide swath of ship history, bringing it to life with his insight, wry sense of humor, and story-telling talent. The last paragraph of the book beautifully captures the excitement of an ocean voyage: “On sailing days in high summer, there is the same quickening of the pulse as the whistle thunders overhead. Once clear of the port, the same brilliant sea light dances on the cabin ceiling; in midocean, there is a delightful insouciance, for both Europe and America are still happily two days away.”

Write Don Leavitt at Nautiques, 255 Pleasant St., South Ryegate, VT 05069 or dml@nautiques.net
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• Invitations to Captains’ Circle events
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Call SSHSA for more information at (401) 463-3570 or visit www.sshsa.org
The SS JOHN W. BROWN is one of the last operating survivors from the great fleet of over 2,700 war-built Liberty Ships and the last operational troopship of World War II. The ship is a maritime museum and a memorial to the shipyard workers who built, merchant mariners who sailed, and the U.S. Navy Armed Guard who defended the Liberty ships during World War II. The JOHN W. BROWN is fully restored and maintained as close as possible to her World War II configuration. Visitors must be able to walk up steps to board the ship.

This exciting 6 hour day cruise includes lunch, music of the 40's, period entertainment and flybys (conditions permitting) of wartime aircraft. Tour on-board museums, crew quarters, bridge and much more. See the magnificent 140-ton triple-expansion steam engine as it powers the ship through the water.