

M.J. Ossorio (1914)

North Negros Sugar Co. Inc. (1917)

Victorias Milling Co. Inc. (1919)

Liberty Navigation Inc., Wilmington, Del. (1951)

Liberty Navigation & Trading Co. Inc., Wilmington, Del. (1953)

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May be cited with acknowledgement to the authors at www.oldchinaships.com

We gratefully acknowledge the assistance of Bill Schell in completing and illustrating this list.

First published 14 August 2023

This update 22 August 2023

Of Filipino-Spanish descent, Miguel Jose Ossorio was born in Manila on 1 October 1889 to Don Miguel Ossorio and Emilia Lapuente. His parents were apparently well off and he received a good English education at St. Edmunds de Ware in England and at the elite Hispano-British Christian Brothers School in Gibraltar. In 1910 at age 21 he married Maria Paz [‘Pacita] Yangco, born in the same year as the daughter of wealthy Don Luis Ronquillo Yangco, whose large fleet of small steamers and lighters dominated shipping around Manila Bay and via the Pasig River to Laguna de Bay. Together they had six children: Miguel Narcisco (1910-1965), Luis Cornelius (1911-1989) Jose Maria Lorenzo Cayetano (1912-2002), Alfonso Angel Ossorio-Yangco (1916-1990), Frederic Eugenio (1919-2005) and Robert Urbano Francesco Fernando (1923-1996), all born in Manila.

Presumably under the guidance and with financial support from his father-in-law, in September 1914 Ossorio took delivery from W.S. Bailey & Co. in Hong Kong of the 741-grt, engines-aft steamer *Nuestra Senora de la Paz*. Two years later she was sold to Norwegians at a much higher wartime price.

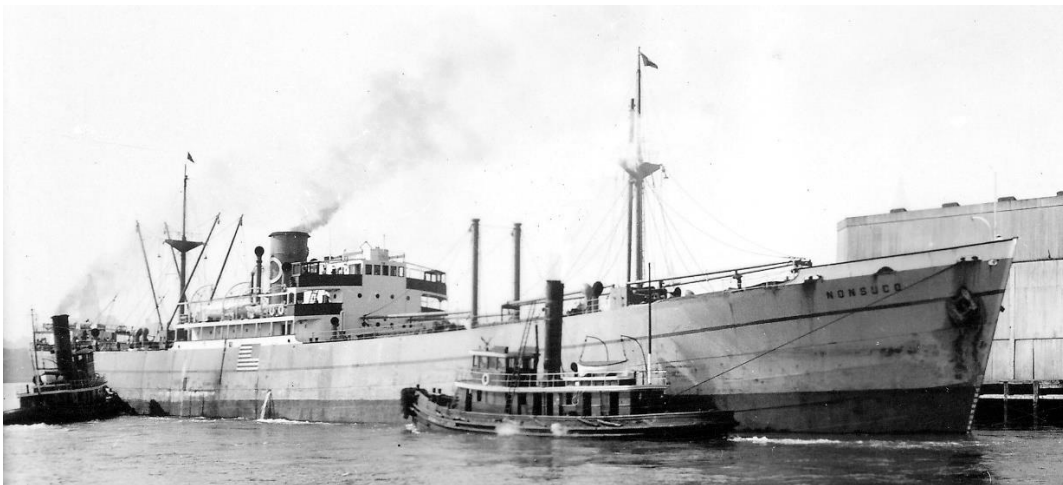
The unexpected sale of this good new ship was to allow Ossorio to invest in sugar. After World War I had suddenly removed German beet from the world sugar market, prices had soared. In the Philippines sugar had been grown on the plains of Western Negros (Negros Occidental) since the 1850s with export shipments from the port of Ilioilo on the other side of Guimaras Strait. With money in hand, in November 1916 Ossorio signed exclusive, 30-year supply contracts with several haciendas around Manapla at the northwest tip of Negros and with backing from the Philippine Trust Co. (8% 20-year bonds) proceeded to build a sugar mill, which in 1917 was vested in the North Negros Sugar Co. Inc. (NONSUCO). According to ‘The American Chamber of Commerce Journal,’ production commenced in July 1918 with a crush of 900 tons of cane per day. After entry of the United States into World War I and the German U-boat campaign had pushed sugar prices even higher, in May 1919 Ossorio took the further step of

establishing Victorias Milling Co. Inc. at Victorias, a short distance further south. Co-founders of Victorias were his wife Maria Paz, his brother Francisco Ossorio, Claudio Ruiz de Luzuriaga and Shiras Jones. This mill was slightly smaller with a crush of 800 tpd. Compared with the massive La Carlota (2500tpd) and Hawaiian Philippine (1800tpd) both were medium-sized mills and, like most others, their machinery was provided by the Honolulu Iron Works,

Although the wartime sugar boom ended in 1920, with two modern mills and a guaranteed, duty-free market in the United States, the fortunes of the Ossorio family were assured. They and their associates would soon become fabulously wealthy. Output at Manapla increased from 9,000mt in 1922 to 89,600mt in 1933 while that at Victorias increased from 11,400mt to 62,600mt, thus a combined output in 1933 of over 150,000mt (Larkin, 1993: 149). At first both mills had produced raw muscovado sugar but in 1928 the larger Victorias was upgraded to a refinery.

To assist with shipping through the wartime shortage of tonnage, in mid-1918 Ossorio took delivery in Shanghai of the 3-masted, 550-dwt auxiliary steamer *Alfonso*. In the mid-1920s Ossorio bought the old steamer *Bolinao* (1884), replaced in December 1927 by the 562-grt, engines-aft motorship *Palawan* from Hong Kong & Whampoa Dock.

Meanwhile, in November 1921 NONSUCO had taken delivery from W.S. Bailey & Co. of the 167-grt motorship *Nuestra Senora de la Paz (Paz)*, named after 'Pacita'. She would be followed in 1926 by the 240-grt, 120' sisters *Aloha* and *Paz II*, both built by Hongkong & Whampoa Dock as two-hatch, engines-aft powered lighters to carry sugar from the mills for export from Iloilo. Next in 1931 came the 248-ton motorship *Manapla*, also built in Hong Kong and, secondhand, the 279-grt, Hong Kong-built motorship *Robert O* [Ossorio] (1931). Though a small fleet, it was the most modern in the Philippines. Then in 1937, with financial assistance from the new Commonwealth Government under President Manuel Quezon, NONSUCO ordered from Doxford & Sons in England one of their standard motorships, the 9200-dwt *Nonsuco*, to carry sugar to the U.S. Delivered in June 1938, she had deep tanks for molasses or vegetable oil and two economical 4-cylinder diesels for a speed of 12½ knots. As a consort, in 1940 Ossorio/NONSUCO bought the 20-year-old, 8500-dwt ex-USSB freighter *West Keats*, renamed *San Vincente*.



NONSUCO departing New York, 21 September 1941 (Coll. M. Cranfield).

Like most of the Philippine merchant marine, Ossorio's interisland fleet was destroyed during the Japanese invasion from late December 1941. Fortunately, the two deepsea ships, *Nonsuco* and *San Vincente*, survived the war under American control.

In 1946 Ossorio returned to the Philippines to rehabilitate the two sugar factories, which had been left idle during the Japanese Occupation – the Japanese had no need for sugar, which they grew sufficiently on Taiwan, and there was no other export market within Japan's ill-named Co-Prosperity Sphere. The Victorias mill had been badly damaged by bombing, so the decision was made to transfer machinery from the Manapla mill, which was downgraded to a distillery. All the sugar assets, including the ships, tugs and lighters, were also transferred to the ownership of Victoria Milling Co.

Nonsuco resumed commercial service, completing special survey at New York in February 1947 and retaining Lloyd's 100A1 class. From November 1947 through to at least August 1950 she also made regular visits to San Francisco, Los Angeles and Vancouver, back-loading according to opportunity. In 1948 she was transferred to ownership of Victorias Milling Co. Inc. The older *San Vincente* also mainly loaded sugar for California though sometimes via Panama to the U.S. East Coast. She would remain in service until sold for scrap in mid-1960 after 40 years in commission, retaining Lloyd's 100A1 class to the end. *Nonsuco* was sold to Madrigal in 1962 and as *Sirius* tramped worldwide for another nine years.

This was by no means the end of Ossorio's shipping operations. Bill Schell has kindly informed us of a parallel U.S. entity that began in 1951 with purchase of the 'Liberty' *Barbara Frietchie*, which was registered under the U.S. flag without change of name to Liberty Navigation Inc. of Wilmington, Delaware. Well-known brokers and general agents J. H. Winchester & Co. of 19 Rector Street, New York acted as local managers/agents. By Lloyd's Confidential Index (LCI) of December 1953, the name had been amended to Liberty Navigation & Trading Co. Inc., also of Delaware. During 1956 a second 'Liberty' was added as *Josefina* and a third, *Santa Emilia*, in 1960. In June 1957 LCI Ossorio's address was altered from Manila to Meads Point, Connecticut, suggesting that around late 1956 at age 67 he had moved permanently to the United States.

In 1963 the 'Liberties' *Barbara Freitchie* and *Santa Emilia* were returned to the U.S. Maritime Commission (USMC) in part exchange for better the former United States Lines' C-2 *American Banker*, renamed *Santa Emilia* (II), and ex *American Farmer* to become *Our Lady of Peace*. Farrell's *African Gulf* was also purchased to become *Norberto Capay* (named after the Filipino inventor of a more efficient cane crusher). This trio, like the previous 'Liberties', seem to have been deployed in worldwide tramping rather than carrying sugar. Random issues of LSI show their movements to have been highly diverse but from 1965 at least one was carrying cargoes to Vietnam.

Founder Miguel Ossorio remained Chairman and President of Victorias Milling until his death at Greenwich, Connecticut on 25 October 1965, aged 76. From LCI of December 1966 Liberty's head listing was moved from Ossorio directly to J.W. Winchester & Co. A year later there was a notation 'management of this company transferred to L.N.T. Steamship Agency & Management Services, Inc. 412 Lafayette Building, Philadelphia'. June 1968 LCI amended this to 'management of the

above company transferred to Galicia Steamship Co., Ltd., 42 Broadway, New York'. Subsequently Adam Weinraub was listed as President of Galicia S.S. Co. Ltd. Notwithstanding, it is likely that the Ossorio family retained at least a beneficial interest. Bill Schell speculates very plausibly that the Ossorio family may have originated from Galicia, as distribution of that surname would also suggest. Miguel Jose's son Jose Maria (1912-2002) had succeeded him as President and Chairman of Victoria but three of his brothers were pursuing their cultural interests in the United States and would have had no interest in the shipping side of the business other than as a source of funds. By 1967 the three C-2 vessels were trading mainly between U.S. ports and South Vietnam. Machinery faults in both *Santa Emilia* and *Norberto Capay* suggest that little was being spent on maintenance. Nothing was done to repair *Norberto Capay*, which was laid up at San Francisco with machinery damage in November 1967, or to invest in replacement tonnage. During 1968 all three C2s were sold, marking the end of the family's deepsea shipping business, though not its holding in Victorias Milling.

The interisland fleet was not replaced after World War II. Instead Victorias deployed a small fleet of sugar lighters and tugs to handle them to and from the roadstead. The first tug *Victorias* looks to have been acquired as U.S. war surplus in 1947. In 1953 a second tug was acquired in New Orleans but lost on the delivery voyage. Instead, in 1954 Victorias bought from a Dutch oil company in Indonesia an 85' ex-U.S. Army motor tug that was renamed *Manapla* (II) and worked with two 750-grt, 162' x 36' barges delivered in 1955 by Hongkong & Whampoa Dock as V.M.C. 6 and V.M.C. 7 (V.M.C. denoting Victorias Milling Co.). In 1965 Victorias added the 192-grt motor tug *Cadiz*, probably rebuilt in their own yard from a former U.S. Army tug like *Victorias*, though this does not show in Lloyd's Register.

Jose Maria (1912-2002) served as Chairman of Victorias until 1976, then as Chairman Emeritus until 1989, by which time he had retired to Naples, Florida. Victorias floated as a public company in 1993 but failed in 1997 during the Asian Financial Crisis, necessitating a prolonged restructuring. It has now become a broad conglomerate. Three of Jose Maria's brothers made their mark in the cultural world:

Alfonso (1916-1990) went to boarding school in England, then via Portsmouth Priory, Rhode Island, and Harvard University (1934-38). Postwar he followed an artistic career, moving to a ranch in New Mexico and joining an artistic circle that included Mark Rothko and Jackson Pollock. Evolving from Surrealism to Abstract Expressionism, he became best known in the Philippines for painting the 'Angry Christ' mural in the St. Joseph The Worker Church that Frederic had organised to be built at the Victorias mill.

Frederic (1919-2005) went to school first at age 8 in UK, then in Rhode Island, before studying History at Yale (1937-42) and going on to Harvard Business School, but cut short his studies to enlist in the U.S. Army and assisting in the recovery of looted Nazi artworks. After the war he returned to the Philippines and joined his father in managing Victorias Milling. In the 1960s he went back to the United States to live on an estate at East Hampton, Long Island, and as a patron, art collector and subsequently donor to become a friend of Jackson Pollock and a member of the Abstract Expressionists. From 1996 he lived

at Boulder, Colorado and died there in May 2005 at age 85 as the last of Miguel Jose's children (see www.legacy.com/us/obituaries/greenwichtime/name/frederic-ossorio-obituary?id=26700825).

Robert (1923-1996) became a dancer, founded the Manhattan Ballet company, and remained a 'quiet patron of the arts' (NY Times, 30 Nov. 1996).

More detail on the family's remarkable artistic contribution can be found in the article 'The fabulous Ossorios' (see below).

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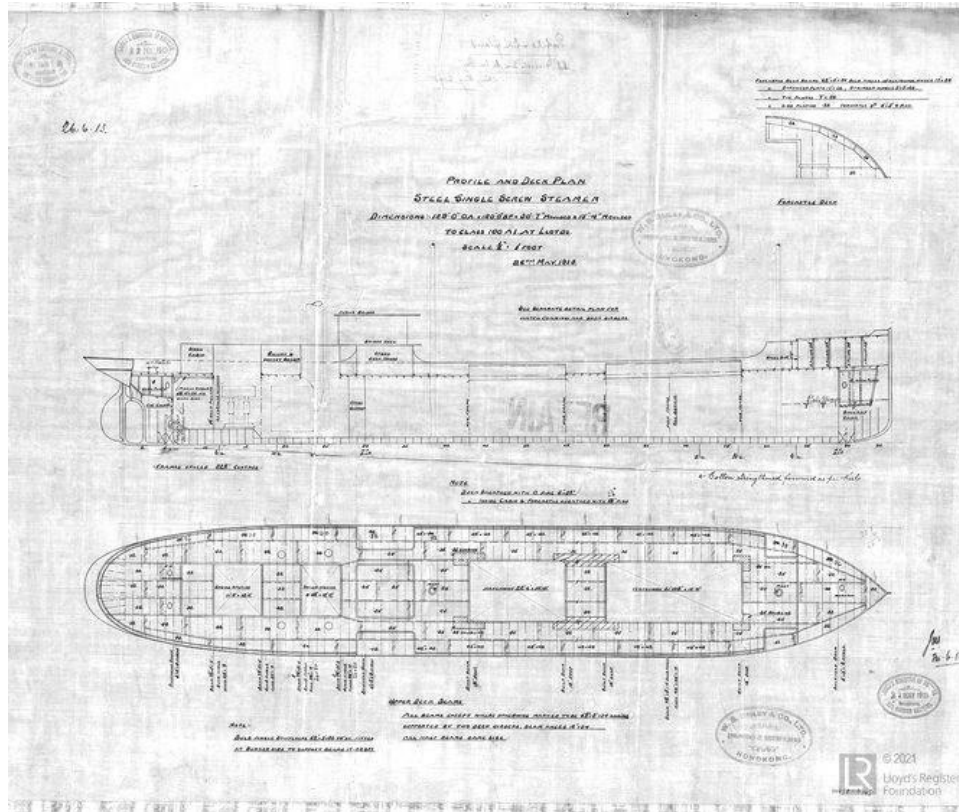
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Fleet List

NUESTRA SENORA DE LA PAZ (1914-16) 741/14-8 (181.6 x 30.1', T3cy by Aitchison Blair, Glasgow)
Built by W.S. Bailey & Co. Ltd, Hong Kong for M.J. Ossorio, Manila for lumber trade, 5/9/14 sailed for Manila towing *Maria Luisa* Y. 1916 sold to Hans Hannevig, Horten r. BORRE. 30/12/16 captured, shelled and sunk by *U-70* 50 miles W. of Cape Finisterre o/v Barcelona-Hull (fruit).



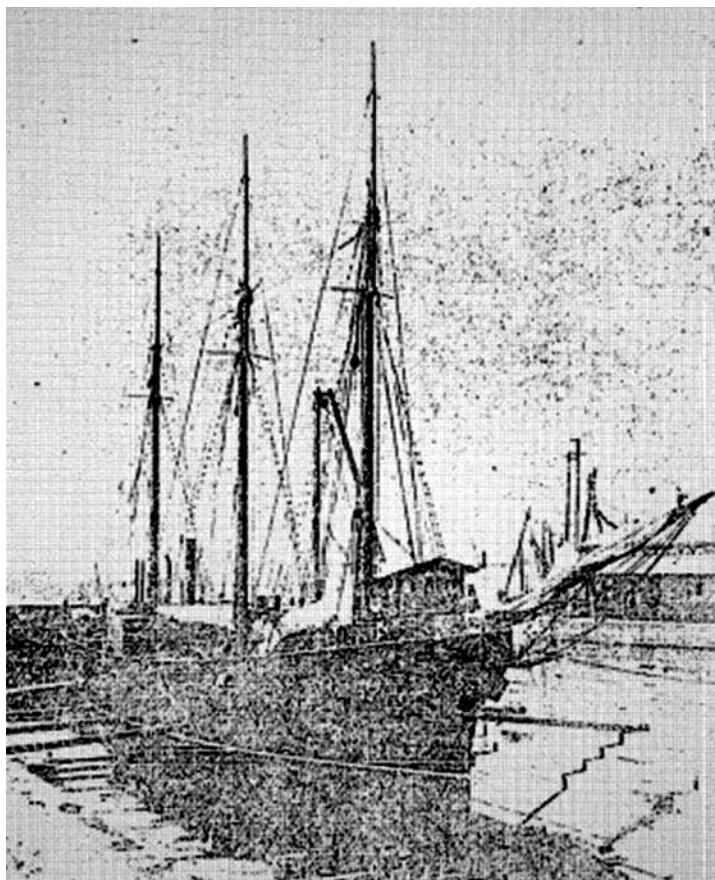
NUESTRA SENORA DE LA PAZ profile and deck plan (lrfoundation.org.uk).



NUESTRA SENORA DE LA PAZ bunkering in front of new El Hogar Building, 1 August 1914 (John Tewell).

ALFONSO (1918-1927?) 463 (550)/18-7 (aux. 3-mst schr, 141.0 x 30.8', 2M2cy/87nhp by Niigata Eng. Wks, Tokyo)

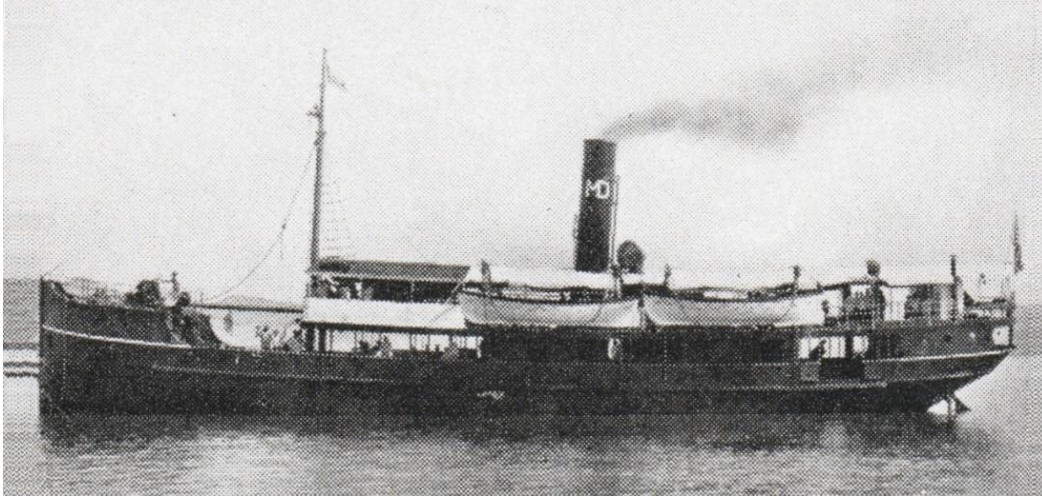
Built by New Eng. & S.B. Wks Ltd, Shanghai (#357) for M.J. Ossorio, Manila, 12/6 launched as ALFONSO. By 1928 sold to Smith Nav. Co. (Inc), Manila r. ETHEL CONKLIN. 7/29 i/s Manila-Medelin-Cebu-Bais-Dumaguete-?Kbg. 1/33 mortgaged. 5/34 laid up in default. 1936 sold to Francisco Boix, Manila r. NURIA. 4/7/39 lost propellor shaft and sank 4 m. off Buenavista, Marinduque Is. o/v Masbate-Manila (lumber & charcoal).



Newsprint image of ALFONSO in dock at Shanghai (Shanghai Times, 15 Dec. 1919).

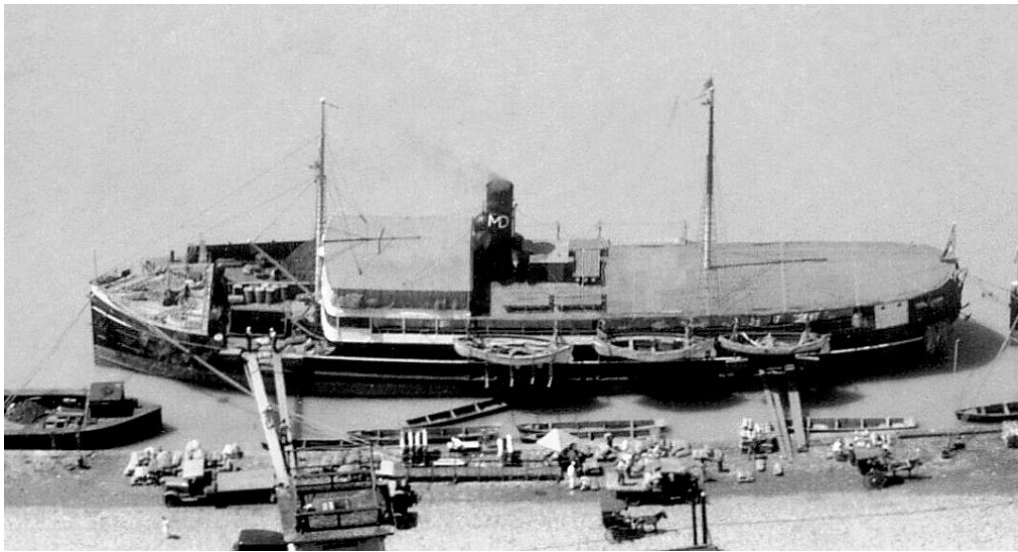
PAZ (1921-1938) 167/21-11 (91.5 x 22.1', 2-sc. M4cy by Niigata Tekkosha Eng. Wks, Kamata)

Built by W.S. Bailey & Co. Ltd, Hong Kong (#182) for North Negros Sugar Co. (M.J. Ossorio, mgr), Iloilo and del. 7/11/21 as NUESTRA SENORA DE LA PAZ but listed LR as PAZ. 1938 sold to CM r. JOLO. 1/42 war loss (no details).



PAZ on completion as NUESTRA SENORA DE LA PAZ.

'MO' denoting Miguel Ossorio was the original funnel logo (Builder's advert.).



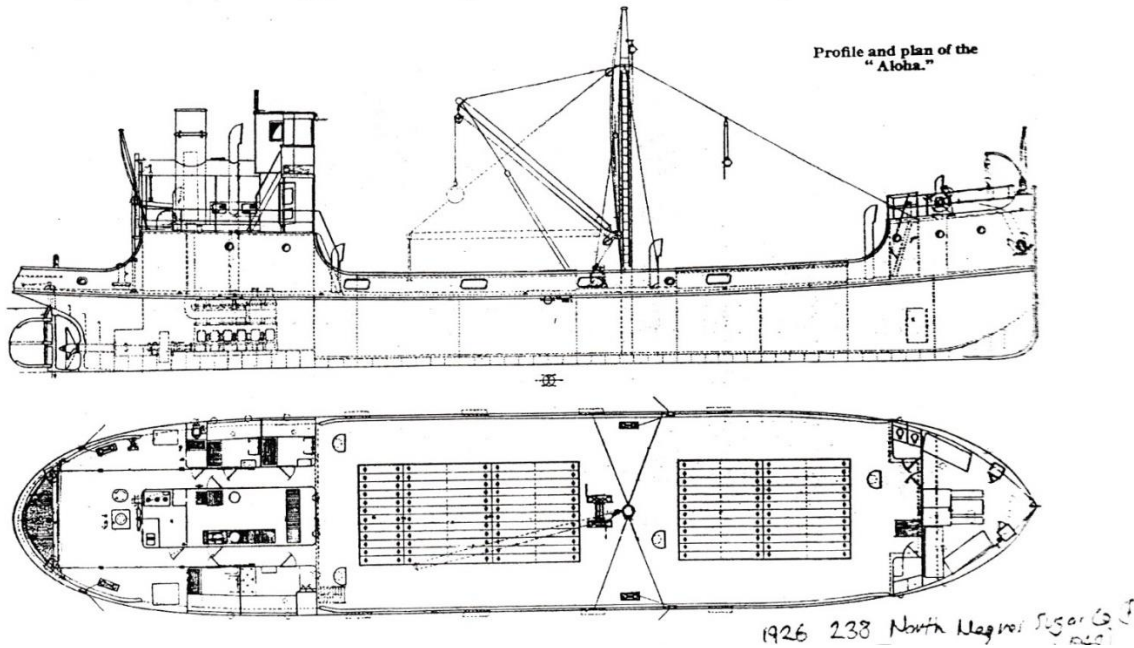
Presumed PAZ (same funnel) in the Pasig 18, August 1935 (USNA/John Tewell).

BOLINAO (1925-28) 247/84-2 (i.s.s., 134.0 x 24.1', C2cy/50hp Hanna, Donald & Wilson, Paisley)
 Built by Abercorn S.B. Co., Paisley (#69) for Cia Nav. de Filipinas, Manila, 2/4 dep. Greenock for Manila (17/6). c.1888 sold to F.L. Roxas. 1/95 t/f to Cia Maritima. c.1899 t/f to U.S. flag. 190? sold to Simeon Malfodi, Manila (255 grt). c.1918 sold to YYC. 1920 t/f to YSSC (22/3). By 1925 sold to Ossorio S.S. Co., Manila. By 1928 sold to Eusiquio Vy Godinez, Cebu. By 1934 Cebu Nav. Co. Inc., Cebu. 2/42 war loss in Philippine waters.



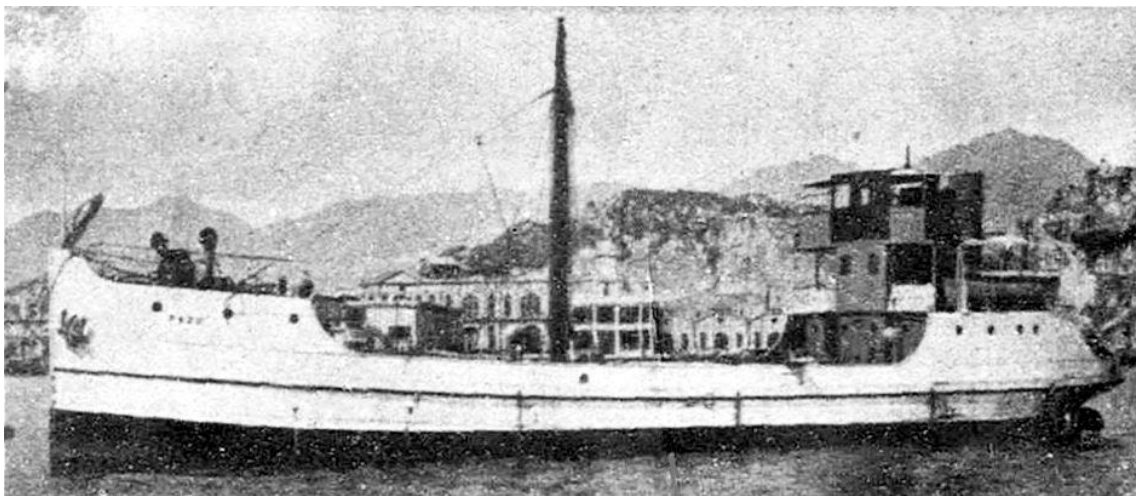
BOLINAO during c.1920-25 Ynchausti S.S. Co. ownership (3 photos John Tewell)

ALOHA (1926-41) 238/26-8 (120.0 x 24.1', M4cy/74nhp by A/B Atlas Diesel, Stockholm)
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#628) for North Negros Sugar Co. Inc., Manila (reg. Iloilo). 29/12/41 scuttled in Manila Bay.



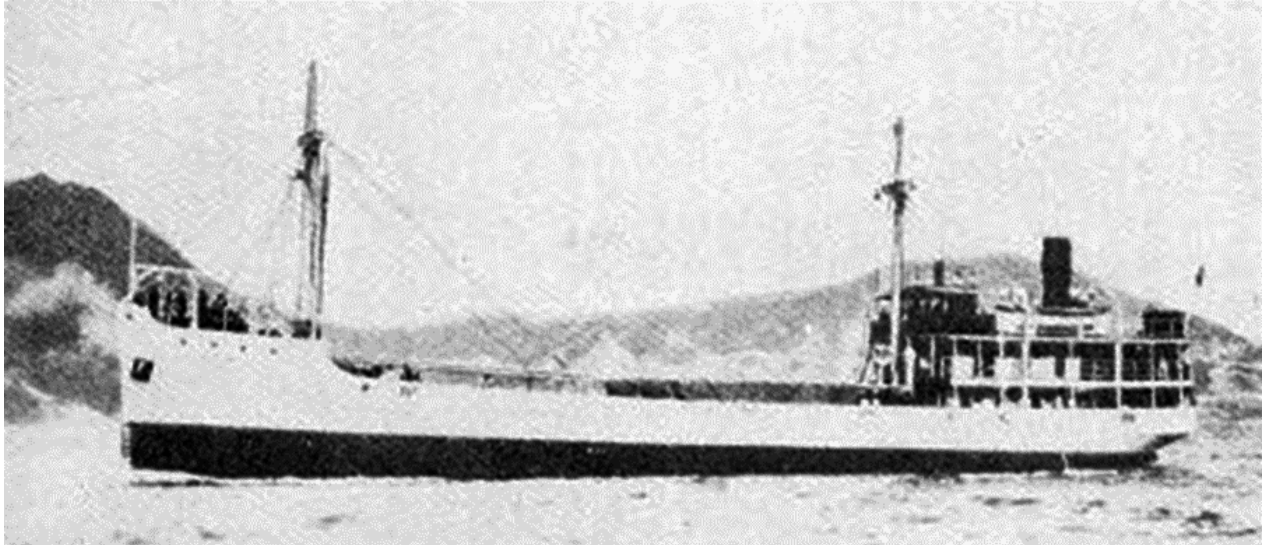
General arrangements for ALOHA and sister PAZ II (*Motorship* December 1926/Peter Cundall).

PAZ II (1926-41) 237/26-9 (120.0 x 24.1', M4cy/74nhp by A/B Atlas Diesel, Stockholm)
Built by Hong Kong and Whampoa Dock Co. Ltd, Hong Kong (#629) for North Negros Sugar Co. Inc., Manila (reg. Iloilo). 2/6/41 purchased by U.S. Navy, 25/6 arr. Cavite Navy Yard comm. as YAG-3. End 10/41 began conversion to magnetic minesweeper but not completed, 12/41 likely sunk by Japanese bombing of Cavite.



PAZ II (*Far Eastern Review*, March 1927/navsource.org).

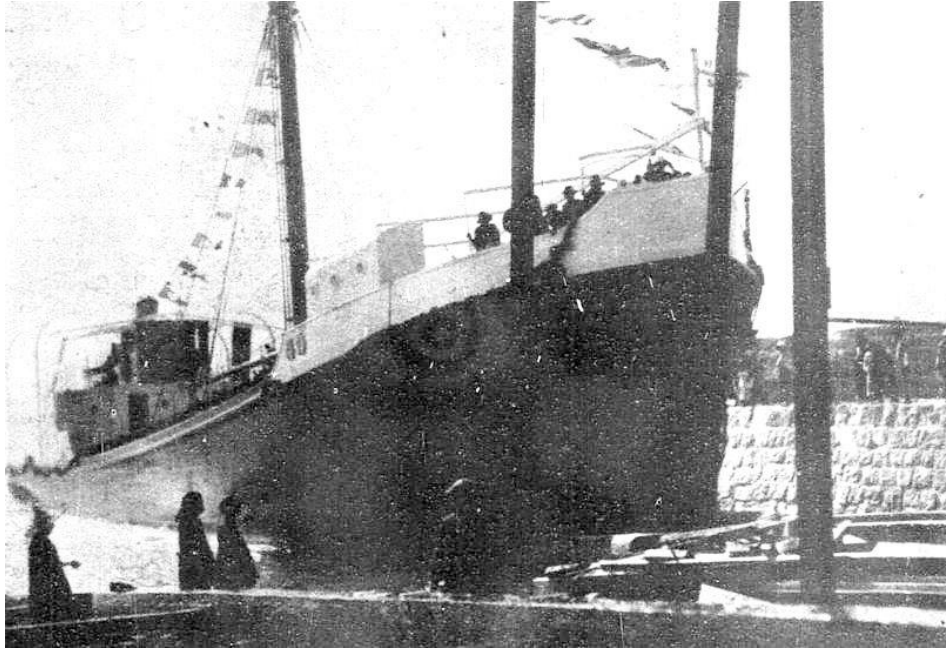
PALAWAN (1927-1940) 562/27-12 (171.3 x 29.2', M10cy/169nhp by A.B. Atlas-Diesel, Stockholm)
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#636) for M.J. Ossorio, Manila. 7/31 in service to Balabac. 1940 sold to M&Co. Early 1941 i/s to Sabang, Mambulao, Dahican, Raparapa and Lalawigan. 29/12/41 scuttled at Manila (Hartendorp rep. 1/1/42 at anchor off Manila), 24/3/42 refloated by Japanese and comm. by IJN as *PARAN MARU*. 31/1/44 sunk by gunfire from USS *Harrison* and USN aircraft near northern tip of Bigej Island, Kwajalein Atoll.



Builder's trials photo of PALAWAN at Hong Kong

MANALPA (1931-41) 248/31-6 (125.9 x 24.1', M4cy/68nhp by A/B Atlas-Diesel, Stockholm) [Bridge and engines probably amidships]
Built by Hong Kong and Whampoa Dock Co. Ltd, Hong Kong (#691) for North Negros Sugar Co. Inc. (reg. Manila). 2/6/41 purchased by U.S. Navy, 25/6 arr. Cavite Navy Yard comm. as YAG-4. Mid/end Oct 1941 began conversion to magnetic minesweeper but not completed. Survived fall of Manila, assigned to 16th Naval District's Inshore Patrol, active in Bataan campaign. 8/4/42 evacuated personnel from Mariveles, 12/4 sunk by Japanese gunfire in South Harbor, Corregidor.

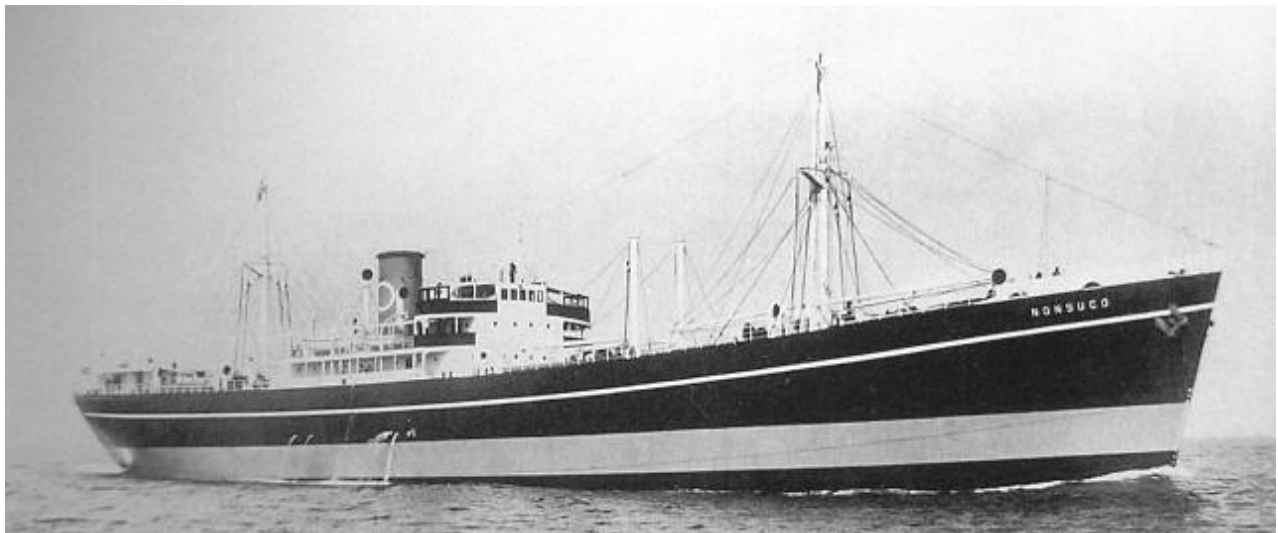
ROBERT O (1934-41) 279/31 (128.6 x 25.7', M6cy/65nhp by Humboldt-Deutz Motoren A.G., Köln)
Built by South China Motor S.B. & Repairing Works, Hongkong for Hoi Fook Shipping Co., Ltd., Hong Kong as HOI KONG. 1934 sold to North Negros Sugar Co. Inc., Manila (reg. Iloilo) r. ROBERT O. 2/6/41 purchased by U.S. Navy for \$59,500, 25/6 arr. Cavite Navy Yard comm. as YAG-2. Mid/end Oct 1941 began conversion to Netlayer but not completed, 12/41 likely sunk by Japanese bombing of Cavite. NFI, though may have been raised by Japanese and become YAMASHIRO MARU.



HOI KONG's sister HOI FOOK launched on same day (*Far Eastern Review* Nov. 1931/navsource.org).

NONSUCO (1938-62) 5212 (9217)/38-6 (439.0 x 56.1', 2M4cy/12½k)

Built by Wm Doxford & Sons Ltd, Sunderland (#641) for North Negros Sugar Co. Inc., Manila as NONSUCO (U.S. flag). 1946 t/f to M/V Nonsuco Inc., Manila (Phil. Flag). 1948 t/f to Victorias Milling Co., Manila. 2/54 drydocked at Mariveles for first time. Q1/1962 sold to Madrigal Shg Co. Inc., Manila r. SIRIUS. 5/6/71 dep. Hong Kong to Kaohsiung for demolition by Nan Feng Steel Enterprise Co., 25/6 work began.



NONSUCO on trials, June 1938 (Wm Doxford & Sons).



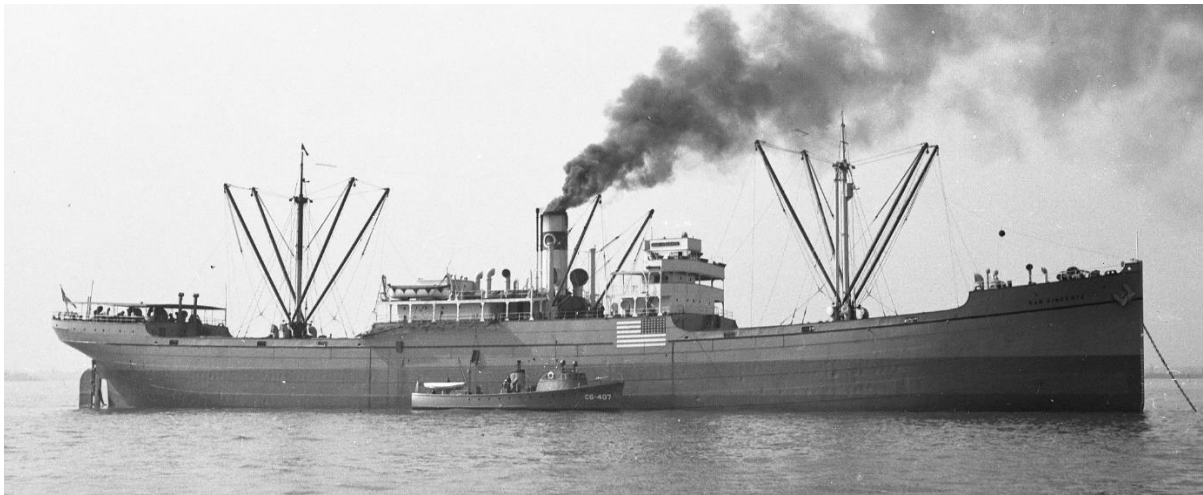
NONSUCO (x2) arriving at Los Angeles, late 1950s (Joe Wilhelm-Eric Johnson/coll. M. Cranfield).



NONSUCO postwar after transfer to Madrigal as SIRIUS (P. Foxley/W. Schell).

SAN VICENTE (1940-60) 5597 (8557)/20-4 (427.0 x 54.4', T3cy/10½k by Llewellyn Iron Wks, Los Angeles)

Built by Long Beach S.B. Co., Long Beach (#135) for U.S. Shipping Board, Los Angeles as WEST KEATS. 1925 sold to California & Eastern S.S. Co. Inc., Los Angeles. 1929 sold to Pacific-Atlantic S.S. Co. Inc. (States S.S. Co. Inc.), Portland r. SAN VICENTE. 1940 to San Vicente S.S. Inc. Manila (North Negros Sugar Co. Inc.), Manila. 1945 operating NY-Philippines and return (Everett S.S. Co. mgrs). c.1947 t/f to Victorias Milling Co. Inc. 1960 sold to Mitsui Bussan K.K., 1/2/60 dep. Osaka for demolition at Hiroshima.



SAN VICENTE at New York in 1940 with neutral U.S. flag on hull (Roger Scozzafava/W. Schell).



SAN VICENTE passing Hoek van Holland in 1950s, now with light grey hull (G. Bunschoten/W. Schell).

Liberty Navigation & Trading Co. Inc.

BARBARA FRIETCHIE (1951-63) 7176/43-11 ('Liberty', 441.8 x 57.0', T3cy by General Mchry Corp., Hamilton)

Built by Bethlehem-Fairfield Shipyard, Inc., Baltimore (#2275) for U.S. War Shipping Administration (reg. Baltimore) (Dichman, Wright & Pugh Inc. mgrs.). 1946 A.H. Bull & Co. Inc. mgrs. 1949 laid up at Wilimington. 3/51 sold to Liberty Nav. Inc. (M. J. Ossorio mgr), Wilmington, Del. 1956 t/f to Liberty Nav. & Tdg Co. Inc. 27/9/59 o/v New Orleans-Gdynia aground in Grand Bahamas, 5/10 refloated and repaired. 1963 reverted to USMC. 19/3/64 arr. Hong Kong for demolition by Chiap Fung Steel & Iron Works, 11/5 work began [Schell register and I.G. Stewart #693].



BARBARA FRIETCHIE at Hampton Roads c.1955 (Phil Myers/W. Schell).

JOSEFINA (1956-65) 7176/44-12 ('Liberty', 441.8 x 57.0', T3cy by Joshua Hendy I.W., Sunnyvale)

Built by Delta Shipbuilding Co., Inc., New Orleans (#155) for U.S. War Shipping Administration (reg. New Orleans) (De La Rama S.S. Co. Inc., mgrs) as ANDREAS HONCHARENKO. 10/47 sold to Mount Steamship Corp. (American-Hawaiian SS. Co.), New York r. ALABAMAN. 1950 t/f to American-Hawaiian SS. Co. (Delaware). 1952 sold to Coral Steamship Corp. (Orion Shg & Tdg Co. Inc.), New York r. SEACLIFF. 1953 sold to Pathy Lines Inc. (Atlantic Commerce & Shipping Co. Inc.), New York. 1954 sold to Seven Seas Steamship Corp. (Orion Shg & Tdg Co.), New York. 1956 sold to Liberty Nav. & Tdg Co. Inc. (M. J. Ossorio, Greenwich, Conn.), Wilmington, Del. r. JOSEFINA. 1965 sold to Panoceanic Tankers Corp. (Spiros Polemis Sons Ltd), New York r. FAIRWIND. 1966 t/f to Viafiel Cia. Nav. S.A., Monrovia r. CINDY. 7/12/66 o/v Mormugao-Amagasaki (iron ore) caught fire off Sumoto lighthouse, Awaji Island, towed in, 8/12 abandoned after fire put out but gutted amidships, 9/12 beached, 16/12 refloated and towed to Amagasaki, CTL. 9/2/67 arr. Hirao for demolition, 1/3/67 work began [Schell register and I.G. Stewart #690].



JOSEFINA discharged at New Orleans, July 1961 (Eric Johnson/W. Schell).

SANTA EMILIA (1960-63) 7251/44-11 ('Liberty', 441.6 x 57.0', T3cy by Filer & Stowell Co., Milwaukee). Built by J.A. Jones Construction Co. Inc., Panama City, Fl. (#70) for U.S. War Shipping Administration, Pensacola, Fl. (Polarus Steamship Co. Inc., mgrs) as CHARLES H. MARSHALL. 4/47 sold to Polarus Steamship Co. Inc., New York. 1949 r. POLARUS PIONEER. 1951 sold to American Union Transport Inc., New York r. TRANSAMERICAN. 5/51 in Delaware River damaged in collision with *Antinous* (6065/44). 1954 t/f to Rutland Navigation Co. Inc., Monrovia r. GERTRUD THERESE. 1959 t/f to Pacific Thunder Steamship Corp., New York r. PACIFIC THUNDER. 1960 t/f to Transamerican Steamship Corp., New York r. TRANSMARINER. 1960 sold to Liberty Navigation & Trading Co., Inc., Wilmington, Del. [M. J. Ossorio, Greenwich, Conn.] r. SANTA EMILIA. 8/7/63 off Tarifa, Straits of Gibraltar collided with and sank *Patrician* (3604/47). 1963 sold to U.S. Dept. of Commerce, Wilmington, Del. and laid up in James River. 1972 sold via Eckhardt & Co., G.m.b.H. to breakers, 24/4 arr. Santander in tow for demolition by Recuperaciones Submarinas S.A., 12/6 work began, 12/7 completed [Schell register and I.G. Stewart #703].



SANTA EMILIA at Gibraltar, July 1963 (Bert Warwick/W. Schell).

SANTA EMILIA (II) (1963-68) 8,211/1945-4 (C2-S-AJ1 type, 459.1 x 63.2', 2ST by General Electric Co., Erie)

Built by North Carolina S.B. Co., Wilmington, N.C. (#205) for United States Lines Co., New York as AMERICAN BANKER (8 pass.). 1961 sold to U.S. Dept. of Commerce, New York. 1964 sold to Liberty Nav. & Tdg Co. Inc. (M.J. Ossorio, Greenwich, Conn.) New York r. SANTA EMILIA. 29/11/67 steering engine and evaporator trouble o/v Wilmington (NC) to Vietnam, 16/12 at San Francisco for repairs (2/68). After mgt t/f to Galicia SS. Co. Ltd (Adam Weinraub), New York r. GALICIA DEFENDER, 4/4/68 New York to Da Nang via San Francisco (7/5), 13/5 accident (NFI). 1968 sold to Panoceanic Tankers Corp. (Leeward SS. Corp.), New York r. FAIRVIEW. 1970 t/f to Cia. Comercial Transatlantica S.A., Panama r. EUGENIA. Prior 20/2/71 arr. Kaohsiung for demolition by Yu Kuo Steel & Iron Works, 10/3 work began, 2/4 completed [Schell register].



SANTA EMILIA at San Francisco, 21 Apr 1966 (D. Thickens/W. Schell).



GALICIA DEFENDER at New York, February 1968 (Bill Rau/W. Schell).

NORBERTO CAPAY (1963-68) 6119/43-8 (C2-S type, 459.6 x 63.1', 2ST by General Electric Co., Lyn) Built by Moore D.D. Co., Oakland, Calif. (#230) for U.S. War Shipping Administration (reg. San Francisco) as JOHN LAND. 4/44 completed conversion at San Francisco by General Eng. Co. to troop transport (1575 troops) for operation by U.S. Navy (AP-167). After supporting landings at Saipan (6-7/44), Tinian (7/44), Carolines (9-10/44), Leyte (10-11/44), Lingayen Gulf (1/45) and Iwo Jima (3/45), 8/46 reverted to U.S. Maritime Commission and laid up at Olympia, Wa. 9/48 sold to Waterman Steamship Corp., Mobile r. JEFF DAVIS. 4/53 sold to Ocean Carriers Inc. (Seatraders Inc., New York), Wilmington, Del. r. SEA COMET II. 8/57 sold to Grace Line Inc., New York r. SANTA REGINA. 9/61 sold to Farrell Lines, Inc., New York r. AFRICAN GULF. 5/63 sold to Liberty Nav. & Tdg Co. Inc. (M.J. Ossorio, Greenwich, Conn.), New York r. NORBERTO CAPAY. 4/9/67 dep. New York to Saigon, 14/9 generator trouble, 13/11/67 via Los Angeles put into San Francisco with boiler and mchry damage. LSI 1/1/68 rep. t/f to Galicia S.S. Co. Ltd to be renamed GALICIA LEE but 7/68 to satisfy liens sold by auction to Zidell Explorations Inc. and towed to Portland, Or. for demolition, then 3/69 resold and 18/4/69 arr. Kaohsiung in tow, 5/69 work began [Schell register and Sawyer & Mitchell, *From America to U.S.*, Part 2, p.33; www.navsource.org/archives/09/22/22167.htm].



NORBERTO CAPAY (Skyfotos/W. Schell).

OUR LADY OF PEACE (1964-68) 8,211/1945-4 (C2-S-AJ1 type, 459.1 x 63.2', 2ST by G.E. Co., Lyn) Built by North Carolina S.B. Co., Wilmington, N.C. (#206) for United States Lines Co., New York as AMERICAN FARMER (8 pass.). 1/8/46 in N. Atlantic o/v Baltimore-London struck in No. 2 hatch by *William J. Riddle*, abandoned afloat, then after contested salvage between British and U.S. vessels 8/8 arr. Falmouth under own power with bow submerged, repaired and returned to service. 1961 sold to U.S. Dept. of Commerce, New York. 1964 sold to Liberty Nav. & Tdg Co. Inc. (M.J. Ossorio, Greenwich, Conn.) New York r. OUR LADY OF PEACE. 28/12/67 dep. Seattle to Saigon (21/1/68). 16/4/68 as GALICIA NAVIGATOR (mgrs now Galicia SS. Co. Ltd/Adam Weinraub), New York) dep. Saigon for Moji (30/4). Late 1968 sold via Mitsui Bussan Kaisha for demolition, 18/1/69 arr. Kaohsiung 1969 for demolition, 5/69 work began [Schell register and Sawyer & Mitchell, *From America to U.S.*, Part 2, p.46].



OUR LADY OF PEACE with military cargo, funnel device appears to be a bell (religious or denoting the Liberty Bell = Liberty Nav.) (Skyfotos /W. Schell).

Tugs

VICTORIAS (1947-??) 111/47 (tug, 19.66 x 6.25m, 2M12cy by Atlas Imperial Engine Co.)
Laid down by Hickenbotham Bros. Construction Div., Stockton (Ca.) for U.S. Army but completed for Victorias Milling Co. Ltd (reg. Iloilo). 19/5/53 sailing Iloilo-Manila. Still listed LR 1994/5.

H.A. GEHRES (1953-53) 103/47 (tug, 72.4 x 20.1, M/700 hp)
Built by unspecified builder at New Orleans for Calmes Engineering Corp., New Orleans (US o/n 253953). 1953 sold to Victorias Milling Co., Inc., Manila but 6/7/53 sank o/v New Orleans-Philippine Is. in tow (LCI courtesy W. Schell gives no location).

MANAPLA (1955-??) 150/44 (tug, 85.0 x 22.11', M6cy by Clark Bros. Co.)
Built by American Mchry Corp., Beresford, EW for U.S. Army as ST-676. C.1946 sold to N.V. Dordtsche Petroleum Mij, The Hague r. SOEKALILA. 1954 sold to Victorias Milling Co. Inc., Manila and 1955 r. MANAPLA. Still listed LR 1994/5.

CADIZ (1965-87) 192/65 (tug, 23.70 x 7.01m, 3M11cy by Atlas Imperial Engine Co.)
Built by Hickenbotham Bros. Construction Div., Stockton (Ca.) for Victorias Milling Co. Ltd (reg. Iloilo) as CADIZ. 1987 sold to Philippine Trigon Shipyard Corp., Cebu r. LADY OF LOURDES II. Still listed LR 1994/5. Balticshipping.com rep. 'decommissioned or lost'.

