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Overview



From a first American steamer voyage from New York to the US West Coast during the California Gold Rush of 1849, APL has continued its legacy of being at the forefront of the global shipping industry. This is our history and the foundation of what makes APL an industry leader in container shipping.

Over the course of these 160 years, the business that APL and its predecessors built has touched the lives of millions of people, involved virtually every country in the world, and shaped the future of ocean transportation. Though you're reading about an illustrious past, ours is a story with a clear vision of the future.

Choose any moment, and you'll see an organization that has consistently led the industry through innovation. Beginning with the entrepreneurial spirit of William Henry Aspinwall, the leadership of the company we know today as APL has held an unwavering commitment to progress. You'll learn how that visionary approach has bridged geographic gaps and cultural differences in the Pacific, helping to build one of the largest trading areas in the world.

As you make your way through our journey, you'll see as much of the future as you do the past. And in the many photos of the people who played a part in making APL what it is today, you'll recognize hallmarks of a truly dynamic business – a legacy of foresight, an eagerness to explore, and a drive to innovate.

To make it easier for you to learn about the company and its forebears, we've used three major themes to organize information – Explore, Innovate and Prosper.

In **Explore**, you'll read about the fascinating events that led to the founding of APL's earliest predecessor. **Innovate** focuses on the 20th century, an era of dramatic change for the transportation industry. And **Prosper** brings it all together by showing you how one company's rich history has shaped the way international trade is conducted today.

Our historical timelines are divided into three periods [1846-1899](#), [1900-1959](#) and [1960-Present](#) to make it even easier for you to jump from one era to the next.

More information about our historic vessels - ranging from the SS California (1848) to the incredible containerships of today - is accessible via links on our [vessel history](#) page.



Explore

The spirit of exploration - the desire to reach beyond the horizon, the commitment to set a course for the future - is as much a part of APL today as it was in 1848 for the company's predecessor, the Pacific Mail Steamship Company.



Wm. H. Aspinwall

Yet, for all the promise it holds, exploration often means striking out on one's own in the face of considerable skepticism. And this was the case when Pacific Mail's founder, [William Henry Aspinwall](#), successfully bid on a government mail contract extending from Panama to Oregon.

A "Harebrained Adventure" Begins

In 1848, as a result of treaties with Mexico and Britain in the 1830s and '40s, the western boundary of the U.S. stretched along the Pacific Coast from Puget Sound to San Diego.

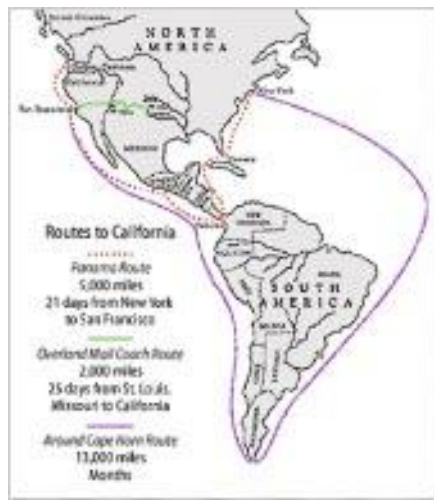
According to President Polk, "mail facilities, so indispensable for the diffusion of information and for building together the different portions of our extended Confederacy, should be afforded to our citizens west of the Rocky Mountains."



Since the goal was to achieve a fast, reliable means for delivering the mail, the government contract mandated the use of steamships. Steamers were to call on East Coast and Gulf ports in the U.S., then discharge their valuable cargo on the Atlantic side of the Isthmus of Panama. Mules and canoes would then carry the cargo to the Pacific Coast of the Isthmus, where it would be held until the next northbound steamer departed.

Despite the arduous route, the plan was far superior to traditional means of transporting cargo between the Atlantic and Pacific Coasts of the U.S. Still, the endeavor involved substantial risk. With a tiny population base of 20,000 scattered over 2,000 miles, the West had no coal, no means for supplying or maintaining steamers, and only rudimentary port facilities.





A Forward-Thinking Style

In fact, Aspinwall proved to be a visionary for his time. He immediately took steps to improve on the trans-Panama route. In the early 1850s, he worked to construct a railroad crossing the Isthmus - an idea that was regarded as outlandish in the 19th century - then used it in conjunction with his growing fleet of vessels. The integration of ship and train schedules was a groundbreaking concept at the time, and can be considered an early example of intermodalism in North America.

As a result of Aspinwall's forward-thinking style, Pacific Mail's fleet expanded to 23 ships, and the company quickly outpaced its competitors. Until the late 1860s, Pacific Mail and the Panama Railroad were the two most profitable corporations in the U.S., often paying dividends as high as 30 percent. And, for a time, the city in Panama which is now known as Colón was called Aspinwall.

At about the same time, Pacific Mail's wisdom was called into question when the company was successful in its bid for the first mail contract to Asia. Newspapers of the day claimed the plan was "a leap in the dark," wild speculation to bolster Pacific Mail's stock on the New York Stock Exchange.

But on January 1, 1867, the company's steamer **Colorado** sailed from San Francisco for Japan, inaugurating the first regular trans-Pacific service to Yokohama and Hong Kong. For many years following the Civil War, Pacific Mail provided the only service between the United States and the Far East and contributed greatly to the future of trans-Pacific trade.



The Colorado



Explore

The spirit of exploration - the desire to reach beyond the horizon, the commitment to set a course for the future - is as much a part of APL today as it was in 1848 for the company's predecessor, the Pacific Mail Steamship Company.



Robert Dollar

Facing a New Century

The 20th century brought with it many new opportunities, especially in trans-Pacific trade. Pacific Mail became Dollar Line in 1925, and its new owner, San Francisco lumber tycoon [Captain Robert Dollar](#), embarked on a different kind of exploration.

Dollar, a pious Scotsman who had made his fortune in lumber, had entered the shipping business out of sheer exasperation. Erratic shipping schedules had prevented Dollar from delivering his lumber on time, so he purchased his first schooner in 1895 to gain control over

the transportation of his shipments. Soon, his vessels were transporting lumber to Asia, and he became convinced that the Pacific was destined to become the center of world trade.

After acquiring Pacific Mail, Dollar worked tirelessly to focus the attention of North America's business leaders on emerging markets in Asia - and was even successful in persuading a group of diverse industry leaders to contribute to a booklet he called "Have You Investigated the Oriental Market for Your Product?" He took the idea of global commerce even further by purchasing land and building offices in Asia in the late 1920s, effectively breaking ground on what is now APL's extensive Asia office network.



Throughout these years, APL and its predecessors also afforded others the opportunity to explore. From carrying fifty Peruvian gold miners on the California to transporting the thousands of [immigrants](#) who followed, the ships belonging to APL and its forebears have been the first step for generations of families seeking a promising future in America.



Exploration Today

And after 160 years of exploration - of maiden voyages, of plying uncharted waters to reach new markets - APL is still connecting people and products. Now a truly global transportation provider, the company continues to add to its expansive network in areas like Latin America and Europe.

Today, APL's ultramodern transportation system links more than 25,000 points in over 105 countries. And every minute of every day, an extensive fleet of containerships progresses toward ports of call around the world - a fitting testament to the wisdom and spirit of exploration displayed by the founders of what is now APL.

To learn more about APL's history in the 20th century - the people and events that figured into the emergence of the modern APL - continue to [Innovate](#).



Explore

The spirit of exploration - the desire to reach beyond the horizon, the commitment to set a course for the future - is as much a part of APL today as it was in 1848 for the company's predecessor, the Pacific Mail Steamship Company.

William Henry Aspinwall, 1807-1875



Wm. H. Aspinwall

According to author John Haskell Kemble, William Henry Aspinwall was "a man of vision and courage, and, where small men could only see the probability of the moment, he could grasp the possibility of the future."

Born in New York City on December 16, 1807, Aspinwall would lead a rich life and leave a far-reaching legacy that few of his contemporaries could even begin to comprehend. Yet, despite the magnitude of his later achievements - which included founding both the Pacific Mail Steamship Company and the Panama Railroad - his career began unremarkably with a position in the family business when he was 25. Howland & Aspinwall, founded by his cousins, specialized in trade with the Caribbean.

Aspinwall learned the business quickly and was in charge of the firm just three years later. He soon oversaw the expansion of the business into new markets like South America, China, Europe, the Mediterranean, and the East and West Indies. In 1840, his younger brother John followed in his footsteps, and Aspinwall focused his attention on a new horizon of possibilities.



Pacific Mail flag

At first, Aspinwall concentrated on his interest in ship design - faster ships meant greater profits - and was one of the first to commission the noted naval architect, John Willis Griffiths, to design what some have called the first clipper ship, Rainbow. With a few successful shipbuilding projects behind him, Aspinwall cast his eyes and his interests even further.



Train Loading at Aspinwall, 1861

In 1845, Congress authorized a number of ocean mail contracts to be sold. Of all the contracts offered, the one between Panama and the Oregon Territory appeared the least profitable. Beyond the government subsidy for carrying mail, only minimal returns could be expected until the population of the West increased substantially. Revenues from passenger travel could not be counted on, as most travelers were in no hurry to get to the West until after the discovery of gold. This, combined with the higher cost of travel by steamer, meant that most passengers opted for the six-month journey around Cape Horn on a sailing ship.



In addition, there were no great ports, no facilities, no industry of any kind, no coal, and no repair yards that could service steamers. But Aspinwall correctly assessed the region's potential, and on April 12, 1848, the New York Legislature incorporated the Pacific Mail Steamship Company and designated Howland & Aspinwall as its agent.

Aspinwall ordered three new steamships to inaugurate the trade, the California, the Oregon, and the Panama. When he sent his first vessel, the [California](#), to take its place in the Panama-Oregon service, it was the first American steamer to navigate the Strait of Magellan and the first vessel of its kind to arrive in San Francisco after the discovery of gold in California. It entered the San Francisco Bay on February 28, 1849, and was soon followed by its sister ships. Together, these three ships became the backbone of Aspinwall's empire as the California gold rush quickly catapulted the Pacific Mail to success.



But Aspinwall was not a complacent man, and in the early 1850s he built a railroad across the Isthmus of Panama. Construction proved extremely difficult and costly, but in the end the railroad was completed. The first coast-to-coast train departed the East Coast on January 28, 1855. When Aspinwall finally came to Panama to inspect the railroad, he continued on to California. That trip marked the only time Aspinwall ever traveled on either his Pacific Mail line or the Panama Railroad.

In 1856, Aspinwall resigned as president of Pacific Mail. In semi-retirement he traveled, and dabbled in politics and philanthropy. In 1866 he became a founder of the Society for the Prevention of Cruelty to Animals (SPCA) and in 1869 helped to found the Metropolitan Museum of Art.

On January 18, 1875, William Henry Aspinwall died at home of a heart attack. Howland & Aspinwall continued for a short time, closing in 1895. The Pacific Mail Steamship Company survived 100 years in one form or another. The Panama Railroad today remains a vital link in the world's trade routes.

Perhaps the best description of William Aspinwall was written by his clerk, Robert Graham, in his diary: "he is a man, take him all in all. I fear we shall never have another like him."

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The First Voyage

In January 1848, two seemingly unrelated events took place on opposite coasts of the United States. The first event was the laying down at New York on January 4, 1848, of the keel of a wooden paddle wheeler to be named California at her launching four months later. The other event, on January 24, marked the discovery of gold at a remote California trading post named Sutter's Mill. California was the first American steamer to reach the western seaboard after this momentous discovery, and her early history was to be forever linked to the great California Gold Rush.



The California

California came out of the yards of William H. Webb, builder of some of the finest clipper ships of that era. Not surprisingly, her beautiful lines closely resembled those of Webb's magnificent sailing ships. For her size - 203 feet in length, 33 1/2 feet in beam, 20 feet in depth, and 1,057 gross tons -she was an expensive ship, costing over \$200,000. But with a gleaming black hull(copper-sheathed below the waterline), white upper works, red paddle wheels, and plenty of polished brass, she was a delight to behold.



Early San Francisco Post Office

Yet, despite her elegant lines, California had been designed with utility in mind. Built of choice oak and cedar, her hull was reinforced with diagonal iron straps to better withstand the pounding of her paddle wheels. Rigged with three masts and a full suit of sails, she was classed as a brigantine. But wind was meant to be only an auxiliary source of power and she was expected to carry a full head of steam at all times while underway.

Her one-cylinder side-lever engine, built by a firm with the unusual name of Novelty Iron Works, was driven by steam generated by two return-flue boilers that used salt water. Her paddle wheels were 26 feet in diameter, and she generally cruised at eight knots to conserve coal.

APL History



Launched in May of 1848, California passed the government inspections required by the mail contract in the fall. The steamer departed New York on October 6 under the command of Captain Cleveland Forbes. She and her crew of 36 left with 500 tons of coal, which was all she could carry. Also on board were provisions to last a year, a complete set of spare machinery, and only a handful of passengers destined for Rio de Janeiro and Valparaiso.

California crossed the equator without ceremony, although Captain Forbes tried an old trick on the ship's doctor. "On October 24, the Captain endeavored to make me see the line by fixing a small stick across the spy glass, but I eluded the hoax," the doctor reported in his journal.



The California. [Click on image for vessel information.](#)



A Mailbag from California's maiden voyage.

When the steamer arrived in Rio de Janeiro after just 26 days, she set a new record for that run. On December 12th, after successfully transiting the Strait of Magellan, California and her crew began the journey northward amid the long Pacific swells. These would be the last few days of calm for all concerned. Unfortunately, Captain Forbes had taken ill during the course of the voyage, and by the time the ship reached Valparaiso he could no longer carry out his duties. He took on an assistant, a Captain Marshall, from one of the sailing ships in the harbor, and the California departed for Callao, Peru, where she arrived on December 27.



[Click on map to see a larger version.](#)

In Peru, word had spread about the Gold Rush, and the ship's agent persuaded Captain Forbes to take on 17 cabin and 80 steerage passengers, eager for a try at the California goldfields. But problems were only beginning for the California. When she reached Panama on January 17, 1849, there were at least 700 gold seekers eagerly awaiting the arrival of the northbound steamer. When they learned that the steamer had taken on passengers at Callao, a near riot erupted.

Armed with revolvers and knives, the mob demanded that the foreigners be removed and native-born Americans take their place. To placate the Americans, the Pacific Mail agent ordered the Peruvians to sleep on the deck and all available beds were furnished to the new passengers. The California departed on January 31 with 365 passengers - almost twice the number she had been designed to accommodate - and all the coal she could carry. Most bunks were occupied by two gold seekers, and every inch of deck space was taken.

On February 9 the steamer entered Acapulco to replenish its supply of fresh water. All hands welcomed the chance to go ashore, stretch their legs, and take on private stocks of food, practically stripping the town of fruit, bread, and sugar.

APL History



Continuing forward, the captain had to deal with insubordinate crew, a stowaway, and a dangerously low supply of coal. Orders were given to cut up all available wood on board. Almost everything flammable went to feed the furnace - spars, bunks, and bulkheads. Then, in a lucky discovery, 100 sacks of coal were found, which got the California as far as Monterey. There she took on 30 cords of wood, and on February 28 entered the Golden Gate, 145 days from New York, and the first steamer to be seen at San Francisco.



Early San Francisco

But the California's story did not end there. All but one of the crew deserted for the goldfields. Captain Forbes, back on duty after his illness, kept watch over the ship. In April, he received a fresh supply of coal and had to assemble a new crew at inflated wages averaging \$150 monthly for the journey south. On May 1, the California left for Panama with 54 passengers and \$346,653 in gold specie aboard.

Adapted with permission from the article by Bill Kooiman, a retired maritime purser who works at the [San Francisco National Maritime Museum Library](#).

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Investing In The Future

When the U.S. Congress advertised an annual postal subsidy of \$500,000 payable for a monthly sailing from San Francisco to Honolulu, Yokohama, and Hong Kong in 1865, Pacific Mail Steamship Company emerged as the only serious contender for the route. Since 1848, when William Henry Aspinwall founded Pacific Mail, the first of APL's predecessors, the company had become the nation's premier shipping line.

Pacific Mail had planned to build four large wooden side-wheelers for the new service, but these ships would not be ready by the January 1, 1867, deadline. So, the steamer Colorado was removed from her West Coast run in order to make the inaugural voyage.



The Colorado in the drydock at Hunter's Point in San Francisco



She was given an extra mast, her hull was strengthened, and the outer line of main deck cabins was removed. Coal bunkers were enlarged so she could take on over 1,000 tons, enough for the passage to Yokohama with very little to spare.

Colorado was almost new, built in 1864 by the New York firm of William H. Webb, which had built the steamer California 16 years earlier. Measuring 3,728 tons gross, Colorado was 340 feet in length with a beam of 46 measured inside the wide wheel boxes. Boilers were of the early flue type, using salt

water and producing steam of only 20 pounds pressure.

Despite this, her engine was able to drive the large wheels at 14 revolutions per minute, enough to give the ship a speed of 12 knots in favorable seas. Her three masts were rigged for a full suit of canvas - carried not only for use in case of an engine breakdown, but to steady the vessel in bad weather.

The night before sailing, the last day of 1866, a "Grand China Mail Dinner" was held in the banquet room at the Occidental Hotel, San Francisco's finest. Lengthy discourses by both Chinese and American businessmen marked the occasion attended by 250 state and local dignitaries, shipping officials, religious leaders, and commercial agents.



The Great Republic, sister ship of the Colorado.

Governor Frederick Ferdinand Low presided at the head table, where a sugar model of the Colorado formed the centerpiece. Eighteen toasts punctuated the sound of lively conversation while magnums of champagne accompanied the elaborate cuisine that was standard at such affairs. Symbolizing what was hoped would be the rich prospects of trade for the Far East, three Chinese merchants, well known in the community, sat at both sides of Governor Low and toasted a profitable future. Sailing day would have been a holiday even if it hadn't been the first day of the New Year, and San Francisco gave Colorado a festive farewell.

The departure ceremony was described in the words of a veteran Pacific Mail skipper, W. H. McLean, who was then a petty officer on the Colorado:



The Great Republic, sister ship of the Colorado, in Yokohama harbor. *Click on image to see a larger version.*

"That day was a great day for San Francisco, it seemed as if half the population was at hand to witness the sailing, which was to be the first steamer to leave these shores for the faraway land across the Pacific.



Click on image to see a larger version.

"Flags waved and bands played the national air. When the moment for the steaming arrived, the great side wheels churned the water and she backed away from the wharf. The crowds cheered wildly and the bands fluted to the high notes. Salutes were fired from guns on the steamer and on the wharves. One of the guns exploded and several people were hurt as we swung into the stream.

"All the way down the bay the Colorado was saluted until we struck the open mouth of the sea. There were 150 passengers, every stateroom was taken and it was considered something of an honor to be a passenger on the first steamer to leave the Golden Gate [of San Francisco] for China."

In Yokohama, the Colorado was given a festive reception, and similar greetings awaited the ship in China. Once again, Pacific Mail had persevered - and succeeded - in the face of widespread criticism.

APL History



Although the Colorado and her sister ships, the Great Republic, China, and Japan, were the last of the great side-wheelers to be built for this service, the route that Colorado inaugurated foreshadowed Pacific Mail's growing presence in Asia. Soon, a new generation of faster, iron-hulled, screw-propelled vessels like the City of Peking would replace the side-wheelers, ushering in a new era of trade in the Pacific.

Adapted with permission from an article by Bill Kooiman, a retired maritime purser who works at the San Francisco National Maritime Museum Library.



The Japan

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Robert Dollar, 1844-1932



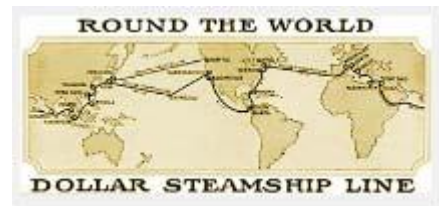
Robert Dollar

Called the "Grand Old Man" of the Pacific, Captain Robert Dollar was born in Falkirk, Scotland. By the age of 11 he was earning his own living as a shore boy in a lumber camp in Canada, where he endured many hardships. Dollar's difficult childhood likely shaped his stringent attitude toward life and work. In the years to come, Dollar developed a set of rules to which he adhered all his life:

1. Do not cheat.
2. Do not be lazy.
3. Do not abuse.
4. Do not drink.

In 1893, Dollar purchased a sawmill on the Pacific Coast, and his lumber business flourished. Unfortunately, shipping schedules at the time were erratic, and Dollar, like many in the lumber business at the time, soon found that he had little control over the transportation of his goods. So, in 1895 he acquired his first vessel, a single steam schooner called *Newsboy*, to move his lumber from the Pacific Northwest to markets down the coast. This foray into shipping resulted in the founding of Dollar Line in 1900, when Dollar was nearly 60 years old.

When Dollar made a test run to the Orient with another of his ships, he was the first to bring the lumber business to a new continent. Soon, the familiar Dollar Line smokestack, with its distinctive dollar symbol, was a familiar sight throughout Asia. As the result of his success, he encouraged leaders from different industries in the U.S. to explore Asia as a potential new market for their businesses. Clearly, he was one of the first to gauge the importance of trans-Pacific trade in the 20th century.





By World War I, Dollar was such an institution in Asia that his word alone was enough "collateral" to begin the construction of ships in China that cost \$30 million. In 1923, the purchase of seven "president" ships owned by the U.S. government allowed Dollar, then age 80, to pioneer his successful round-the-world passenger service. In 1925, Dollar Line acquired the Pacific Mail Steamship Company and its trans-Pacific routes. Ultimately, Robert Dollar made eight circumnavigations of the world and over 40 trips to the Orient. By the late 1920s Dollar passed the reins of management along to his son Stanley, although he kept true to his work ethic and remained involved in the business right up to the end.

In 1932, at the age of 88, Robert Dollar died. Perhaps the best testament to his life can be repeated in his own words, written in a letter to a friend. "In this world all we leave behind us that is worth anything is that we can be well regarded and spoken of after we are gone, and that we can say that we left the world just a little better than we found it. If we can't accomplish these two things then life, according to my view, has been a failure. Many people erroneously speak of a man when he is gone as having left so much money. That, according to my view, amounts to very little."



[Want to learn more about life at sea during the Dollar years and WWII? Read the accounts of the members of the Sea List.](#)

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Memoirs of the Sea List

Sea travel has changed dramatically during the 20th century. Advances in technology permit the operation of large seagoing vessels with crews as low as 6 people. The flip side is that in the midst of all this, we only sometimes catch sight of a part of our heritage that is fast slipping away. Computers have replaced many ship's personnel - men who worked long hours for little pay in their quest to explore the world and discover their place in it. This section takes a brief look at some of these men, members of the Sea List Association, an organization officially formed in 1966.



Merchant Marine Certificate of Service.

In reality, the Sea List dates to the years between 1924 and World War II, when the men who began their ocean-going careers in the Purser's Department on a Dollar Line or American President Lines vessel spent a year or more shoreside in a training program conceived of by Stanley Dollar. At the completion of the program, each man's name joined those already on the company's seagoing list and one by one, they went to sea.

Most of the information in this section came from interviews with the following Sea Listers: Craig Galt, Eugene Lukes, Archer Moze, James Weinberger, James Whitman, and Robert Turner. Their stories and recollections, delivered with wit and patience, cast light on an era that is gone forever.

So You Want To Go To Sea Young Man

Stanley Dollar began his training program at Dollar Line as the acquisition of new ships, including the first seven "President" ships, led to an increase in staff from 25 to 85 between 1920 and 1924. He needed experienced employees. By the 1930s the program initiated trainees into all aspects of the industry. As Gene Lukes explains it, "in those days you learned the business from the bottom up."

It wasn't easy to get into the program. Lukes said, "This was the Depression, there was 25 percent unemployment and that didn't include housewives or children or teenagers or anybody else. That included skilled family men only that were considered heads of households. So it was tough to get a job and usually you had to get a job by knowing somebody who could get you to the right people."



Passengers dancing, *President Hoover*

Some trainees, like Jim Weinberger, grew up wanting to go to sea. Weinberger applied to be a deck cadet and when he was rejected, spent the better part of a year trying to convince the personnel manager to hire him. "So every Monday morning I'd take the nickel ferry from Oakland down through the estuary to San Francisco and go up to the tenth floor of the Dollar Building at the corner of California and Battery. I'd sit there till Mr. Cokely came in. And I'd say, 'I'm here, I want to talk to you some more.'" Persistence paid off, but it was through a contact made by his mother that Weinberger was given his first job as a purser's clerk, "to play the phonograph for the dances and pipe the music into the dining room during meal hours." Weinberger gained the support of the chief purser, who taught him to type, and after a few voyages made it into the training program.

Working Your Way To The Top

Trainees were paid \$60 per month. According to Gene Lukes, "once we went to sea and got smart alecky enough, we called it a cheap labor system. We had to take a typing test and if you were a good typist you were assigned to the freight department where your hours were longer and the work was harder. The other fellas went into the passenger department, which was sort of the glamour section, or in the mailroom. We worked eight hours a day and on Saturday mornings till one I think." When the workload got heavy, "I worked every night except Saturday night and Sunday night, all day Saturday and half a day Sunday, and sometimes we worked all night before ships sailed."



Pursers staff in office.

After about eight months in the office, Lukes transferred to Pier 42. "The company could use the docks as part of their training program and assign up to six fellas down there to do cargo receiving and delivery or other dock clerical work. It was a much better job than uptown. For one thing, the union didn't allow us to work overtime, so we had regular hours. We didn't have to stay up to midnight the night before the ship sailed, got paid more money, and we had outdoor work."

"You moved up in seniority, as they pared the top man off the dock and put him on a ship, you moved closer to being number one. So usually with six fellas on the docks you could figure that in four months you would probably be at sea."

Baggage Clerk

Five or six men worked in the purser's department on board Dollar Line and APL ships. Trainees started as baggage clerks. Arch Moze says, "That was a misnomer actually. They were in charge of the baggage of course, but that was a minor thing. They had to type, put out the newspaper aboard ship. The radio operators would receive news over the air and they would type it up roughly. It was up to the purser's department to edit it and put it together in a little paper so the passengers would have it first thing in the morning." The baggage clerk was also the passenger liaison, as Craig Galt describes. "Like a hotel reservation desk, you assign them their room and make sure they're comfortable. You help arrange entertainment for the nighttime parties and arriving in port you cleared them through immigration."



The baggage clerk was the lowest trainee position, second only to the purser's clerk, who Moze called "the yo-ho boy." Along with playing the music, the purser's clerk had to run off mimeographs of all the paperwork. "We had a gelatin roller. You had to keep them in the refrigerator; otherwise they'd melt. You had to crank it out, it would come out in purple ink and you had to change the rolls maybe every day or so depending on the usage."

Freight Clerk

From baggage clerk, you advanced to assistant freight clerk and freight clerk. Jim Weinberger explained the routine. "We did the freight manifest which is now done all by computer. We used to sit there and type pages and pages. Coming into the United States from the Far East there was a big manifest about two feet wide and our typewriters all had a big carriage that high. Well, imagine the ship rolling, how do you keep the carriage steady? You get a big rubber band and tie it up, put a nail on the wall so it stays in one position. We worked hard coming home. And sometimes we worked until two o'clock in the morning, typing, typing, typing." In addition to preparing all paperwork, freight clerks supervised the loading and unloading of all freight and mail.



Cashew loading in India

Purser

The highest ranking people in the department were the senior assistant and chief purser. Jim Whitman describes the duties of the chief. "He is in complete charge of the hotel portion of the steamer, freight, and those in his department including the steward's department. This entails entering, clearing, freight, passengers, payrolls and the returning of foreign agency earnings." Arch Moze adds, "The senior assistant and chief purser would have their tables at dinner with passengers sitting at their tables. The senior would handle payroll and run the staff because the chief purser wasn't there all the time, he'd be off somewhere with the passengers afternoons, and he'd play cards with them at night, or bridge. He was the host."



Dining with the Captain, President Cleveland.

Close Encounters With The Specie Tank

The freight clerk was responsible for valuable cargo, kept in the specie tank, which got its name from the large amounts of gold and silver bullion stored there. According to Gene Lukes, "It was a big safe with a big steel door and a combination lock and big locking bars across it with big padlocks on it. The Chief Mate had keys to the padlocks and the Purser had the combination to the safe. What did we carry in the specie tank? Well, we carried registered mail. You never knew what was in registered mail, transferable documents, negotiable instruments, stocks, boxes of paper currency, gold and silver bars and coins, that's the way they were moved in those days. Banks settled their differences and balances lots of times with movements of gold or silver."

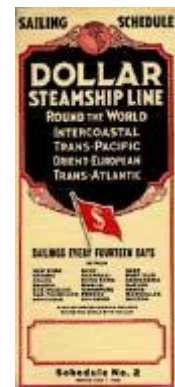
Craig Galt recounts one incident. "When I was a freight clerk going around the world, we got to Bombay and I got word that they were going to load several million dollars worth of gold in bars. The gold came down with one distinguished tall, Indian man carrying an umbrella, the coolies lugging the bars by hand, and one armed guard with a shotgun. I checked it, signed the paper, closed the doors and spun the knob to lock it. Then, this was the last port so they loaded rubber in the hatch and filled all around the tank. We sailed around the Cape for New York. The passengers are discharged, the freight is discharged, and the guys from New York come for the gold. Instead of just a few people, they come down with an armored car and about 20 machine gun carrying guards, well, because New York's a different story. So we go down in the hatch and I start to spin the knob and the combination lock falls off. I guess the rubber cargo had shifted or something. My heart was in my throat, was the gold there? And fortunately it was, nobody had taken any of the gold. But that was your job."

This Ain't No Pleasure Cruise

Early in this century, passenger travel aboard ship was rarely for recreation. Gene Lukes recalls. "There was first the business people - Goodyear, Firestone, the big rubber companies, big banks and insurance companies.

"Then we had government people - consuls, ambassadors and government officials traveling to foreign places - and we had the military, which were very big because we had an Asiatic fleet in the Far East in which they were changing officers and personnel constantly. So there was substantial military movement.

"And then the missionaries. I don't believe the average American today has any idea of the amount of money and effort that American church groups put into missionary work, particularly in the Far East, since the turn of the century. The Catholics, the Presbyterians, the Methodists, and particularly the Seventh Day Adventists. They were avid missionaries and they only sent out highly qualified people. They would be doctors and a wife-nurse, and set up small hospitals. Or they would be expert carpenters or farmers or plumbers. So they offered more than just conversion. In fact, the best surgeon in Shanghai was a Seventh Day Adventist I think, and mandarins and high potentates and rajas would come thousands of miles to be operated on by this skilled surgeon. So missionaries were a big group, and then occasionally we'd have a tourist. And a tourist was somebody who was old enough and wealthy enough to go out looking to see what the other part of the world looked like."



Sailing Schedule, 1924,



Passengers enjoying a race.

Games People Play

On board, the Purser's Department planned all entertainment, including games for the enjoyment of the passengers. One of the most fun was horse racing. Jim Weinberger describes how it was played. "They have a set of horses, six of them. And you get a long strip of cloth, with a lane marked on it for each one and you line them up. Then you roll six dice. So number two comes up two times, Horse Number Two gets to move forward twice. And then number six comes up once and moves forward once. And then you bet on them. You sell tickets, you figure the odds. And halfway through, the steward or assistant purser calls out, 'Hold'em up, hold'em up! Number Two will pay \$2.40, Number Six will pay \$4.00,' and so on. And everybody will say, 'Come on Six!' They yell like hell. Now you can have Two to jump, so you get up to that point and you're Number Two, you don't jump until number two

comes up twice, see? It makes it exciting."

The Grounding of the *President Hoover*

By the late 1930s World War II began to disrupt trade routes and Dollar Line's financial difficulties began to take a toll. There were delays and ships were laid up. On December 12, 1937, the *President Hoover* was enroute from Kobe to Manila. On board were both Gene Lukes and Arch Moze, who happened to be roommates.



The President Hoover.

Lukes begins the story. "It was wintertime and a strong monsoon was blowing. The Captain was getting these messages, 'You must be in Manila, absolutely urgent that you arrive not later than 6 a.m. such-and-such a date, make all possible speed.' Maybe an afterthought with due regard to safety. We were zooming along southward to the eastward side of the island of Formosa, Taiwan now of course, controlled by the Japanese, who had turned out all the navigation lights. So we were sailing on what was called dead reckoning. Well, winds and seas are not always that predictable, and about midnight we came close to shore and hit a peninsula. Arch and I were in bed, and I felt this bump and said, 'Arch, we've run aground.'" Moze says, "I'll tell you what, the deck crew was out

washing the deck and they were dropping things, making noise and keeping me awake, and then all of a sudden we heard, boom, boom, boom, like that. Then all of a sudden it stopped, quiet. We didn't have radar on the ship in those days and it was very misty, you couldn't see anything. If we'd gone a little further out, we'd have hit this big rock head on and sunk entirely, so we were lucky."

After the grounding, Lukes continues, "sure enough the general alarms went off, and we were getting all the passengers out, getting everybody up on deck. It was blowing, the seas were starting to smack against the side of the ship, it was pitch black. And pretty soon we could see little bobbing lights along the shoreline, little oil lanterns so we obviously stirred up the natives. As it got lighter we could see that we had ripped out the bottom almost clear back to the engine room. There was a lot of oil, and it oiled the sea and the beach. There was no backing off, so we had to get the passengers ashore. We lowered the lifeboats with people in them.



Covered in fuel oil, December 13, 1937.

"We had the natives with their boats helping us. We put a line

ashore and then with a winch we could bring the line so it didn't sag down into the water. With crew members holding each end of the boat onto the wire with heavy gloves, you could keep the boat pointed in the right direction." Moze says, "I was the first person ashore. Believe it or not. Mr. Holzer, the Chief Purser, told me to go ashore and handle the passengers. So I grabbed an oar and those damn lifeboat oars were so big I could barely get my hands around them. Anyway, it took about fifteen minutes to get ashore, it was so rough. Some of the women passengers were reluctant to go into the oil, so the crew would just pick them up and put them ashore. The passengers were there two nights and they were taken off by the President McKinley and taken to Manila. And myself and most of the crew spent two more nights and were taken off by the President Pierce."



The President Hoover.

Lukes' task aboard the grounded *Hoover* was a little unusual. "Mr. Holzer sent me to the first class smoking room where the slot machines were. There were nickel, dime and quarter slot machines, quite a revenue for us during those days, though they were locked up in the United States. I emptied the slot machines and had all the money in two canvas money bags about the size of a two or three pound salt sack. So I strapped that around my waist so they wouldn't hamper me and then Jeff Holzer gave me his pistol. These were the days of piracy and you never knew whether you would have an uprising among your 400 steerage

passengers. Anyway, when I jumped out I jumped right into a hole in the coral and I went right down. Fortunately the wave receded and I surfaced again, and they pulled me ashore. I was pretty well oiled, but I kept that money, guarding it with my life with Jeff's pistol."

The Wooden Gun

When the United States entered World War II, the *President Madison* was just out of Manila and somehow failed to get the news. Both Craig Galt and Bob Turner were aboard, and told me the story of the wooden gun. "We arrived in Surabaya [Indonesia] and the city was black and we couldn't understand why. We had a big American flag as we passed all kinds of Japanese fishing boats.



Wooden gun, President Madison

We were all lit up and a fella comes out and says, 'Turn off those lights. They've bombed Pearl Harbor and Manila, and you're at war with Japan.' So we all went ashore, we had a few passengers left on board, and we filled gunny sacks with sand. We stacked those around the bridge and the radio shack. And painted the ship grey, everybody, the crew and the passengers, and the carpenter built this wooden gun."

Turner says, "The ship's carpenter made it. I don't know where he got the picture or whether he just had an idea of what a gun would look like, but it's true. This is all wood. But the barrel, I don't remember what that was. It looks like some metal piping." Galt adds, "It looked just like a three-incher. It was lacquered so it looked like shiny metal and the purpose of that is, we could only make 13 knots in the ship we had and a submarine on the surface could probably make 20. But underneath they could only go maybe 8. So if we had a gun they were not going to surface because they'd be afraid of getting shot. And the wooden gun worked, it took us safely around."



President Coolidge Pursers Staff,
circa 1939.

The Sea List Association

In 1937 Dollar Line agreed to sign over the pursers, surgeons and other staff to the Steward's Union without the Purser's knowledge and against the American Purser's Association's wishes. After intensive lobbying in Washington, in 1939 the Merchant Marine Staff Officers Act was passed by Congress and signed by President Roosevelt. This act created a separate department on board ship responsible only to the Master and officially bestowed Officer status to the staff. Today most of the original Sea Listers credit this act as the impetus for the creation of the Sea List Association in 1966. Moze explains, "If another union had prevailed in absorbing the staff, the camaraderie among the members would

have been lost. The charter initially included only those who were in the trainee program prior to the start of World War II, but it became apparent as the years passed that membership would decline unless the organization was broadened. It now includes shipmates, interested shoreside personnel of present and past connection with Dollar and APL and those who sailed after World War II on APL ships."

The passing of the years has not dimmed the enthusiasm in their voices or the sparkle that appears in their eyes as they remember a favorite exploit. Weinberger sums it up, "I look back at it and think, oh, if that never happened, getting that job because I kept hounding and hounding, I would have never got to be a deck cadet. But I'm so glad I didn't now. Because once it happened and I got on the purser's staff I said, 'This is it, I'm going to stay here the rest of my life.'"

Acknowledgments

APL would like to thank the following individuals and institutions for their time and expertise, as well as for images provided for this section:

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The San Francisco Maritime National Historical Park, and
The Sea List Association



Sea List Association, circa 1960s.
Click on image to see more of the staff.

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A New Life Beckons

Passengers in the 19th century rarely traveled for pleasure and often endured many hardships to reach the untamed West. But these were no ordinary passengers. Those who made the difficult journey were a resolute, ambitious, hopeful lot who were willing to risk everything to explore the right opportunity.

Few realize how great a role companies like APL's predecessor, the Pacific Mail Steamship Company, played in the transportation of goods and people to the shores of California. For example, while upwards of 20,000 people came to California by land in 1849, over 60,000 came by sea. And virtually everything these adventurers used or consumed had arrived by ship - including mining tools, clothing, and even French champagne for those who struck it rich.



The backbreaking work of mining gold.



Facing a future of their own making.

Beginning with the 50 gold miners who boarded the steamer *California* in Latin America, APL and its forebears have transported thousands of immigrants over the years - people whose hard work to build new cities and railroads ultimately changed the face of the West.

In fact, generations of California families have boarded ships belonging to Pacific Mail, Dollar Line, and American President Lines as the first step to a more promising future. As early as 1857, Hutching's *California Magazine* described the state's populace as a very diverse group that included Hindus, Mexicans, Germans, Russians, Chileans, Italians, Greeks, Native Americans, English, Irish, Africans, and Sandwich Islanders (Native Hawaiians). Without this rich cultural diversity, California would be the poorer.

APL no longer carries passengers today, but some of the company's current customers are descendants of what was surely the most important "cargo" of all - the thousands of explorers to whom a new and better life beckoned.

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Not surprisingly, APL's history of innovation is as multifaceted as it is long, thanks to the strong vision of leaders like Ralph K. Davies and W. Bruce Seaton. Just as the spirit of exploration had been the guiding force behind William Henry Aspinwall and Captain Robert Dollar decades before, the desire to innovate was central to the work of Davies and Seaton - and to the emergence of the company we know as APL.

Origin of an Icon

Although the origin of the APL name can be traced to the early 1920s, the company would not be known as American President Lines until an unusual series of events prompted subsequent changes of ownership.

The tradition of naming ships after U.S. presidents began in 1923, when Captain Robert Dollar purchased seven "president" ships from the U.S. government. Dollar used these vessels, along with the existing fleet of Dollar Line, to pioneer round-the-world service in 1924.

At the same time, the Pacific Mail Steamship Company could count more than 46 steamers in its extensive fleet, but lacked the strong, decisive management of earlier decades. In 1925, Dollar Line acquired Pacific Mail and dominated the marine transportation industry until the Great Depression.



The President Harrison, inaugurated Dollar Line's round-the-world service in 1924.





Change of Fortune

A harbinger of the enormous changes to come, the two luxurious ocean liners Dollar Line ordered in 1929 - the [Presidents Coolidge](#) and [Hoover](#) - carried less than half the number of passengers they could accommodate on their maiden voyages in 1931.

The President Coolidge, an art deco masterpiece

Robert Dollar, then in his late 80s, had begun to rely on his son, Robert Stanley, to manage the company. To the casual observer, the decades-old family business appeared to be running smoothly. But increased government regulation of the shipping industry, rising labor costs, and damaging labor strikes soon put an enormous financial strain on even the most profitable of shipping companies. Dollar Line, in particular, was hit hard.

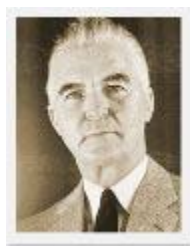
By 1938, the Dollar Line fleet was worth \$11 million, but the company's liability was \$17 million, and interest on the debt was accumulating at a rate of \$80,000 per month. The newly formed U.S. Maritime Commission, headed by the ambitious Joseph P. Kennedy, judged Dollar Line to be unsound. Despite a characteristically tenacious effort on the part of R. Stanley Dollar, the government assumed control of Dollar Line and renamed the company American President Lines, Ltd.

By the end of World War II, APL's assets were \$40 million - and the company had attracted the interest of Ralph K. Davies. Davies' success in the volatile California oil business of the 1920s had earned him a reputation as a shrewd businessman. In 1952, he and his investors purchased American President Lines for \$18 million.



R. Stanley Dollar





Ralph K. Davies

Revolution in Transportation

Described as "an uncommon man, a perfectionist who demanded more from himself than from others," Davies announced the purchase at a press conference with a statement signaling a new era for APL:

"I have long hoped to see this line back in responsible private hands. Its trade and passenger routes are world-encircling and its potentialities for development and expansion enormous. As a Californian, I am particularly aware of the significance of this vitally important company as a West Coast enterprise. It is our plan to strengthen and go forward with APL's present progressive management. The company has uncommonly fine personnel. We look with high hope and confidence to the line's future."

Davies' plans for APL included expansion, modernization, and a revolutionary concept for a very tradition-bound industry - [containerization](#).

To assess the world's readiness for containerization, Davies sent a fact-finding team to 26 major ports in 1958. The report was positive, and Davies began to integrate the container into APL's operations. By the time of his death in 1971, 58 percent of the shipments handled by the company were containerized. In 1973, APL took delivery of four fully containerized vessels.

Six years after Davies' death, W. Bruce Seaton took charge of APL and expanded on the work done during the Davies years. Historian and author John Niven described Seaton as a man "known for his expertise in international finance and keen insight into organizational behavior and function." APL's new leader took decisive action that resulted in significant innovations.



One of the first containers to be used for international trade.



Creating an Intermodal Network

"Seaton recognized that if APL were to utilize the new container technology fully, it must extend control from the ocean shipment link in the transportation process to the domestic or landbridge link within North America," according to Niven. This meant creating a seamless connection between the three modes of surface transportation - ship, train, and truck - so that shipments could move with greater speed and reliability than ever before.

Modern containers are discharged, then transferred to stacktrains.

Known as [intermodalism](#), this expansion on the concept of containerization would not only bring the transportation industry into the present, but would also greatly facilitate future growth.

To achieve this seamless transportation network, Seaton relied on his ability to bring together people from what had traditionally been regarded as separate industries to work on a common goal. He aggressively recruited rail and truck transportation experts to work with international shipping specialists at APL. The result was the "[stacktrain](#)," an innovation that doubled train capacity by stacking containers, two high, on specially designed railcars.



With the advent of the stacktrain in 1984, APL introduced the concept of containerization to the U.S. domestic transportation industry. This paved the way for the precise integration of domestic and international shipments and solidified APL's reputation as a market leader in brain power.

In addition to [stacktrain](#) technology, APL also introduced 45-, 48-, and 53-foot containers to the transportation industry.

The Legacy Continues

The momentum of the Seaton years has continued at APL with significant innovations in [naval architecture](#) and terminal operations. To learn more about the company's recent history - including how APL has used information technology to enable customers to work smarter - please continue to [Prosper](#)



Traveling in Style

Of the many ships belonging to APL and its forebears - from graceful 19th-century steamers to ultramodern containerships - perhaps the most memorable are the art deco masterpieces operated by Dollar Line in the 1930s and the sleek luxury liners launched by APL after World War II.

Crowning Achievements

With a history of traveling extensively on his own ships on business, it's no wonder that Robert Dollar commissioned the construction of two of the largest ocean liners ever built in the United States. They were the *Presidents Hoover and Coolidge*. Old Captain Dollar was awestruck when he boarded the former on August 6, 1931. Of the Hoover he wrote, "The ship is a wonder."

Indeed, the ships were stunning. Each carried 988 passengers and a crew of 324. The plush accommodations and art deco furnishings rivaled the best hotels of the era. And each also boasted outdoor pools, gymnasiums, and phones in every room. The luxury and elegance of these two ships were in stark contrast to the hard times of the Great Depression, which lasted until World War II.



The first class lounge on the President Hoover, 1932. [Click on image for larger version.](#)

Shuffleboard, Anyone?

After World War II, a new generation of Americans was eager to travel in style. In 1947, APL launched the *Presidents Cleveland* and *Wilson*, continuing in a tradition begun when the Pacific Mail Steamship Company started carrying passengers in 1867. Designed to carry 550 passengers and a crew of 352, the ships were advertised as "your American hotel abroad."

"Air-conditioned throughout, with swimming pools for every Class, smart shops, theaters, cafe-grill and many other innovations," the vessels set the standard for seagoing travel. And they took passengers to remarkably unspoiled ports like Alexandria, Colombo, Antigua, Suva, and Penang. Not surprisingly, demand was so high that tourist-class cabins were soon converted in order to accommodate more



The Presidents Cleveland and Wilson.

first-class passengers.



For those who couldn't afford \$2,470 for a 100-day, round-the-world voyage, there was the long-running television hit "The Gale Storm Show." The first of the "Love Boat" genre, the show featured Gale Storm as the social director aboard the SS *Ocean Queen* from 1956 to 1960. The fictitious ship was, in fact, the *President Cleveland*.

Unfortunately, APL's passenger traffic declined sharply after the U.S. recession of 1958. Plans to build new passenger ships were abandoned because the industry was losing ground to intercontinental jet travel. In 1973, the last voyage of the *President Wilson* marked the end of APL's luxury liner service.



A Slow Boat To...

For celebrated American author Alex Haley, APL ships offered solace and an environment very conducive to writing. Haley, like many of the passengers who sailed on APL vessels from 1973 to 1987, welcomed the chance to escape from a busy life. In contrast to the *Cleveland* and *Wilson*, APL's cargo vessels provided passage to only 12 stalwart individuals.

According to a crew member from this era, "ships weren't as connected to the rest of the world as they are today. No one used fax machines the way they do now, and many of the passengers who sailed on these ships enjoyed being beyond the reach of their day-to-day lives back home."

Celebrated American author Alex Haley

APL History



Because of this, Haley and his assistant traveled often on APL ships. Described as a night owl, the author was very much at home on freighters because he had sailed on Coast Guard vessels for many years before turning his attention to writing. Even years after the success of his best-known work, *Roots*, Haley continued to seek the solitude afforded by life at sea.

Although APL no longer offers passenger service, the company's rich history of luxuriously slow voyages gives us pause. It gives us the opportunity to wonder how it must have been to see the world from a deckchair on a steamer, book in hand, pleasantly out of reach.



The President Adams, built in 1968.



[Learn more about the Passenger era in the memoirs of the sea list.](#)

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Containerization

Imagine a business so steeped in tradition that it used centuries-old labor practices just 50 years ago. In fact, this was the case with the shipping industry just after World War II, when cargo handling was as labor-intensive as it had been in 1848, when APL's predecessor opened its doors for business.

However, a new means of transporting goods had recently been developed. It was a simple steel box - the container - and it would soon revolutionize international trade. Yet, for as many benefits as it afforded, it also presented unique challenges.

To realize the magnitude of this innovation, it's necessary to understand how goods were transported prior to containerization. Before this advance, cargo was literally manhandled. Cranes with slings unloaded crates onto pallets. Longshoremen then muscled the crates into place, and forklifts moved the pallets to warehouses.

Damage and delays were common.



Until recently, cargo was loaded and unloaded using slings. *Click on image for larger version.*



Even the first containers made cargo operations more efficient.

Like many 20th century innovations, containers were born out of a sense of urgency. First used by the U.S. government during the war, they proved the ideal means of quickly and efficiently unloading and distributing supplies, which was of paramount importance at the time. Instead of shipping commodities in bulk, army and navy specialists began to mix cargo by loading freight onto pallets, then loading the pallets into specially constructed "boxes".

For the private sector, containers held the promise of secure, dry storage of cargo and controlled climates and added shelf life for perishables. Yet, despite favorable reports about the use of containers, the concept of containerization seemed far-fetched to all but the most forward-thinking in the early 1950s.

APL History



For the container to succeed, ships would have to be modified. Likewise, ports and inland transportation systems around the world would have to be upgraded to meet a new standard. Industry leaders, as well as customers, were skeptical.



One of APL's technologically advanced and environmentally friendly refrigerated containers.

Not surprisingly, APL's management was an early proponent of the container for transporting commodities traditionally shipped in bulk - like lumber and steel. The company soon saw the tremendous potential for the efficiency afforded by this basic tool of trade. In addition, APL was a leader in the research and development of controlled temperature containers. These "reefers" now make it possible to transport goods like climate-sensitive film and perishable seafood all over the world.

Nearly five decades later, the majority of dry cargo moves in containers. And customers around the world are reaping the benefits of a ground-breaking advance that started with a concept as simple as a steel box.



Inside a modern container designed to transport garments.

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Intermodalism

Bringing It All Together

Many consumers are aware that the products they purchase come from other parts of the world, but few realize the role that intermodalism - the seamless movement of containerized goods using different modes of transport like ships, trains, and trucks - plays in the availability of just about everything from jeans to personal computers.

Transportation providers like APL are making the connection between sea and land with split-second precision. And this ability to manage time-sensitive shipments permits today's giant retailers to bring such a broad range of products to the public.

In fact, a recent transportation industry report asserted that the impact of intermodalism on the global economy has been greater than that of the U.S. space program of the 1960s. And it all began when the interdisciplinary team assembled by Bruce Seaton in the



W. Bruce Seaton assembled experts from all surface modes to explore intermodalism.

early 1980s pioneered stacktrain technology.



The stacktrain made intermodalism a reality in North America.

In just 15 years, intermodalism has had a tremendous impact. In earlier eras, the movement of cargo was a slow, often-delayed process. Today, the world's vast intermodal network supports an environment in which shipments are in almost perpetual motion.

The result has been a significant increase in the volume of shipments moving through this efficient system and a world-wide rise in commercial activity. Here's an example of the incredible scale of this new era in global commerce:

APL's largest containerships - numbering almost 50 - transport hundreds of thousands of shipments. The most commonly used container, which is 40 feet long, eight feet

APL History



high, and eight feet wide can hold:

- 1,000 cases of bananas
- 16,500 boxes of running shoes
- 132,000 videotapes
- 25,000 blouses

Imagine a ship just over three football fields long that carries over 2,400 forty-foot containers - that's 4 million boxes of shoes!

These huge ships are loaded and discharged at state-of-the-art terminals, where thousands of containers of valuable commodities are then efficiently transferred to dockside trains that carry them to myriad destinations throughout North America - and ultimately to today's consumers.

In a sense, the revolution in cargo handling that began in the 1950s with the advent of the container has come full circle. A simple idea has grown into the complex, world-wide intermodal network delivers the many products we all use nearly every day.

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Bringing it all together: Global Gateway North, APL's ultra-efficient intermodal terminal in Seattle.



Evolution of Rail in America

Soon after major ocean transportation carriers began the lengthy process of integrating containers into their operations in the 1950s, America's railroads were loading these "boxes" onto flatcars to deliver goods more quickly and easily to the U.S. interior. However, time-sensitive freight moving from point to point within the U.S. was usually transported via truck because the transfer of containers from ship to rail lacked the precise coordination that exists today.

For almost 30 years, the container remained an international transportation vehicle - until APL effectively bridged the gap between land and sea with the invention of stacktrain technology in 1984. Before the stacktrain, ocean transportation carriers had never been able to go beyond owning or leasing containers, chassis, and ships, and operating them between ports.



North America's modern rail network began with the completion of the Transcontinental Railroad in 1869. *Click on image for larger version.*

APL introduced a concept that made it possible to transport containers beyond ports - and the marine environment in general - with greater ease and reliability. With this innovation, the company changed its own destiny, as well as that of the entire intermodal industry.

The First Tracks Are Layed

The railway age in the United States began in the early 1800s, when most of the country's population was concentrated along the eastern seaboard. The first railroad was the Baltimore & Ohio. The B&O initially used horses to pull cars along its tracks in 1829. In 1831, the company's first steam engine, Tom Thumb, provided mechanical horsepower.



Rail timetable from 1902. *Click on image for larger version.*

Other railroads soon followed, and tracks began to crisscross what was a largely agrarian country, transforming it by making more settlement, development, and expansion possible. In an often intensely competitive environment, new routes seemed to spring up overnight. This frenzy of activity fueled westward migration and quickly provided the transportation infrastructure essential for the Industrial Revolution. By the time the

Transcontinental Railroad was completed at Promontory Point, Utah, in 1869, the concept of moving goods and people by rail was ingrained in the American psyche.

Innovations in railcar design appeared surprisingly quickly as railroads began to carry more specialized cargo. From 1830 to 1835, open, four-wheel, wooden gondola cars were used. In the mid-1830s, covered hoppers, boxcars, and flatcars appeared. In the early 1840s, the first refrigerator cars were used.

By 1910, approximately 2.1 million freight cars were in service, and the idea of reliable, scheduled transportation had taken hold. In fact, the impact of published rail schedules was so great by the turn of the century that some cite the schedules as being the primary influence on the concept of punctuality in America. Perhaps the last vestiges of the country's agrarian past - using the sun to tell time and arriving at appointments within an hour of the scheduled time - quickly gave way to a modern age when timeliness was of the essence, and pocket watches made adherence to schedules the norm.

The 1831 Gondola Car

This is a B&O gondola or flour car, the most adaptable vehicle. It could carry just about every type of goods, including bulk materials, barrels, and boxes. A canvas cover protected fragile items.



The 1830s Baggage Container

The baggage container was first used in England circa 1790 to transport coke between road carts, barges, and railcars. In the United States, the earliest containers had small wheels and were used to transport baggage. This example was operated by the Camden & Amboy.

The 1868 Refrigerator Car

As early as the 1840s, experiments were conducted to control the climate in refrigerated cars, commonly called reefers. Early reefers relied on layers of paper and wood for insulation. In summer, ice was used to keep produce and fresh meat cool. Conversely, in winter, powdered charcoal filled the space between inner and outer walls to protect the contents from freezing. Until the advent of electric reefers, moving perishables was labor-intensive and not very profitable.



The 1891 Flatcar

Whatever could withstand the weather or would not fit inside a boxcar generally went on a flatcar. By the end of the 19th century, flatcars had evolved from small vehicles suitable for local traffic into large, rugged carriages that carried commodities like hay, lumber, pipe, or other heavy durable goods. The Virginia & Truckee's platform car no. 338 was built at the Carson City shops in 1891. This car is now in the Nevada State Museum collection.

Whatever could withstand the weather or would not fit inside a boxcar generally went on a flatcar.

Piggyback

Carrying road vehicles by railcar, known as piggybacking or trailer-on-flatcar (TOFC), was first introduced in 1822 in Germany, when farm wagons were loaded onto flatcars. In 1884, the Long Island Rail Road followed suit by hauling farm wagons from Long Island to New York City. The wagons were loaded onto flatcars; the passengers and horses traveled on other cars. Much of the practical inspiration for TOFC can be attributed to the circus, which used an efficient loading technique involving a special ramp to roll its wagons into place on flatcars. At one point, as many as 2,100 such ramps existed in the United States. As TOFC caught on in the 1950s, the use of boxcars gradually declined for the same reason that the use of containers in ocean transportation brought an end to break-bulk cargo-handling. Using boxcars to move goods other than bulk commodities via rail was almost as labor-intensive and inefficient as using break-bulk cargo-handling methods to move goods by sea. In 1957, there were 750,000 boxcars; in 1992, there were less than 200,000.



TOFC, or piggyback transport, involves loading containers and chassis onto flatcars. [Click on image for larger version.](#)

The Stacktrain

Imagine if the farm wagons transported via rail from Long Island to New York City in the 19th century were still on the road today. In fact, until the advent of stacktrain technology in 1984, moving both the container in which goods were loaded (the top of the wagon) as well the means by which it rolled (the wagon wheels and frame) on a flatcar had not changed in nearly 100 years.

Certainly, some recent advances have made the transportation of products easier and safer. For example, containerized transportation providers used a chassis - a wheeled frame onto which the container is seated after being discharged from a vessel - so truckers could haul a container to and from a customer's warehouse.

But loading both container and chassis onto a flat car was redundant, especially since a pool of chassis could be kept at some inland point where they were needed in order to facilitate pick up and delivery. Furthermore, traditional flatcars don't allow for one of the most important efficiencies afforded by containers - the ability to stack them on top of each other like building blocks.



Containers being loaded onto stackcars.



Today, a vast stacktrain network spans North America.

When APL developed the technology that made the stacktrain possible, such factors as eliminating the redundancies of TOFC, streamlining the transfer of containers from one mode to the next (from ship to train or train to truck), and maximizing the efficiency of containerized transportation were paramount. The answer came in the form of an articulated stackcar, made up of five individual platforms joined by fixed rigid connectors.

The stackcars developed by APL in the mid-1980s nearly doubled train capacity because containers could be stacked two high. Each stackcar could carry 10 containers on the same length of train that normally accommodated only 6 trailers.

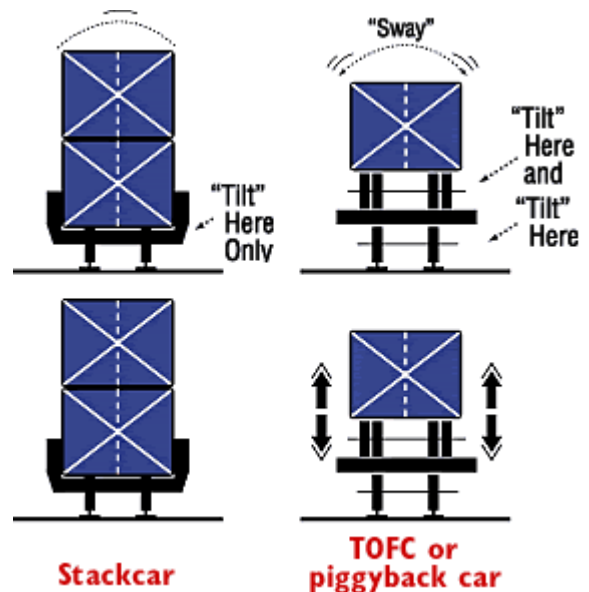
APL History



In addition, removing the trailer frame and wheels (or chassis) from the containers substantially reduced weight. The decrease in weight made it possible to move more freight using fewer locomotives and crews.

And stackcars dramatically reduced the motion that had always resulted in damage to freight. This benefit impressed many shippers who had always associated rail transportation with costly claims. Stackcars virtually eliminated these specific types of movements:

- Slack action - produced by railcar connectors that extend and contract during train movement.
- Sway - resulting from high centers of gravity and the suspension systems of trailers.
- Vibration - created by the long distance between wheels on traditional flatcars.



Fast Forward

Since the successful introduction of the stackcar, containerization has spread across North America. Containers, which had been used almost exclusively for international transportation, were suddenly everywhere.

APL soon introduced the first 45-foot container, and 48-foot and 53-foot containers followed. Increased equipment flexibility, along with the many other benefits of stacktrain transportation, meant that new customers with products ranging from automobiles to grain could rely on the stacktrain as a viable alternative to long-distance trucking in North America.

Just as APL's stacktrain technology made possible seamless land-sea transfer, the company continues to strive for even more precise integration between modes. New technologies and processes are being tested today, and will result in even better levels of service and shipment visibility tomorrow.

[Back to Innovate](#)



Speeding goods to consumers throughout North America.



What's in a Logo?

The company logo. Seal, imprimatur, emblem, the one thing that never fails to elicit a response - good, bad, rarely indifferent - from the viewer. Today, we're inundated with logos in one form or another. But ocean transportation company logos have a special history, thanks to their seafaring origins. Because of their maritime heritage, logos like those belonging to APL and its forebears evolved differently from the kinds of logos we see on correspondence, billboards, or even buildings.



Because of the international nature of trade, transportation company logos are every bit as significant as national flags. Even as recently as 50 years ago, steamships were the lifeline for many remote parts of the world, and people relied heavily on the services offered by shipping companies like APL and its predecessors.

The Pacific Mail Steamship Company, 1848-1925



Dollar Line, 1900-1938

The local population often turned out in force when a ship entered harbor. But first, through cupped hands, an open window, or perhaps a telescope, people looked for a familiar silhouette, the ship's house flag, or the logo on its smokestack to determine which company it belonged to - and whether the ship carried the cargo and passengers for which they had been waiting.

In this way, these early transportation logos gradually became associated with service, reliability, and other competencies of the companies to which they belonged. In addition to these qualities, leadership is something that people began to associate with the logos belonging to APL and its forebears.



Circa 1938

APL History



Only a handful of global companies can say they've been in business for more than 150 years - and fewer still can count among their predecessors companies that helped to shape the future of an entire industry. This rich history of leadership has been evident in how APL, Dollar Line, and the Pacific Mail Steamship Company have approached the business of transportation.

For many years, the Pacific Mail logo embodied the brash, risk-taking spirit that built the West after the California Gold Rush of 1849. At one point in the company's history, its vessels were so numerous nearly every ship entering the Golden Gate flew the Pacific Mail house flag.



Circa 1955

The distinctive dollar sign used in Dollar Line's logo appeared on the smokestacks of a growing fleet of ships in Asia during the first decades of the 20th century. By the time Dollar Line acquired Pacific Mail in 1925, the Dollar Line logo was a familiar sight in ports around the world.

And in its many iterations, the APL eagle logo has been seen around the world for decades. The eagle became the APL logo in 1938, when Dollar Line was purchased and renamed American President Lines by the U.S. government. Designed to resemble the flag belonging to the office of President of the United States, the first APL house flag featured a red eagle and four stars.



Circa 1980



1988

Ever since, APL vessels have been easily recognized by an august assemblage of eagles. Whether stalwartly looking toward the horizon from a vantage point on the ship's smokestack, aloft and seemingly in motion on the house flag, or gracefully spreading their wings across the bow, the APL eagles serve as company envoys throughout the world. Although the APL eagle has been updated over the years, and our name shortened to simply APL, this proud symbol continues to represent excellence in transportation, logistics, and related services.

[Back to Innovate](#)



Hardware and Software

If the basic, yet powerful concept of connecting people and products via the physical movement of goods is the hardware of our business, information is the software that makes it run. And it's the ability to combine assets and ideas - hardware and software - to meet each customer's transportation goals that enables a company to move beyond its history to prosper in the future.

Many of the same commodities that appeared on the California's cargo manifest in 1848 are still shipped today - dress coats, shoes, silk handkerchiefs, English playing cards, cheese, coffee, pineapples, and medicines. But it's how these items are transported and the information customers receive about their shipments that has changed.



Until containerization was widely accepted, customers sourcing products internationally had to allow more time to bring goods to market. Now, thanks to a more streamlined and dependable intermodal transportation network, goods reach market in days - not months.

Instead of relying on handwritten [bills of lading](#) that arrived weeks after goods were loaded aboard sailing vessels, customers now access up-to-the-minute information on Web sites like this one. Make no mistake, customers are using this information as never before. They print bills of lading, trace shipments, and can even drill down to the SKU level of each and every product in any shipment.



A Global Equation

Transportation links businesses, suppliers, distributors, and customers throughout the world. The movement of raw materials, parts, and finished products from factory to assembly plant to distribution warehouse to store shelf across global supply chains requires meticulous coordination.



Whether it's garments, foodstuffs, or manufactured goods, customers are building their businesses around a combination of accurate, timely shipment information and precise, reliable transportation. In so doing, they can adjust quickly to changing market conditions around the world.

APL has taken a leadership role in responding to the just-in-time needs of today's businesses. As we made the leap from containerization to intermodalism, we also championed the use of information technology to provide customers with maximum visibility to every shipment. Armed with the right information, customers can more efficiently manage inventories, fill orders, and replenish stocks.



Enduring Relationships

To create an ultramodern transportation network that ensures a continuous flow of products, APL and its predecessors have forged long-lasting relationships with many different kinds of industries - from today's giant, multinational retailers to key vendors like North America's railroads.

Our business relationships have also included some surprising partners. For example, the company has come to the aid of the U.S. government during [wartime](#) and has helped governments around the world improve their countries' transportation [infrastructures](#).



Focused on the Future

The coming together of APL and Neptune Orient Lines (NOL) in 1997 played a key role in helping the business extend its reach and shape it as an industry leader. The APL-NOL merger has created one of the world's largest and best-integrated companies involved in global transportation and related services.

The merger enabled APL to offer customers more comprehensive coverage of the world's markets and access to the Group's full suite of services - container shipping, terminals and logistics.

Add the expertise and diversity of more than 11,000 employees and you get a truly global company with a noble past.

Today APL, as part of the Singapore-based NOL Group, connects continents through a network of over 200 offices, with services to more than 25,000 locations throughout the world. And through our sister business APL Logistics, we offer customers an unrivalled ability to support their entire supply chain.





Industry-leading Innovators

We're consistently recognized for our market-leading list of innovations, outstanding customer service and unflinching commitment to grow profitably.

In 1998, we were pioneers in Vietnam's infrastructural development with the opening of the Vietnam International Container Terminal.

We extended our footprint in Europe in countries such as Russia, Poland and Estonia in the early 2000s. As leaders in our field, we have focused on offering solutions for industry and global trade issues such as infrastructure, congestion and security and in recent years supported this with the publication of influential White Papers in recent years on the emerging markets of China, India and Vietnam.



In 2007, we invested in eight new 10,000 TEU ships – the fastest, most powerful and environmentally friendly engines the industry has ever known. We introduced the industry's fastest all-water service – the Suez Express – connecting Asia with the US East Coast via the Suez Canal. In India, we launched IndiaLinx™, a landmark intermodal service that offers customers reliable rail-container ship connections and record-breaking inland transit times.

APL has continued to unveil new innovations and industry firsts – 53-foot ocean containers, operated as the Ocean53 service and the APL Guaranteed product offering guaranteed day-definite services for full-containerload cargo from Asia to the US.

Leveraging our rich heritage, APL is clearly focused on the future and the international transport needs of our global customer base - and another 160 years of shaping and supporting global trade.



In our fast-paced world of international trade, business is defined and redefined every second by millions of interactions between customers at opposite ends of the earth. And this high-speed information exchange is, in part, responsible for the phenomenal growth of international trade.

Then And Now

Prior to recent advances in the dissemination of information, the shipping industry used labor-intensive practices that had changed little since the first vessels set sail centuries ago. For example, bills of lading and cargo manifests were handwritten until the advent of the typewriter, and even then the need for multiple copies resulted in a time-consuming task.

As one purser put it, "Coming into the United States from the Far East, there was a manifest about two feet wide, so our typewriters all had big carriage returns. With the ship rolling, we had to use a big rubber band to tie up the carriage so it stayed in one position. We worked hard coming home, sometimes until two o'clock in the morning, typing, typing, typing."

Now, thanks in part to the use of the Internet for business, the documentation process has become streamlined. Customers can print bills of lading with the click of a mouse and can access the latest information about routes, shipping costs, and vessel schedules.

Home Bound Discharging

1928		Month	Day	Vessel	Port	TL	Total	Disch	Stow	Sec'd	Ret.
April	10	Wilson	15			5071	327				4744
May	3	Lincoln	14	6654	4290	285					4603
	30	Cleveland	17	5890	5601	316				220	2847
June	15	Ferne	7	5799	8009					527	2038
	27	Wilson	14	6722	4667						3400
July	11	Lincoln	15	7037	589					840	2857
Aug	5	Cleveland	18	6408	4252						3063
	22	Ferne	8	5196	3740						2792
Sept	5	Taft	9	4556	2565						2565
	19	Wilson	15	5300	4021						3063
Oct	7	Lincoln	16	5335	3059						2979
	17	Cleveland	19	4259	2612						1685
	31	Ferne	9	5108	2081						2570
Nov	14	Taft	10	4926	2949						2328
Nov	28	Wilson	16	6711	4753						3553

Hand-written cargo manifests like this one were still prevalent in the early 20th century.

[Back to Prosper](#)



A Call To Arms

The most enduring of APL's many long-standing relationships is one that figures prominently in national security. The U.S. government has always relied upon its merchant marine in times of crisis. In fact, when Pacific Mail constructed its first steamers, they were built to U.S. Navy specifications so they could be converted to warships if necessary.



The Jeremiah O'Brien, one of the many Liberty ships built during World War II.

During World War II, APL acted as an agent for the War Shipping Administration. The company oversaw such vital war-effort responsibilities as manning, equipping, overhaul and repair, handling of cargo and passengers, and fueling. It also controlled hundreds of Liberty and Victory ships that, along with its own fleet, carried troops and ammunition through hostile waters. APL's passenger liners evacuated record numbers of refugees from Asia and delivered much-needed raw materials.

More recently, APL managed a number of Ready Reserve ships for the government. A key component of U.S. national defense, the Ready Reserve Fleet is an inactive fleet of former commercial ships that can be ready for duty within five days. These ships were activated during the Gulf War, when APL added another chapter to a long tradition of working closely with the U.S. government.



Merchant seaman like these fellows served the United States with honor during World War II.

[Back to Prosper](#)



Legacy of Knowledge

APL's long history of opening and developing new markets has benefited many countries around the world. More recently, because of its reputation as an innovator, the company has been called upon to work closely with governments interested in improving their countries' transportation infrastructure.

Specialists have worked on a broad range of projects around the world, using the cross-functional expertise APL is now known for. In the late 1970s, the company was instrumental in the development of the Port of Kaohsiung, Taiwan, now one of the largest hubs in Asia. Similarly - and building on a century-old collaboration with China - APL has helped the Port of Shanghai, broaden its capabilities as a major gateway of the new century.

By sharing its extensive knowledge, the company is helping others to pave the way for a prosperous future. Whether working to improve Mexico's intermodal rail system or helping the Port of Karachi plan for a busy future, APL remains committed to expanding horizons.

[Back to Prosper](#)



APL helped the Port of Kobe, Japan to rebuild after a devastating earthquake.



Working With Kids

In the last 160 years, APL and its predecessors have forged long-lasting relationships with many different kinds of industries. But of the many relationships that have stood the test of time, a recent partnership represents a refreshing step into the future.

In an effort to promote a greater understanding of international trade, APL and the Port of Seattle worked with local schools on an unusual idea. In 1997, APL created a Web site that tracked the travels of an APL container nicknamed the "Boomerang Box."

Teachers planned their curriculum around the container's journey, and children from kindergarten through high school in six schools created artwork for the Boomerang Box - painting over 70 "postage stamps" to represent kids'-eye views of the Pacific Northwest, Asia, and trade. During its first year of operation, the Boomerang Box Web site has recorded 90,000 hits, and many classrooms and youth groups around the world are involved.



Homework that gets kids involved in international trade.



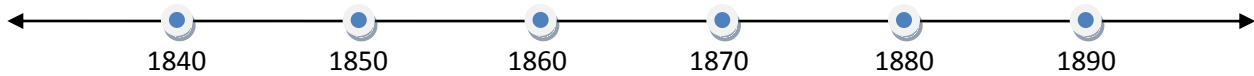
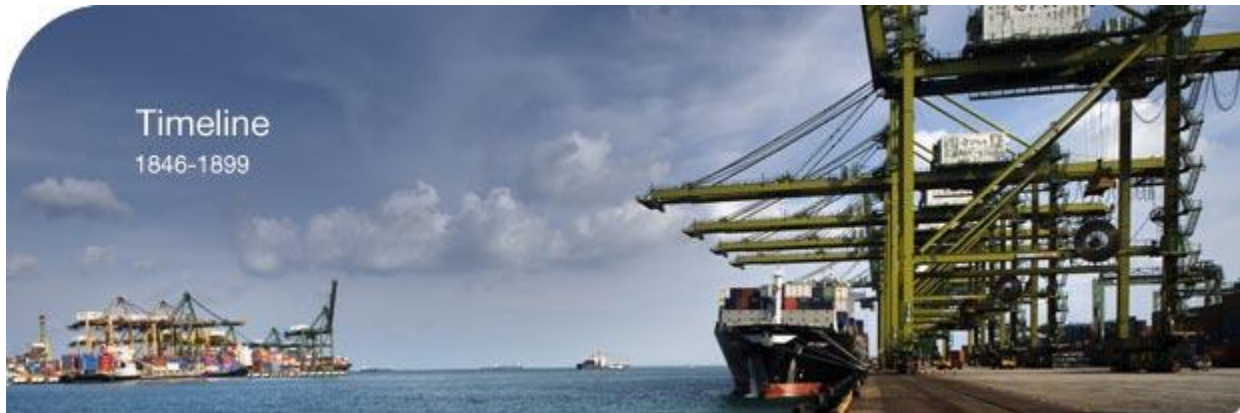
Young artists at work on designs for the Boomerang Box.

"When we were building our model of Terminal 5, I learned a lot about how a container terminal works," said 12-year-old Delridge Youth Group member Jennifer Pigott. "I was interested in the people who worked there, and now know what the people who work at Terminal 5 and APL do every day."

"I had never thought I would have a career in international trade," continued Trishell Keohavong, also 12. "But it's exciting to think I could work in my own neighborhood and have a job that reaches around the world."

High school principal Jim McConnell summed up the project by saying, "As the kids get to see what's involved in moving a container around, it brings all they've learned into focus. They're so concerned about what they're going to do when they grow up, and here is a whole world of jobs for them to explore."

[Back to Prosper](#)



1846 Oregon Territory purchased from Britain.

1847 29th Congress passes the Mail Steamer Bill, which provides for mail delivery to and from the U.S. East Coast to the West via the Isthmus of Panama.



Using the Isthmus of Panama to transport goods and people between the East Coast and West Coast of the U.S. was far more direct than the clipper ship route around Cape Horn. However, the arduous four-day journey across the isthmus consisted of traveling by canoe along the Chagres River, then by mule to the Pacific (trail in red above). In 1855, William Henry Aspinwall's Panama Railroad Company began offering rail service (rail line in black above) across the isthmus. The day-long trip across the isthmus, along with more precisely coordinated steamer schedules, resulted in a record 21-day transit from New York to San Francisco.

1848 Mexican War ends; U.S. Pacific Coast extends from Puget Sound to San Diego.

William Henry Aspinwall is successful in a bid for a 10-year government contract to deliver mail between Panama and Oregon. In April, the New York Senate incorporates the Pacific Mail Steamship Company to fulfill the contract. [Aspinwall](#) is elected president of the company, APL's earliest predecessor.

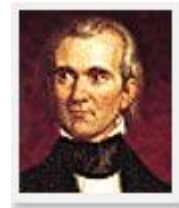


Wm. H. Aspinwall

Gold is discovered on January 24 at the remote trading post of Sutter's Mill, California

 [Learn more about the Gold Rush](#)

News of discovery of gold in California is announced on the U.S. East Coast by President Polk on December 5.



President Polk

Construction begins on three wooden, paddle-wheel steamers for the Pacific Mail Steamship Company. The keel of the [California](#) is laid in January in the shipyard of William H. Webb, and the steamer is launched in May.



Pacific Mail Flag

Pacific Mail's first steamer, [California](#), departs New York on October 6 to take its place in the company's Panama - Oregon service.



The California

1849 Gold Rush begins in earnest; most [49ers](#) make the journey to California by ship because the overland route is closed by winter storms and snow.

California reaches San Francisco on February 28, followed by her sister ships Oregon and Panama on April 1 and June 4, respectively.

[Back to 1846 - 1899](#)

1850 California becomes the 48th state.



Pacific Mail opens a West Coast office in San Francisco.
Company stock pays dividends as high as 50%.



Click on image for more information about our logos.

Congress of New Granada ratifies a contract giving the [Panama Railroad Company](#), controlled in part by Aspinwall, exclusive rights for a rail line across the Isthmus of Panama.

Pacific Mail purchases two steamers from Empire City Line in order to maintain a monopoly in the Panama-Oregon trade.



Pacific Mail's office in San Francisco. *Click on image for larger version.*

Pacific Mail begins an expansive shipbuilding program. The four resulting vessels are designed for the needs of the expanding California trade.

1854 Commodore Perry opens trade with China and Japan.

1855 Panama Railroad offers service between Atlantic and Pacific sides of the isthmus. The trip from ocean to ocean is reduced from four days to four hours. Coordination of rail and steamship schedules results in travel time of about 21 days between New York and San Francisco.

[Back to 1846 - 1899](#)



1856 William Henry Aspinwall retires from the presidency of the Pacific Mail Steamship Company.

1861 Civil War begins.
Steamers are used to transport gold to the East to support the northern cause.

1864 Pacific Mail's SS Colorado is launched from the same shipyard that built her predecessor, the *California*.

1865 Civil War ends in April.
Pacific Mail purchases its chief rival, the Atlantic Mail Steamship Company. In doing so, Pacific Mail achieves a through route from New York to San Francisco.
U.S. government awards the first mail contract for service between San Francisco and the Far East to Pacific Mail.

1866 Aspinwall, along with other philanthropists, founds the SPCA (Society for the Prevention of Cruelty to Animals).

Pacific Mail pulls the [Colorado](#) from the Panama-Oregon service for use on a new route to China and Japan. The ship's hull is reinforced, and she is given an extra mast in anticipation of the rough journey across the Pacific.



The Colorado in drydock at Hunter's Point

1867



The [Great Republic](#), a sister ship of the Colorado, provided regular steamer service to Asia.

On January 1, Colorado departs San Francisco on a voyage that marks the first regular service between the U.S. and Yokohama and Hong Kong; feeder service is established from Yokohama to Hakodate, Kobe, Nagasaki, and Shanghai.

1869 [Transcontinental Railroad](#) is completed at Promontory Point, Utah.



Laying the [tracks](#) of change. *Click on image for larger version.*

Aspinwall co-founds the Metropolitan Museum of Art in New York.

Passenger traffic on ships operating along the Panama route declines.

1872 U.S. government doubles its subsidy for Pacific Mail's trans-Pacific service, but also mandates more frequent sailings and a modernization of the company's fleet.

[Back to 1846 - 1899](#)

1873



The City of Peking. [Click on image for larger version.](#)



Pacific Mail takes delivery on the first of 11 iron-hulled, screw-propelled steamers, including the [City of Peking](#). These ships soon take their place in the company's thriving trans-Pacific service.

1875 William Henry Aspinwall dies on January 18, 1875, at age 68.

Pacific Mail begins service to Australia and New Zealand.

1880 Steel hulls replace iron in new vessel construction.

Electric lights are installed by Thomas Edison on the steamer *Columbia*, making it the first ship to have electricity on board.

1893 Southern Pacific Railroad acquires controlling interest of Pacific Mail.



[Back to 1846 - 1899](#)

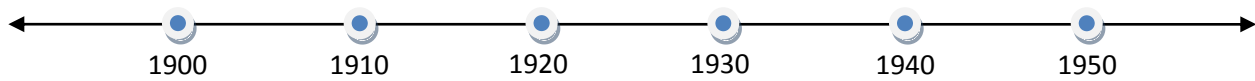
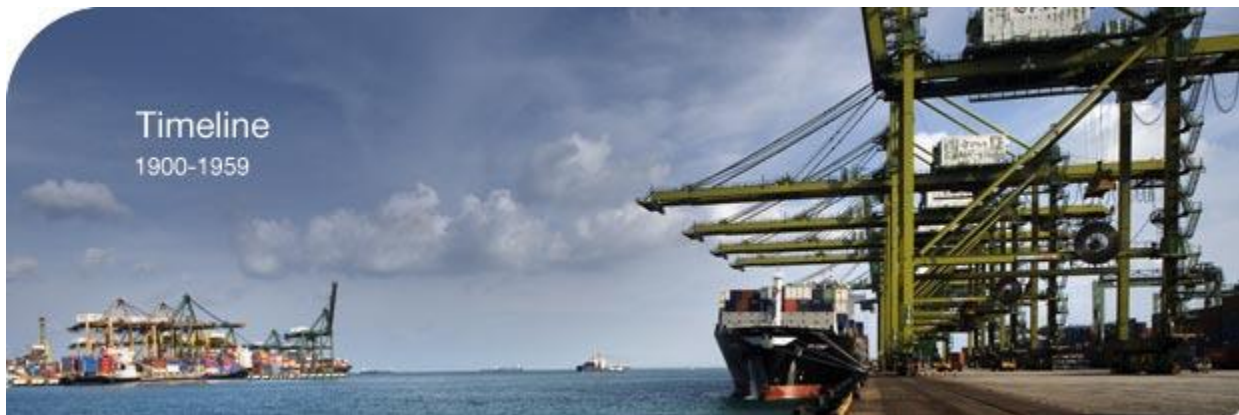
1895 Captain Robert [Dollar](#) purchases his first ship, a 120-foot steam schooner called the *Newsboy*, to transport lumber from his mill to market.



Captain R. Dollar, lumber tycoon.

1896 Pacific Mail offers direct service to Honolulu, Kobe, Nagasaki, and Shanghai.

[Back to 1846 - 1899](#)



1900 Dollar Steamship Company, also known as Dollar Line, is formally incorporated on August 15.



Robert Dollar



Click on image for more information about our logos.

1902 Captain Dollar sails to the Far East as a passenger aboard Pacific Mail's elegant steamer [China](#) (a sister ship of the [Colorado](#) and [Great Republic](#)) to investigate foreign markets for his lumber. After establishing demand for his lumber, he begins acquiring ships to transport it to Asia.

Pacific Mail launches two steel-hulled steamers, the [Korea](#) and the [Siberia](#), for use in its trans-Pacific service. With the addition of the [Manchuria](#) and the [Mongolia](#) in 1904, (renamed the [Presidents Johnson](#) and [Fillmore](#), respectively, in 1930) the company had the largest, fastest passenger-freight ships in the Pacific.

1904 [Construction](#) begins on the Panama Canal.



Click on image for larger version.



The Korea. *Click on image for larger version.*

1909 Captain Dollar makes a deal with China's only iron mining and production company to import pig iron into the U.S., a contract that withstands the Chinese Revolution of 1912.

1911 Dollar ships bring the first cargo of Philippine mahogany to the West Coast.

The first diesel-driven ships are built.

1912 To prevent monopolies in the transportation of goods from coast to coast in the U.S. from forming, the Panama Canal Act forbids the use of the canal to any shipping company owned by a railroad. Because Pacific Mail is controlled by the Southern Pacific Railroad, the company will not be able to use the Panama Canal.

Titanic sinks on April 15. The subsequent campaign for passenger safety results in the Safety of Life at Sea Convention.

[Back to 1900 - 1959](#)

1914 World War I begins on August 4, and demand for vessels far exceeds supply.



[Learn How World War I, the Great War, shaped the 20th century.](#)

Panama Canal opens on August 15.

Pacific Mail offers direct service to Manila.

The Dollar name is now an institution in Asia's financial capitals. Captain Dollar's word alone is enough "collateral" to begin the construction of ships in China costing \$30 million.



The Panama Canal in 1914.

Dollar Line reports record profits after Captain Dollar sells vessels at inflated prices during worldwide vessel shortage.



World War I infantry in France.

1915 La Follette Seaman's Act results in higher operating costs for shipping companies whose vessels are registered in the U.S. Pacific Mail is hit hard.

Pacific Mail faces rising costs and is restricted from using the Panama Canal. Its future is in question. The Southern Pacific Railroad, Pacific Mail's parent company, decides to cease all shipping operations and begins to sell off Pacific Mail's fleet. The company's plight is the subject of front-page news in the U.S. for weeks.

1916 Grace Line takes control of Pacific Mail after acquiring most of the company's fleet. As a subsidiary of Grace Line, Pacific Mail begins an expansion program.

Shipping Act of 1916 begins regulation of ocean transportation and creates the Shipping Board.

[Back to 1900 - 1959](#)

1917 Pacific Mail extends its Manila service to include Calcutta and Colombo.

Shipping Board establishes Emergency Fleet Corporation and requisitions all but two of Pacific Mail's vessels for war service.

1918 World War I ends on November 11.

Captain Dollar invests heavily in real estate in China, including controlling interest in the China Import and Export Company and terminal facilities on the Shanghai waterfront.

1920 Pacific Mail attains its largest size, counting more than 46 steamers in its extensive fleet. But the company lacks the strong, decisive management of earlier decades.

Captain Dollar instructs his sons to purchase stock in Dollar Line's competitors in order to gain controlling interest.



One of Dollar Line's offices in Asia. [Click on image to see a larger version.](#)

1923



The President Harrison. [Click on image for larger version.](#)

The tradition of naming ships after U.S. "presidents" begins when Captain Dollar purchases seven president ships from the U.S. government. They are the Presidents Adams, Garfield, Harrison, Hayes, Monroe, Polk, and Van Buren.



[Back to 1900 - 1959](#)

1924 Dollar Line inaugurates its round-the-world service with the departure of the President Harrison on January 5.

1925 Dollar family acquires the Pacific Mail name, house flag, and goodwill from Grace Line.

1926 Dollar family's strategy of purchasing competitor's stock results in their company's near-monopoly on U.S. shipping in the Pacific Coast.

Realizing the importance of trans-Pacific trade in the 20th century, Captain Dollar publishes a booklet titled, "Have You Investigated the Oriental Market for Your Product?" to encourage others to invest in Asia.

Dollar Line purchases five 535 class vessels to expand its round-the-world passenger-freight service.

Dollar Line's round-the-world service carries 45,231 passengers and produces a gross revenue of \$6 million in a single year.



1928 Merchant Marine Act of 1928 establishes generous subsidies for carrying mail and requires the use of new ships to do so. Dollar Line signs a lucrative mail contract and borrows money to build new ships.

1929 U.S. stock market crashes on October 29, ushering in the Great Depression.



The President Hoover.

Dollar Line begins construction of six new ships for its government mail contract. However, because of the Great Depression, only two vessels are built - the [Presidents Hoover](#) and Coolidge.

1931 The [Presidents Hoover](#) and [Coolidge](#) are placed into service. As a sign of the hard economic times, the two luxurious ocean liners carry less than half the number of passengers they could accommodate on their maiden voyages.

[Back to 1900 - 1959](#)

1932 Captain Robert Dollar dies on May 16 at age 88. His son, Robert Stanley, succeeds him.



The Hoover after running aground.

1936 Merchant Marine Act of 1936 creates the U.S. Maritime Commission. The commission, whose first chairman is Joseph P. Kennedy, oversees subsidies to offset construction and manning cost on U.S.-flag vessels.

1937



Click on image for more information about our logos.

The [Hoover runs aground](#) off the coast of Taiwan and is declared a total loss.

1938 Dollar Line fleet is worth \$11 million, but the company's liability is \$17 million. Interest on the debt is accumulating at a rate of \$80,000 per month.

Despite the efforts of Robert Dollar's son, R. Stanley, the U.S. Maritime Commission judges Dollar Line to be unsound. The government assumes control of Dollar Line in August and renames the company American President Lines.



R. Stanley Dollar

1939 World War II begins on September 1st. U.S.-flag vessels are prevented from entering European ports by the Neutrality Act.

1940 U.S. government builds 16 new ships for American President Lines, including the President Jackson, a [C-3 class vessel](#).

1941 U.S. enters World War II.

1942 War Shipping Administration is created on February 7.



The *Jeremiah O'Brien*, a Liberty ship.

American President Lines acts as an agent for the [War Shipping Administration](#), overseeing vessel manning, equipping, overhaul and repair, handling of cargo and passengers, and fueling. Along with hundreds of Liberty and Victory ships, the company's fleet is used for the war effort.



[Get more information about World War II.](#)

1944 War Shipping Administration begins using containers to ship vital supplies more quickly and efficiently than traditional break-bulk methods allow.

U.S. government builds 16 additional ships for American President Lines, including the President Buchanan, a Victory class vessel.

1945 World War II ends on August 15.

American President Lines' assets are estimated at \$40 million. R. Stanley Dollar initiates the Dollar Case in order to force the government to return the company to his family. The case continues for the next seven years.

American President Lines' ships are once again providing service on routes like the company's round-the-world service.

[Back to 1900 - 1959](#)

1947



The *Presidents Cleveland and Wilson*.

With the launching of the Presidents [Cleveland](#) and [Wilson](#), American President Lines reestablishes its preeminence in the [passenger trade](#). Designed to carry 550 passengers and a crew of 352, the ships were advertised as "your American hotel abroad."

1950

The Korean War begins on June 25.

1952

The company builds 11 new ships between 1952 and 1954, including the [President Roosevelt](#), a [C-4 class vessel](#).



The C-4 class *President Roosevelt*.

A settlement is reached in the Dollar Case. American oilman Ralph K. Davies and his group of investors purchase American President Lines from the U.S. government for \$18 million.

1953

The Korean War ends on July 27.



[Back to 1900 - 1959](#)

1956 An around-the-world voyage in first class on one of the American President Lines sleek [passenger ships](#) costs \$2,470. Demand is so high that tourist-class cabins are converted in order to accommodate more first-class passengers.

Other shipping lines begin to offer containerized transportation on selected routes.

The television hit "The Gale Storm Show" runs from 1956 to 1960. The first of the Love Boat genre, the show features Gale Storm as the social director aboard the SS Ocean Queen. The fictitious ship is, in fact, the President Cleveland.



Click on image for larger version.

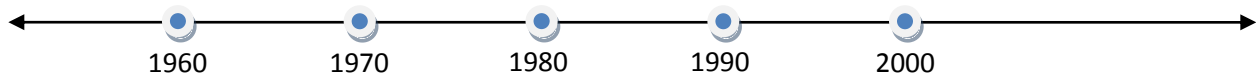
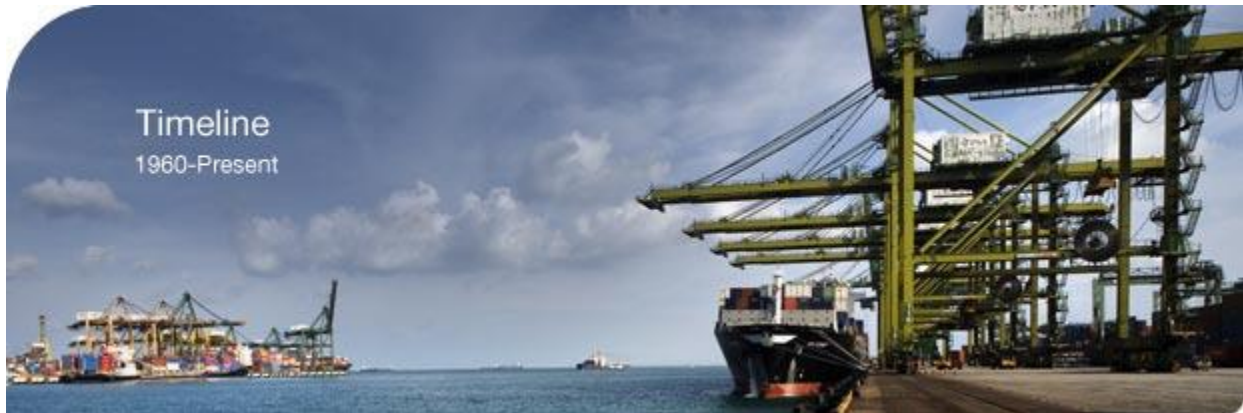
1958 To assess the world's readiness for [containerization](#), Davies sends a fact-finding team to 26 major ports in 1958. The report was positive, and Davies begins to integrate the container into APL's operations.

Pan-Am Airlines offers trans-Atlantic service using jet aircraft. By the mid-1960s, air travel results in a sharp decline in passenger traffic.

1959 Cuban Revolution occurs on January 1st.

The first LNG (Liquefied Natural Gas) vessel is launched.

[Back to 1900 - 1959](#)



1961 APL begins the shift to containerization. For the container to succeed, ships must be modified. Likewise, ports and inland transportation systems around the world have to be upgraded to meet a new standard. Industry leaders, as well as customers, are skeptical.



One of the first containers to be used for international trade.

The Presidents Lincoln and Tyler, which are Searacer class vessels capable of carrying containers and traditional break-bulk cargo, are launched.



The *Tyler* in San Francisco bay..

1965 Vietnam War begins on March 8.

APL launches Master Mariner class vessels, all of which will be converted to containerships by 1973.



Master Mariner class President Harrison (Third)

1967 Five Seamaster class vessels are put into service. Like the Master Mariners, they will also be converted into containerships in 1973.

1969 23% of all cargo transported by APL in the Pacific moves in containers.

1971 58% of all cargo transported by APL in the Pacific moves in containers.

Ralph K. Davies dies on September 19 at age 73.



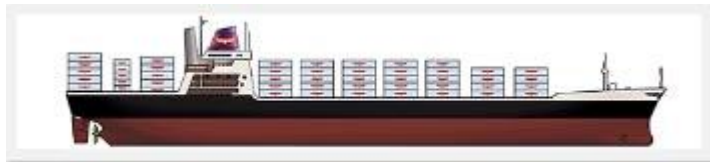
Ralph K. Davies

APL launches three C-8 class vessels, which will be converted to containerships in 1978.

1973 U.S. involvement in Vietnam ends. Rising oil prices due to the Arab oil embargo result in sharp cost increases for transportation providers.

The President Wilson completes her last round-the-world voyage. Her retirement marks the end of the trans-Pacific passenger service that APL and its forebears have offered since 1867.

1974



The President Jefferson

Four new Pacesetter class vessels, including the [President Jefferson](#), are built between 1973 and 1974. They are the first fully containerized ships launched by APL.

[Back to 1960 - Present](#)

1977 W. Bruce Seaton becomes president and chief operation officer of APL in August. Seaton recruits specialists from all surface transportation modes to take the concept of containerization a step further.

APL's round-the-world cargo service comes to an end. The company focuses on the growing trans-Pacific market.



W. Bruce Seaton

1978 Seaton's interdisciplinary team begins work **intermodalism**, a concept based on the seamless transfer of containerized shipments between the three modes of surface transportation - ship, train, and truck.

1979 APL is the first shipping company to establish dedicated train service linking port cities with the interior of the U.S. Train and vessel schedules are coordinated, which results in a dramatic improvement transit time and reliability for APL customers.



Modern containers are discharged, then transferred to stacktrains.

1980 Development of a U.S. intermodal network monitored by a sophisticated electronic tracking system results in record profits for APL. The company's transportation specialists continue to refine the intermodal concept.

APL introduces the 45-foot container.

APL assumes control of a small, Asian cargo consolidation company and named it American Consolidation Services Ltd. The first two operations were in Hong Kong and Taiwan.

Between 1980 and 1982, APL takes delivery on a total of five **C-9 class vessels**, all of which are containerships. Three of the vessels use diesel fuel, which enables the company to realize significant cost savings.

[Back to 1960 – Present](#)

1983 APL stock is publicly traded on the New York Stock Exchange.



Click on image for more information about our logos.

1984 Seaton's team develops "stacktrain" technology, an innovation that doubles train capacity by stacking containers, two high, on specially designed railcars. The final piece of the intermodal equation, the stacktrain results in the precise integration of domestic and international shipments.



In addition to stacktrain technology, APL also introduced 45-, 48-, and 53-foot containers to the transportation industry.

APL pioneers container-tracing technology that gives customers direct access to shipment information, thus eliminating labor- and [paper-intensive](#) processes.

1986 APL introduces the first 48-foot container for U.S. domestic use.

1988 APL takes delivery on the first class of containerships too large to transit the Panama Canal. Known as "post-Panamax" ships, the C-10s carry nearly 30% more cargo than the C-9s. Other carriers soon adopt the design.



The *President Truman*, a C-10 vessel, outside the Golden Gate bridge.

1989 APL introduces the first 53-foot container for U.S. domestic use and inaugurates stacktrain service to [Mexico](#) and Canada.

The *Exxon Valdez* runs aground in Prince William Sound, Alaska. In the aftermath of the worst oil spill in U.S. history, tankers are required to have double hulls.

1990 Expanding on its extensive Asia network, APL opens additional offices in Shanghai, Tianjin, and Dalian, China.



The APL Korean in Vantian

1994 APL begins service to Vietnam and opens an office in Ho Chi Minh City.

1995 Along with MOL, OOCL, and Nedlloyd, APL enters into a Global Alliance agreement. The company also begins serving Europe and Latin America, and is the first global carrier to create a Web site.

The next generation of post-Panamax ships nears completion. The six new C-11s are larger and more efficient than the C-10s.



The APL China, a C-11 vessel, in San Francisco Bay.

1996 APL pioneers on-line shipment transactions via the Internet.

1997 APL merges with [Neptune Orient Lines](#) (NOL), creating one of the world's largest companies involved in global transportation and related services.



APL and the Port of Seattle, WA, team up to teach kids about world trade using a traveling container nicknamed the "Boomerang Box."

[Back to 1960 – Present](#)

1998 APL enters into the New World Alliance agreement, which enables the company to offer even more comprehensive coverage of the world's markets to its customers.

APL Logistics is formed. A billion-dollar plus unit of NOL, APL Logistics is now a leading provider of global supply chain management services, offering consolidation, deconsolidation, warehousing, freight forwarding, transportation management, and a host of other supply chain services.



1999 APL introduces HomePort®, the container shipping industry's first customizable Web portal. With HomePort, customers can conduct a variety of transactions electronically with a shipping company. HomePort represents a significant step forward for the industry in convenience and ease of doing business.

2001 BL Print becomes APL's newest electronic advance. For the first time in the history of the industry, customers can use the Internet to print bills of lading at remote locations such as their bank and freight forwarder. The new service allows shippers to be paid faster for their goods and eliminates burdensome paperwork and recurring costs for delivering paper documents via air express.

2005 At its terminal at the Port of Los Angeles, APL becomes the first shipping company to install a real-time container locating system using Radio Frequency Identification (RFID) technology. The system speeds delivery service for truckers calling to pick up containers for customers.

2006 APL and APL Logistics team with US longhaul trucker Con-way to introduce OceanGuaranteedSM, the shipping industry's first date-definite delivery service for less-than-containerload (LCL) shipments. The new service offers a low-cost alternative to airfreight for time-sensitive LCL cargo.

2007 APL becomes the first shipping company to use 53-foot containers aboard containerships on a regular, weekly basis. The innovation pushes the economic advantages of extra-large containers farther back in the supply chain, allowing shippers to place more cargo into a single box for an ocean voyage.



[Back to 1960 – Present](#)



Here, you can learn about 19th century wooden side-wheelers or marvel at the efficiency of today's giant containerships, the [C-10s](#) and [C-11s](#). And as you enjoy the many images and historical information in this area, you'll come to understand how integral ocean transportation is to global trade - and how mankind's centuries-old fascination with the sea continues today.

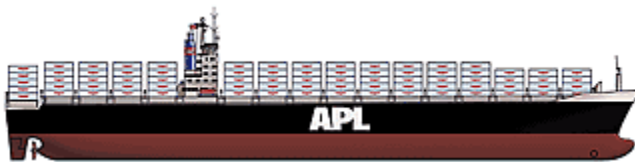
Click to find out more about our [featured vessels](#) and [vessel statistics](#).



Building a Better Ship

20th century milestones like the advent of the container in the 1950s and APL's own pioneering efforts with intermodalism in the mid-1980s have revolutionized the centuries-old business of transporting goods to market. Yet, the workhorse of the industry - the ship itself - hadn't changed much until APL took a groundbreaking approach to vessel construction in 1988.

Since the opening of the Panama Canal in 1914, virtually all ships have been constructed to fit within its locks. Conventional wisdom favored flexibility, so ships were never more than 91 feet wide or 1,000 feet long. And because these "Panamax" ships could transit the canal, they could be deployed in either the Atlantic or Pacific as market conditions changed.



The C-10 Class Vessel Truman
Click on image for vessel information.

APL challenged this way of thinking in 1988 when it commissioned the first "post-Panamax" ships, the C-10s. Experts scoffed at spending \$100 million to build a ship incapable of transiting the canal, but the wisdom of the new design soon became evident.

In addition to being technological marvels with the latest in satellite navigation and safety features, the new ships can carry up to 30 percent more cargo than their predecessors, have a range of over 20,000 nautical miles, and can reach speeds of nearly 25 knots. And because intermodalism in North America meant that goods could be transported from East Coast to West Coast more effectively by train, it made sense to build ships that were committed to trans-Pacific trade.

In terms of scale, imagine a ship just over three football fields long that carries more than 2,400 forty-foot containers - that's 2.4 million cases of bananas, or 4 million boxes of shoes, or 60 million blouses.

APL History

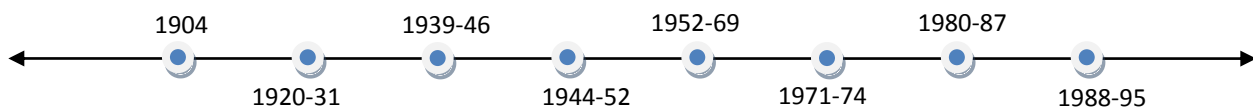


In contrast to the *California*, the first steamer of APL's earliest predecessor, the company's newest ships are a study in efficiency. 36 sailors were required to man the *California*, a 200-foot-long brigantine. The *President Truman*, a C-10 which is over 900 feet long, operates with a crew of just 21.

So successful was the new design that soon after the first C-10 was launched, plans for the next generation of ships were made. By the time the C-11s debuted in 1995, most major carriers were converting their fleets to post-Panamax vessels. A fitting testament to the founders of what is now APL, these new ships are just the latest chapter in a history of innovation that spans a century and a half.



The *President Truman*, a C-10 vessel, outside the Golden Gate bridge.



1904 Vessel Statistics

Class/Design - None

- President Fillmore (1st)
- President Johnson (1st)

Glossary of Terms

Class/Design - None

President Fillmore (First)

Built 1904 by New York Shipbuilding Co., Camden, New Jersey. Hull No. 5, O/N 200,493

LOA=615'4" **LBP**=600'0" **B**=65'0" **D**=51'3" **Draft**=33'6"

Displacement=26,700 LT **Deadweight**=12,300 LT **Gross tonnage**=15,575

Cargo capacity=559,000 CuFt. **Passengers**=260 **Speed**=15 knots

Machinery: Twin screw, two 4-cylinder quadruple expansion steam engines, 11,000 total HP. Four double-ended and 4 single-ended fire tube boilers, 215 PSI WP, originally coal fired but converted to oil fired in 1919.

Originally MONGOLIA. Built for and operated by Pacific Mail Steamship Co. from 1904 to 1915. Sold to Atlantic Transport Co. 1915. After service as a troop transport in World War I was employed in North Atlantic and Intercoastal trade. From 1925 until 1929 was operated in the Pacific by Panama Pacific Line. Sold to Dollar Steamship Lines 1929 and renamed **President Fillmore**. Laid up in 1931 and transferred to APL in 1938. Sold to Wallem & Co. in February 1940, transferred to Panamanian flag and renamed PANAMANIAN. Sold for scrap and broken up at Shanghai in 1947.

President Johnson (First)

Built 1904 by New York Shipbuilding Co., Camden, New Jersey. Hull No. 6, O/N 200,690

LOA=615'4" **LBP**=600'0" **B**=65'0" **D**=51'3" **Draft**=33'6"

Displacement=26,700 LT **Deadweight**=12,300 LT **Gross tonnage**=15,543

Cargo capacity=577,816 CuFt. **Passengers**=252 **Speed**=15 knots

Machinery: Twin screw, two 4-cylinder quadruple expansion steam engines, 11,000 total HP. Four double-ended and 4 single-ended fire tube boilers, 215 PSI WP, originally coal fired but converted to oil fired in 1919.

Originally MANCHURIA. Built for and operated by Pacific Mail Steamship Co. from 1904 to 1915. Sold to Atlantic Transport Co. 1915. After service as a troop transport in World War I was employed in North Atlantic and Intercoastal trade. From 1925 until 1929 operated in the Pacific by Panama Pacific Line. Sold to Dollar Steamship Lines 1929 and renamed **President Johnson**. Laid up in 1931 and transferred to APL in



1938. Served as a troop transport under APL operation in World War II until January 14, 1946. Sold to Tronsmar Navigation Co. January 10, 1947 and subsequently operated by Tagus Navigation Co., Panama and renamed SANTA CRUZ. Scrapped in Italy 1952.

1920-31 Vessel Statistics

Class/Design - None

- President Coolidge (1st)
- President Hoover (1st)

Class/Design - 502/522

- President Hayes (1st)
- President Monroe (1st)
- President Polk (1st)
- President Adams (1st)
- President Garfield (1st)
- President Harrison (1st)
- President Van Buren (1st)

Class/Design - 535

- President Cleveland (1st)
- President Grant (1st)
- President Jackson (1st)
- President Jefferson (1st)
- President Lincoln (1st)
- President Madison (1st)
- President McKinley (1st)
- President Pierce (1st)
- President Taft (1st)
- President Wilson (1st)

Glossary of Terms

Class/Design - None

President Coolidge (First)

Built 1931 by Newport News Shipbuilding Co., Newport News, Virginia. Hull No. 340, O/N 231,219

LOA=654'3" LBP=615'0" B=81'0" D=52'0" Draft=34'0"

Displacement=33,400 LT Deadweight=(?) Gross tonnage=21,936

Cargo capacity: 608,850 CuFt. Passengers: 845 Speed=20 knots

Machinery: Twin screw, steam turbo electric drive, 26,500 HP @ 133 RPM, 12 B&W WT boilers.

Built for Dollar Steamship Lines, transferred to APL in 1938. Sunk October 26, 1942 after striking a "friendly" U.S. mine at the entrance to harbor, Espiritu Santo, New Hebrides. Of some 5,000 troops and crew aboard only three persons were lost.

President Hoover (First)

Built 1931 by Newport News Shipbuilding Co., Newport News, Virginia. Hull No. 339, O/N 231,008

LOA=654'3" LBP=615'0" B=81'0" D=52'0" Draft=34'0"

Displacement=33,400 LT Deadweight=(?) Gross tonnage=21,936

Cargo capacity: 608,850 CuFt. Passengers: 845 Speed=20 knots

Machinery: Twin screw, two 4-cylinder triple expansion steam engines rated at 3500 HP each at 105 RPM. Six Scotch marine single-ended fire tube boilers, 220 PSI WP and 50 degrees fahrenheit superheat.

Originally PANHANDLE STATE. Operated in the North Atlantic by U.S. Lines 1921-1922. Transferred to Dollar Steamship Lines 1922 and renamed **President Monroe**. Sold to Dollar Lines in 1923. Served in Round-the-World trade. Transferred to APL 1938. Renamed **President Buchanan (First)** in 1940. Although not listed as troopship, she served as such under War Shipping Administration direction in 1942-1943 until transferred to the U.S. Army in November 1943 for conversion to a hospital ship by Atlantic Basin Iron Works, New York. Renamed EMILY H.M. WEDER July 1944. Reconverted 1946 to carry military dependents by Consolidated Steel Co., San Pedro, California and renamed **President Buchanan**. Sold for scrap March 21, 1957.

[Back to 1920 - 1931](#)

Class/Design - 502/522

President Hayes (First)

Built 1920 by New York Shipbuilding Co., Camden, New Jersey. Hull No. 245, O/N 220,858

LOA=522'8" LBP=502'0" B=62'0" D=42'0" Draft=32'3"

Displacement=21,100 LT Deadweight=13,050 LT Gross tonnage=10,533

Cargo capacity: 464,710 CuFt. Passengers: 223 Speed=14 knots

Machinery: Twin screw, two 4-cylinder triple expansion steam engines rated at 3500 HP each at 105 RPM. Six Scotch marine single-ended fire tube boilers, 220 PSI WP and 50 degrees fahrenheit superheat.

Originally CREOLE STATE. Renamed **President Hayes** 1922. Purchased by Dollar Steamship Lines from U.S. Shipping Board 1923. Transferred to APL 1938. Renamed **President Tyler (First)** 1940. Requisitioned by the Navy in January 1942 but converted to an Army transport. Conversion to a hospital ship was commenced by Bethlehem Steel Co., Boston, Massachusetts in February 1945 and renamed HOWARD A. McCURDY. Conversion terminated when V-J Day occurred. Renamed **President Tyler** in 1946 and assigned to carrying military dependents. Sold for scrapping March 1947.

President Monroe (First)

Built 1920 by New York Shipbuilding Co., Camden, New Jersey. Hull No. 247, O/N 220,325

LOA=522'8" LBP=502'0" B=62'0" D=42'0" Draft=32'3"

Displacement=21,100 LT Deadweight=13,050 LT Gross tonnage=10,533

Cargo capacity: 470,530 CuFt. Passengers: 247 Speed=14 knots

Machinery: Twin screw, two 4-cylinder triple expansion steam engines rated at 3500 HP each at 105 RPM. Six Scotch marine single-ended fire tube boilers, 220 PSI WP and 50 degrees fahrenheit superheat.

[Back to 1920 - 1931](#)

Originally PANHANDLE STATE. Operated in the North Atlantic by U.S. Lines 1921-1922. Transferred to Dollar Steamship Lines 1922 and renamed **President Monroe**. Sold to Dollar Lines in 1923. Served in Round-the-World trade. Transferred to APL 1938. Renamed **President Buchanan (First)** in 1940. Although not listed as troopship, she served as such under War Shipping Administration direction in 1942-1943 until transferred to the U.S. Army in November 1943 for conversion to a hospital ship by Atlantic Basin Iron Works, New York. Renamed EMILY H.M. WEDER July 1944. Reconverted 1946 to carry military dependents by Consolidated Steel Co., San Pedro, California and renamed **President Buchanan**. Sold for scrap March 21, 1957.

President Polk (First)

Built 1920 by New York Shipbuilding Co., Camden, New Jersey. Hull No. 246, O/N 221,054

LOA=522'8" LBP=502'0" B=62'0" D=42'0" Draft=32'3"

Displacement=21,100 LT Deadweight=13,050 LT Gross tonnage=10,496

Cargo capacity: 439,680 CuFt. Passengers: 128 Speed=14 knots

Machinery: Twin screw, two 4-cylinder triple expansion steam engines rated at 3500 HP each at 105 RPM. Six Scotch marine single-ended fire tube boilers, 220 PSI WP and 50 degrees fahrenheit superheat.

Originally GRANITE STATE. Operated in the North Atlantic by U.S. Lines 1921-1922. Transferred to Dollar Steamship Lines 1922 and renamed **President Polk**. Sold to Dollar Lines 1923. Served in the Round-the-World trade. Transferred to APL 1938. Renamed **President Taylor (First)** in 1940. Although not listed as a troopship, she served as such briefly after being requisitioned by the government in mid-December 1941. Grounded on a coral reef at Canton Island February 14, 1942 where she remained, a total loss.

President Adams (First)

Built 1921 by New York Shipbuilding Co., Camden, New Jersey. Hull No. 249, O/N 221,203

LOA=522'8" LBP=502'0" B=62'0" D=42'0" Draft=32'3"

Displacement=21,100 LT Deadweight=13,050 LT Gross tonnage=10,495

Cargo capacity: 445,800 CuFt. Passengers: 153 Speed=14 knots

Machinery: Twin screw, two 4-cylinder triple expansion steam engines rated at 3500 HP each at 105 RPM. Six Scotch marine single-ended boilers, 220 PSI WP and 50 degrees fahrenheit superheat.

[Back to 1920 - 1931](#)

Originally CENTENNIAL STATE. Operated for the U.S. Shipping Board by U.S. Lines in North Atlantic service from 1921 to 1923. Renamed **President Adams (First)** 1922. Sold to Dollar Steamship Lines 1923. Transferred to APL 1938. Renamed **President Grant (Second)** 1940. While serving as a troop transport the ship grounded on Uluma Reef near Milne Bay, New Guinea February 26, 1944 and declared a total loss on June 17, 1944. There was no loss of life.



President Garfield (First)

Built 1921 by New York Shipbuilding Co., Camden, New Jersey. Hull No. 250, O/N 221,426

LOA=522'8" LBP=502'0" B=62'0" D=42'0" Draft=32'3"

Displacement=21,100 LT Deadweight=13,050 LT Gross tonnage=10,533

Cargo capacity: 440,704 CuFt. Passengers: 133 Speed=14 knots

Machinery: Twin screw, two 4-cylinder triple expansion steam engines rated at 3500 HP each at 105 RPM. Six Scotch marine single-ended fire tube boilers, 220 PSI WP and 50 degrees fahrenheit superheat.

Originally BLUE HEN STATE. Operated for the U.S. Shipping Board by U.S. Lines in North Atlantic service from 1921 to 1923. Renamed **President Garfield** 1922. Transferred to Dollar Steamship Lines in 1923. Sold to Dollar Lines in 1926. Transferred to APL in 1938. Renamed **President Madison (Second)** 1940. Acquired by the Navy April 11, 1942 for conversion to a troop transport. Renamed U.S.S. KENMORE AP-62 August 5, 1942. Converted to a hospital ship by Maryland D.D. Co., Baltimore, Maryland and renamed U.S.S. REFUGE AH-11 on February 24, 1944. Returned to War Shipping Administration June 29, 1946. Sold for scrap to Consolidated Builders on February 2, 1948, and broken up.

President Harrison (First)

Built 1921 by New York Shipbuilding Co., Camden, New Jersey. Hull No. 248, O/N 220,952

LOA=522'8" LBP=502'0" B=62'0" D=42'0" Draft=32'3"

[Back to 1920 - 1931](#)

Displacement=21,100 LT **Deadweight=**13,050 LT **Gross tonnage=**10,533

Cargo capacity: 440,704 CuFt. **Passengers: 133** **Speed=14 knots**

Machinery: Twin screw, two 4-cylinder triple expansion steam engines rated at 3500 HP each at 105 RPM. Six Scotch marine single-ended fire tube boilers, 220 PSI WP and 50 degrees Fahrenheit superheat

Originally WOLVERINE STATE. Renamed **President Harrison** 1922 and operated for the U.S. Shipping Board in U.S. Pacific coast/East coast of South America trade. Transferred to Dollar Steamship Lines 1923. Inaugurated first Round-the-World service for Dollar Lines January 5, 1924. Sold to Dollar Lines 1926. Transferred to APL 1938. In December 1941 **Harrison** was chartered by the government to remove elements of the 4th Marines and Navy personnel from Shanghai. While on her way to Chinwangtao to embark other Marines she was captured by the Japanese off the Yangtze River, December 9, 1941. Renamed KAKKO MARU and later again renamed KACHIDOKI MARU. Sunk while carrying 750 Allied prisoners of war by U.S. submarine U.S.S. PAMPANITO (now at the San Francisco Maritime National Historical Park in San Francisco) east of Formosa (Taiwan) September 12, 1944.



President Van Buren (First)

Built 1921 by New York Shipbuilding Co., Camden, New Jersey. Hull No. 244, O/N 220,709

LOA=522'8" **LBP=**502'0" **B=**62'0" **D=**42'0" **Draft=**32'3"

Displacement=21,100 LT **Deadweight=**13,050 LT **Gross tonnage=**10,533

Cargo capacity: 468,000 CuFt. **Passengers: 120** **Speed=14 knots**

Machinery: Twin screw, two 4-cylinder triple expansion steam engines rated at 3500 HP each at 105 RPM. Six Scotch marine single-ended fire tube boilers, 220 PSI WP and 50 degrees Fahrenheit superheat.

[Back to 1920 - 1931](#)

Originally OLD NORTH STATE. Operated in the North Atlantic by U.S. Lines 1921-1922. Transferred to Dollar Steamship Lines 1922 and renamed **President Van Buren**. Sold to Dollar Lines in 1923. Served in Round-the-World trade. Transferred to APL 1938. Renamed **President Fillmore (Second)** in 1940. Requisitioned by the Army in December 1941 and used as a troop carrier until October 1943. Converted to a hospital ship by Seattle-Tacoma Shipyard and renamed MARIGOLD in June 1944. Decommissioned, renamed **President Fillmore** June 8, 1946 and placed in the reserve fleet at Suisun Bay, California. Sold for scrapping January 14, 1948.

Class/Design - 535

President Cleveland (First)

Built 1921 by Newport News Shipbuilding & Drydock Co., Newport News, Virginia. Hull No. 256, O/N 220,485

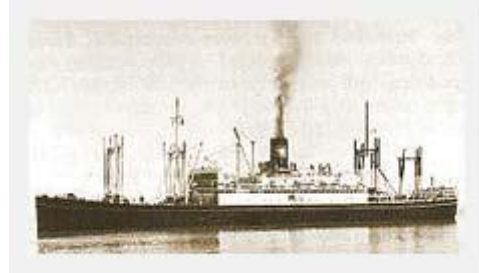
LOA=535'0" **LBP=518'0"** **B=72'0"** **D=50'0"** **Draft=30'7"**

Displacement=21,350 LT **Deadweight=11,210 LT** **Gross tonnage=12,554**

Cargo capacity: 452,000 CuFt. **Passengers: 873** **Speed: 18 knots**

Machinery: Twin screw, geared steam turbine, 12,000 HP. Eight B&W WT boilers, 265#WP.

Originally PINE TREE STATE. Renamed **President Grant** in 1922. Operated for the U.S. Shipping Board by American Orient Line from 1921 to 1926 when it was sold to that line. Subsequently this became the American Mail Line in 1930. Laid up from 1936 until 1940 when taken over by the Navy, converted to a troop transport by Todd Shipyard, Seattle, Washington, on August 9, 1940 and commissioned U.S.S. HARRIS AP-8. After earning ten battle stars she was decommissioned April 16, 1946. Renamed **President Grant** 1946. Sold to American Ship Breakers, Inc., for scrapping July 20, 1948.



President Grant (First)

Built 1921 by Bethlehem Shipbuilding Co., Sparrows Point, Baltimore, Maryland. Hull No. 4195, O/N 221,633

LOA=535'0" **LBP=518'0"** **B=72'0"** **D=50'0"** **Draft=30'7"**

Displacement=21,350 LT **Deadweight=11,210 LT** **Gross tonnage=12,554**

Cargo capacity: 452,000 CuFt. **Passengers: 873** **Speed: 18 knots**

[Back to 1920 - 1931](#)

Machinery: Twin screw, geared steam turbine, 12,000 HP. Eight B&W WT boilers, 265#WP.

Originally PINE TREE STATE. Renamed **President Grant** in 1922. Operated for the U.S. Shipping Board by American Orient Line from 1921 to 1926 when it was sold to that line. Subsequently this became the American Mail Line in 1930. Laid up from 1936 until 1940 when taken over by the Navy, converted to a troop transport by Todd Shipyard, Seattle, Washington, on August 9, 1940 and commissioned U.S.S. HARRIS AP-8. After earning ten battle stars she was decommissioned April 16, 1946. Renamed **President Grant** 1946. Sold to American Ship Breakers, Inc., for scrapping July 20, 1948.

President Jackson (First)

Built 1921 by Newport News Shipbuilding & Drydock Co., Newport News, Virginia. Hull No. 257, O/N 221,058

LOA=535'0" LBP=518'0" B=72'0" D=50'0" Draft=30'7"

Displacement=21,350 LT Deadweight=11,210 LT Gross tonnage=14,123

Cargo capacity: 452,000 CuFt. Passengers: 656 Speed: 18 knots

Machinery: Twin screw, geared steam turbine, 12,000 HP. Eight B&W WT boilers, 265#WP.

Originally SILVER STATE. Renamed **President Jackson** June 23, 1922. Served during the 1920s and 1930s in the West Coast to Far East trade, first with the Pacific Steamship Line, then with the Admiral Orient Line and then Dollar Steamship Lines. Transferred to APL 1938. Acquired from APL by the Navy in July 1940, converted to a troop transport, and renamed U.S. ZEILIN AP-9. Decommissioned April 19, 1946 after earning eight battle stars and returned to the Maritime Commission. Sold for scrap to American Ship Breakers, Inc. May 4, 1948.

President Jefferson (First)

Built 1921 by New York Shipbuilding Co., Camden, New Jersey. Hull No. 240, O/N 221,042

LOA=535'0" LBP=518'0" B=72'0" D=50'0" Draft=30'7"

Displacement=21,350 LT Deadweight=11,210 LT Gross tonnage=14,174

Cargo capacity: 452,000 CuFt. Passengers: 876 Speed: 18 knots

Machinery: Twin screw, geared steam turbine, 12,000 HP. Eight B&W WT boilers, 265#WP.

[Back to 1920 - 1931](#)

Originally WENATCHEE. Operated by Pacific Steamship Co. until 1922 and renamed **President Jefferson**. Transferred to American Oriental Line in 1922 and subsequently sold to that line in 1926 while operating under the line's trade name of American Mail Line. Laid up in Seattle from 1938 until purchased by the Army in October 1940 and renamed HENRY T. ALLEN. Acquired by the Navy December 6, 1941, converted for Navy use by Moore Dry Dock, Oakland California and commissioned at U.S.S. HENRY T. ALLEN AP-30 April 22, 1942. Later redesignated APA-15. Decommissioned February 5, 1946 and returned to the Army. Renamed **President Jefferson** February 1946. Sold to Boston Metals, Baltimore, Maryland for scrapping in March 1948.

President Lincoln (First)

Built 1921 by New York Shipbuilding Co., Camden, New Jersey. Hull No. 256, O/N 221,645

LOA=535'0"	LBP=518'0"	B=72'0"	D=50'0"	Draft=30'7"
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Displacement=21,350 LT	Deadweight=11,310 LT	Gross tonnage=12,594
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Cargo capacity: 480,600 CuFt.	Passengers: 834	Speed: 18 knots
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Machinery: Twin screw, geared steam turbine, 12,000 HP. Eight B&W WT boilers, 265#WP.

Originally HOOSIER STATE. Operated for the U.S. Shipping Board by Pacific Mail Steamship Co. Renamed **President Lincoln** 1922. Transferred operation to Dollar Steamship Lines. Sold to Dollar Steamship in April 1925. Transferred to APL 1938. Sold to Berge y Compania in June 1940, placed under Spanish registry and renamed MARIA DEL CARMEN. In July 1940 she was sold to Ybarra & Cia and renamed CABO DE BUENA ESPERANZA. Scrapped 1958 at Barcelona, Spain.

President Madison (First)

Built 1921 by New York Shipbuilding Co., Camden, New Jersey. Hull No. 251, O/N 221,727

LOA=535'0"	LBP=518'0"	B=72'0"	D=50'0"	Draft=30'7"
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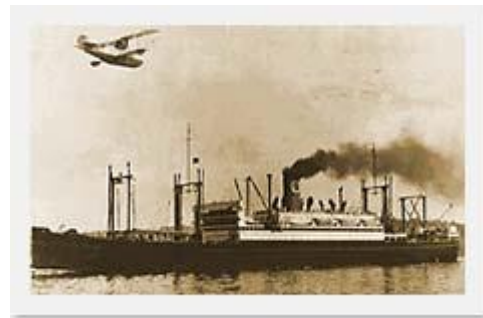
Displacement=21,350 LT	Deadweight=11,310 LT	Gross tonnage=14,187
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Cargo capacity: 452,000 CuFt.	Passengers: 852	Speed: 18 knots
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Machinery: Twin screw, geared steam turbine, 12,000 HP. Eight B&W WT boilers, 265#WP.

[Back to 1920 - 1931](#)

Originally BAY STATE. Operated for the U.S. Shipping Board by Admiral Oriental Line from 1921 to 1926. Renamed **President Madison** in 1922. Sold to Admiral Oriental in 1926. Transferred to American Mail Line, the successor to Admiral Oriental, in 1926. Sunk at the dock in Seattle, Washington, March 24, 1933. Raised and repaired but out of service for six years. Sold to Philippine Mail Lines in 1939 and renamed PRESIDENT QUEZON. Lost on maiden voyage of new owner by grounding on the Riukiu Islands off Japan in January 1940. She was raised and scrapped in Japan.



President McKinley (First)

Built 1921 by New York Shipbuilding Co., Camden, New Jersey. Hull No. 253, O/N 221,314

LOA=535'0" **LBP=518'0"** **B=72'0"** **D=50'0"** **Draft=30'7"**

Displacement=21,350 LT **Deadweight=11,210 LT** **Gross tonnage=14,127**

Cargo capacity: 452,000 CuFt. **Passengers: 835** **Speed: 18 knots**

Machinery: Twin screw, geared steam turbine, 12,000 HP. Eight B&W WT boilers, 265#WP.

Originally KEYSTONE STATE. Operated for the U.S. Shipping Board by Admiral Oriental Line from 1921 until 1926. Renamed **President McKinley** June 9, 1922. Sold to Admiral Oriental Line 1926. Transferred to American Mail Line, the successor to Admiral Oriental, in 1926. Sold to the Army October 26, 1940, converted to a troop transport, and renamed J. FRANKLIN BELL. Transferred to the Navy December 26, 1941 and designated AP-34. After earning six battle stars she was decommissioned March 20, 1946 and returned to the War Shipping Administration. Renamed **President McKinley** February 1947. Sold April 3, 1948 to Boston Metals Co. and scrapped at Baltimore, Maryland.

President Pierce (First)

Built 1921 by Bethlehem Shipbuilding Co., Sparrows Point, Baltimore, Maryland. Hull No. 4180, O/N 220,987

LOA=535'0" **LBP=518'0"** **B=72'0"** **D=50'0"** **Draft=30'7"**

Displacement=21,350 LT **Deadweight=11,210 LT** **Gross tonnage=12,124**

Cargo capacity: 479,105 CuFt. **Passengers: 874** **Speed: 18 knots**

Machinery: Twin screw, geared steam turbine, 12,000 HP. Eight B&W WT boilers, 265#WP.

Originally HAWKEYE STATE. Operated for the U.S. Shipping Board by the Matson Line from February 1921 to May 1922, making four voyages between the East Coast and Hawaii. Transferred to Pacific Mail Steamship Co. June 26, 1922 and renamed **President Pierce**. Sold to Dollar Steamship Co. 1926. Transferred to APL 1938. Taken over by the Army July 10, 1941 and renamed HUGH L. SCOTT. Transferred to the Navy August 14, 1942, converted to an attack transport by Tietjen & Lang, Hoboken, New Jersey, and commissioned U.S.S. HUGH L. SCOTT, AP-43. Sunk by torpedo from German submarine U-130 at Fedhala Roads, North Africa, November 12, 1942. Eight officers and 51 men were lost.

President Taft (First)

Built 1921 by Bethlehem Shipbuilding Co., Sparrows Point, Baltimore, Maryland. Hull No. 4181, O/N 221,233

LOA=535'0" LBP=518'0" B=72'0" D=50'0" Draft=30'7"

Displacement=21,350 LT Deadweight=11,210 LT Gross tonnage=12,124

Cargo capacity: 479,105 CuFt. Passengers: 846 Speed: 18 knots

Machinery: Twin screw, geared steam turbine, 12,000 HP. Eight B&W WT boilers, 265#WP.

Originally BUCKEYE STATE. Operated by the Matson Line from June 1921 to March 1922, making three voyages from the East Coast to Hawaii. Transferred to Pacific Mail Steamship Co. June 26, 1922 and renamed **President Taft**. Sold to Dollar Steamship Co. 1926. Transferred to APL 1938. Taken over by the Army June 1941. Converted to a troop transport and renamed WILLARD A. HOLBROOK in September 1941. Conversion to a hospital ship was commenced at Mobile, Alabama in March 1943, and the ship tentatively renamed ARMIN W. LEUSCHNER. Work was discontinued with the coming of V-J day and the name WILLARD A. HOLBROOK restored. Vessel proceeded to New York and converted to a military dependent carrier by Todd Shipyard. Remained in this service until the summer of 1946. Sold for scrapping October 29, 1957.



[Back to 1920 - 1931](#)

President Wilson (First)

Built 1921 by New York Shipbuilding Co., Camden, New Jersey. Hull No. 254, O/N 221,374

LOA=535'0" **LBP=518'0"** **B=72'0"** **D=50'0"** **Draft=30'7"**

Displacement=21,350 LT **Deadweight=11,310 LT** **Gross tonnage=14,124**

Cargo capacity: 478,100 CuFt. **Passengers:** 488 **Speed:** 18 knots

Machinery: Twin screw, geared steam turbine, 12,000 HP. Eight B&W WT boilers, 265#WP.

Originally EMPIRE STATE. Operated for the U.S. Shipping Board by Pacific Mail Steamship Co. Renamed **President Wilson** 1922 and transferred to Dollar Steamship Lines. Sold to Dollar 1925. Transferred to APL 1938. Sold to Berge y Compania 1940, transferred to Spanish registry, and renamed MARIA PEPA. Again sold in 1940 to Ybarra & Cia and renamed CABO DE HORNOS. Scrapped at Aviles, Spain in 1959.

[Back to 1920 - 1931](#)

1939-46 Vessel Statistics

Class/Design - None

- President Hoover (2nd)

Class/Design - C2-S-AJ3

- President Harding (2nd)

Class/Design - VC2-S-AP3

- President Fillmore (3rd)
- President Tyler (2nd)
- President Arthur (1st)
- President Buchanan (2nd)
- President Garfield (3rd)
- President Harding (1st)

Class/Design - C3-P

- President Jackson (2nd)
- President Monroe (2nd)
- President Adams (2nd)
- President Garfield (2nd)
- President Hayes (2nd)
- President Polk (2nd)
- President Van Buren (2nd)

Class/Design - C3-S-A2

- President Harrison (2nd)
- President Johnson (2nd)
- President Van Buren (3rd)

Class/Design - C3-S-A4

- ▶ President Grant (3rd)
- ▶ President Pierce (2nd)
- ▶ President Taft (2nd)
- ▶ President Jefferson (2nd)
- ▶ President Madison (3rd)
- ▶ President McKinley (2nd)

Glossary of Terms

Class/Design - None

President Hoover (Second)

Built 1939 by Bethlehem Steel Co., Quincy, Massachusetts. Hull No. 1467, O/N 238,343

LOA =493'6"	LBP =471'6"	B =64'0"	D =46'9"	Draft =26'3 1/2"
Displacement =14,260 LT.		Deadweight =6,812 LT.		Gross tonnage =10,603
Cargo capacity : 314,978 CuFt.		Passengers : 202		Speed =17 knots

Machinery: Twin screw, geared steam turbine, 9,166 HP. Two Bethlehem boilers, 475 PSI WP.

Originally PANAMA. Built for and operated by the Panama Railroad Co., a U.S. government controlled agency, from April 1939 to June 13, 1941. Transferred to the Army Transportation Service, converted to a troop transport by Atlantic Basin Iron Works at New York, and renamed JAMES PARKER in August 1941. In January 1946 was converted to carry military dependents by Bethlehem Steel Co., at New York. Returned to Panama Railroad Co. May 15, 1946 and renamed PANAMA. Acquired by APL in January 1957 and renamed **President Hoover**. Sold to International Cruises December 3, 1964. Renamed REGINA in 1965 and placed under Greek flag. Sold to Armadores Regina Prima, S.A. and transferred to Panamanian registry in 1967. Renamed REGINA PRIMA 1973. Laid up at Pireaus, Greece from 1979 to February 1985. Scrapped at Aliaga-Izmar, Turkey April 1985.

[Back to 1939 - 1946](#)

Class/Design - C2-S-AJ3

President Harding (Second)

Built 1944 by North Carolina Shipbuilding Co., Wilmington, North Carolina. Hull No. 138, O/N 252,443

LOA=459'1" **LBP**=435'0" **B**=63'0" **D**=40'0" **Draft**=28'6 7/8"

Displacement=14,960 LT. **Deadweight**=10,760 LT. **Gross tonnage**=8189

Cargo capacity: 542,824 CuFt. **Passengers**: none **Speed**: 15.5 knots

Machinery: Single screw, geared steam turbine, 6,600 HP. Two FW boilers, 473 PSI WP.

Originally U.S.S. VINTON. Taken by the Navy upon completion by builders and converted to an attack cargo ship by Bethlehem Steel Co., Baltimore, Maryland. Commissioned U.S.S. VINTON AKA-83. Returned to the War Shipping Administration March 16, 1946. Purchased by Gulf and Southern Steamship Co. in 1946 and renamed GULF SHIPPER. Acquired by APL on September 23, 1964 and renamed **President Harding**. Sold to Pacific Far East Lines September 29, 1966 and renamed AMERICA BEAR. Sold to Columbia Steamship Co. 1969 and renamed COLUMBIA BEAVER. Scrapped at Kaohsiung, Taiwan 1972.

Class/Design - VC2-S-AP3

President Fillmore (Third)

Victory type, built 1944 by Oregon Shipbuilding Co., Portland, Oregon. Hull No. 1020, O/N 245,754

LOA=455'3" **LBP**=430'6" **B**=62'0" **D**=38'0" **Draft**=28'6 3/4"

Displacement=15,199 LT. **Deadweight**=10,669 LT. **Gross tonnage**=7,646

Cargo capacity: 483,309 CuFt. **Passengers**: 4 **Speed**: 16 1/2 knots

Machinery: Single screw, geared steam turbine, 9,350 HP. Two CE boilers.

Originally RUTLAND VICTORY. Renamed **President Fillmore** February 13, 1948. Sold to Explorer Ships, Inc., June 22, 1962 and renamed SMITH VICTORY. Sold to AEC Shipping Co. in 1965 and renamed U.S. VICTORY. Sold to Transpacific Container Services Inc. in 1969, transferred to Liberian flag and renamed ORIENTAL ARROW. Sold to Universal Enterprises in 1972 and renamed ORIENTAL ACE. Lost on a voyage from Seattle, Washington to Kobe, Japan February 13, 1976.

President Tyler (Second)

Victory type, built 1944 by Permanente Metals Co., Yard No. 1, Richmond, California. Hull No. 528, O/N 286,232

LOA=455'3" **LBP=430'6"** **B=62'0"** **D=38'0"** **Draft=28'6 3/4"**

Displacement=15,199 LT. **Deadweight=10,681 LT.** **Gross tonnage=7,637**

Cargo capacity: 483,309 CuFt. **Passengers:** 4 **Speed:** 16 1/2 knots

Machinery: Single screw, geared steam turbine, 9,350 HP. Two B&W boilers.

Originally IRAQ VICTORY. Renamed **President Tyler** February 13, 1948. Traded in to the Maritime Administration February 28, 1958 but operated on a use agreement. Renamed IRAQ VICTORY September 9, 1960 and redelivered to MARAD September 21, 1960. Scrapped at Kearny, New Jersey September 1968.

President Arthur (First)

Victory type, built 1945 by Oregon Shipbuilding Co., Portland, Oregon. Hull No. 1223, O/N 247,420

LOA=455'3" **LBP=430'6"** **B=62'0"** **D=38'0"** **Draft=28'6 3/4"**

Displacement=15,199 LT. **Deadweight=10,625 LT.** **Gross tonnage=7,643**

Cargo capacity: 483,309 CuFt. **Passengers:** 4 **Speed:** 16 1/2 knots

Machinery: Single screw, geared steam turbine, 9,350 HP. Two CE boilers.

Originally DARTMOUTH VICTORY. Renamed **President Arthur** February 14, 1951. Renamed DARTMOUTH VICTORY April 30, 1959. Sold to American Mail Line September 19, 1959 and renamed ALASKAN MAIL. Sold to Dwyer Steamship Co. and renamed CHOCTAN VICTORY in 1964. Scrapped in 1968 at Kaohsiung, Taiwan.

[Back to 1939 - 1946](#)

President Buchanan (Second)

Victory type, built 1945 by Oregon Shipbuilding Co., Portland, Oregon. Hull No. 1247, O/N 247,994

LOA=455'3" LBP=430'6" B=62'0" D=38'0" Draft=28'6 3/4"

Displacement=15,199 LT. Deadweight=10,648 LT. Gross tonnage=7,652

Cargo capacity: 483,309 CuFt. Passengers: 4 Speed: 16 1/2 knots

Machinery: Single screw, geared steam turbine, 9,350 HP. Two CE boilers.

Originally SKIDMORE VICTORY. Renamed **President Buchanan** February 5, 1948. Traded in to the Maritime Administration February 28, 1958. Renamed SKIDMORE VICTORY May 23, 1958. Converted by the Navy to a Missile Range Instrumentation Ship by Ingalls Shipbuilding Co., Pascagoula, Mississippi, and renamed RANGE TRACKER AG-160 on July 12, 1960. Redesignated AGM-1 on November 27, 1960. Decommissioned and returned to MARAD November 12, 1969. Sold to American Ship Dismantlers, Portland, Oregon, July 10, 1970 for scrapping.

President Garfield (Third)

Victory type, built 1945 by Oregon Shipbuilding Co., Portland, Oregon. Hull No. 1234, O/N 247,654

LOA=455'3" LBP=430'6" B=62'0" D=38'0" Draft=28'6 3/4"

Displacement=15,199 LT Deadweight=10,626 LT Gross tonnage=7,659

Cargo capacity: 483,309 CuFt. Passengers: 4 Speed=16 1/2 knots

Originally WILLAMETTE VICTORY. Renamed **President Garfield** January 19, 1951. Traded in to the Maritime Administration February 28, 1958. Renamed WILLAMETTE VICTORY March 4, 1958. Sold to Grain Storage Co., Washington, DC on June 26, 1973 for non-transportation use.



[Back to 1939 – 1946](#)

President Harding (First)

Victory type, built 1945 by Oregon Shipbuilding Co., Portland, Oregon. Hull No. 1261, O/N 248,565

LOA=455'3" **LBP**=430'6" **B**=62'0" **D**=38'0" **Draft**=28'6 3/4"

Displacement=15,199 LT. **Deadweight**=10,696 LT. **Gross tonnage**=7,638

Cargo capacity: 483,300 CuFt. **Passengers**: 4 **Speed**: 16 1/2 knots

Machinery: Single screw, geared steam turbine, 9,350 HP. Two CE boilers.

Originally JACKSON VICTORY. Renamed **President Harding** March 10, 1948. Sold to Explorer Ships, Inc., June 4, 1962 and renamed SMITH EXPLORER. Sold to AEC Shipping Co. in 1965 and renamed U.S. EXPLORER. Sold to Transpacific Container Services, Inc. 1969 and renamed ORIENTAL COMET (Liberian flag). Sold to Oriental Enterprise Inc. 1972 and renamed ORIENTAL CHARGER. Scrapped 1976 at Kaohsiung, Taiwan.

Class/Design - C3-P

President Jackson (Second)

Built 1940 by Newport News Shipbuilding Co., Newport News, Virginia. Hull No. 379, O/N 240,084

LOA=492'0" **LBP**=465'0" **B**=69'6" **D**=42'6" **Draft**=27'6"

Displacement=16,175 LT. **Deadweight**=9,937 LT. **Gross tonnage**=9,255

Cargo capacity: 512,353 CuFt. **Passengers**: 96 **Speed**: 16 1/2 knots

Machinery: Single screw, geared steam turbine, 9,350 HP. Two B&W WT boilers, 479 PSI WP.

President Jackson was delivered to APL October 25, 1940. After two round-the-world voyages she was requisitioned by the Navy June 30, 1941, converted to a troop ship and renamed U.S.S. PRESIDENT JACKSON AP-37, later redesignated APA-18, on January 16, 1942. Continue in Navy service until July 6, 1955 after earning 8 battle stars in World War II and the Korean War. Placed in reserve and subsequently returned to MARAD October 1, 1958 for lay up. Sold to N.W. Kennedy (Canada) March 1973. Scrapped at Kaohsiung, Taiwan 1973.

President Monroe (Second)

Built 1940 by Newport News Shipbuilding Co., Newport News, Virginia. Hull No. 380, O/N 240,216

LOA=492'0" LBP=465'0" B=69'6" D=42'6" Draft=27'6"

Displacement=16,175 LT. Deadweight=9,947 LT. Gross tonnage=9,255

Cargo capacity: 512,353 CuFt. Passengers: 96 Speed: 16 1/2 knots

Machinery: Single screw, geared steam turbine, 9,350 HP. Two B&W WT boilers, 479 PSI WP.

President Monroe was delivered to APL in December 1940 and made three round-the-world voyages before being requisitioned by the government for war service. Transferred to the Navy July 18, 1943, converted to a troop ship and renamed U.S.S. PRESIDENT MONROE AP-104. Decommissioned January 12, 1946 after earning 5 battle stars and returned to APL. Renamed **President Monroe** February 1946, refitted and returned to round-the-world service. Sold to White Star Shipping & Trading Co. December 21, 1965, placed under Greek registry and renamed MARIANNA V. Scrapped 1969 at Hong Kong.



President Adams (Second)

Built 1941 by Newport News Shipbuilding Co., Newport News, Virginia. Hull No. 383, O/N 240,616

LOA=492'0" LBP=465'0" B=69'6" D=42'6" Draft=27'6"

Displacement=16,175 LT. Deadweight=9,947 LT. Gross tonnage=9,260

Cargo capacity: 512,353 CuFt. Passengers: 96 Speed: 16 1/2 knots

Machinery: Single screw, geared steam turbine, 9,350 HP. Two B&W WT boilers, 479 PSI WP.

Requisitioned by the Navy prior to delivery to APL and commissioned U.S.S. PRESIDENT ADAMS AP-38 (subsequently redesignated APA-19). Decommissioned in 1950, remained in Reserve Fleet until 1958, then transferred to Maritime Administration Fleet. Sold to National Metals in February 1973 for scrapping. Never used in commercial service.

[Back to 1939 - 1946](#)

President Garfield (Second)

Built 1941 by Newport News Shipbuilding Co., Newport News, Virginia. Hull No. 382, O/N 240,385

LOA=492'0" **LBP=**465'0" **B=**69'6" **D=**42'6" **Draft=**27'6"

Displacement=16,175 LT. **Deadweight=**9,947 LT. **Gross tonnage=**9,260

Cargo capacity: 512,353 CuFt. **Passengers:** 96 **Speed:** 16 1/2 knots

Machinery: Single screw, geared steam turbine, 9,350 HP. Two B&W WT boilers, 479 PSI WP.

President Garfield was delivered to APL in March 1941 but was requisitioned by the Navy in May 1942, converted to a troop ship and renamed U.S.S. THOMAS JEFFERSON AP-60, later APA-30, on August 31, 1942. Continue in Navy service including the Korean War. Placed in reserve in 1955 and returned to Maritime Administration in 1958 for lay up. Sold to Zidell Exploration Inc., Portland, Oregon, March 1, 1973 for scrapping.

President Hayes (Second)

Built 1941 by Newport News Shipbuilding Co., Newport News, Virginia. Hull No. 381, O/N 240,315

LOA=492'0" **LBP=**465'0" **B=**69'6" **D=**42'6" **Draft=**27'6"

Displacement=16,175 LT. **Deadweight=**9,947 LT **Gross tonnage=**9,255

Cargo capacity: 512,353 CuFt. **Passengers:** 96 **Speed:**16 1/2 knots

Machinery: Single screw, geared steam turbine, 9,350 HP. Two B&W WT boilers, 479 PSI WP.

President Hayes was delivered to APL February 20, 1941 but was requisitioned by the Navy July 7, 1941, converted to a troop ship and renamed U.S.S. PRESIDENT HAYES AP-39, later redesignated APA-20, on December 15, 1941. Continue in Navy service until November 1950. Placed in reserve and subsequently returned to MARAD October 1, 1958 for lay up. Sold to Levin Metals Co., Richmond, California, for scrapping May 1977.

[Back to 1939 - 1946](#)

President Polk (Second)

Built 1941 by Newport News Shipbuilding Co., Newport News, Virginia. Hull No. 386, O/N 240,063

LOA=492'0" LBP=465'0" B=69'6" D=42'6" Draft=27'6"

Displacement=16,175 LT Deadweight=9,947 LT Gross tonnage=9,256

Cargo capacity: 512,353 CuFt. Passengers: 96 Speed: 16 1/2 knots

Machinery: Single screw, geared steam turbine, 9,350 HP. Two B&W WT boilers, 479 PSI WP.

President Polk was delivered to APL in 1941 and operated in Pacific transport service for the government from December 5, 1941 until requisitioned by the Navy September 6, 1943. Converted to a troop ship and renamed U.S.S. PRESIDENT POLK, AP-103. After earning 6 battle stars she was returned to APL January 26, 1946 and renamed **President Polk**. In round-the-world trade until sold to Ganaderos del Mar July 15, 1965. Placed under the Liberian flag and renamed GAUCHO MARTIN FIERRO. Renamed MINOTAUROS in 1966 but retained by same owner. Scrapped at Kaohsiung, Taiwan 1970.



President Van Buren (Second)

Built 1941 by Newport News Shipbuilding Co., Newport News, Virginia. Hull No. 384, O/N 240,910

LOA=492'0" LBP=465'0" B=69'6" D=42'6" Draft=27'6"

Displacement=16,175 LT. Deadweight=9,947 LT. Gross tonnage=9,260

Cargo capacity: 512,353 CuFt. Passengers: 96 Speed: 16 1/2 knots

Machinery: Single screw, geared steam turbine, 9,350 HP. Two B&W WT boilers, 479 PSI WP.

President Van Buren was delivered to APL September 11, 1941 but was requisitioned by the Navy January 14, 1942, converted to a troop ship and renamed U.S.S. THOMAS STONE AP-59, later redesignated APA-29, on February 1, 1943. During landings at Algiers she was torpedoed November 7, 1942 by a German submarine and after being towed into harbor was further damaged by bombs during an air attack, then driven ashore in a storm. Salvage attempts were carried out unsuccessfully until April 1944 when she was sold to Le Materiel Economique, Algiers, for scrap. Purchasers abandoned the attempt and she was destroyed by the U.S. Government in July 1945.

Class/Design - C3-S-A2

President Harrison (Second)

Built 1943 by Western Pipe and Steel Co., San Francisco, California. Hull No. 82, O/N 257,262

LOA=492'0" **LBP=465'0"** **B=69'6"** **D=42'6"** **Draft=29'5"**

Displacement=18,215 LT. **Deadweight=12,348 LT.** **Gross tonnage=7,995**

Cargo capacity: 647,619 CuFt. **Passengers: 12** **Speed: 16 1/2 knots**

Machinery: Single screw, geared steam turbine, 9,350 HP. Two CE boilers, 525 PSI WP.

Originally SEA MINK. Acquired by the Navy April 24, 1943, converted to a troop transport and renamed U.S. CALLAWAY APA-35. After earning six battle stars she was decommissioned May 10, 1946. Acquired by APL and renamed **President Harrison** in 1949. Renamed **President Fillmore (Fourth)** March 10, 1966. Sold to Waterman Steamship Co. April 24, 1968 and renamed HURRICANE. Scrapped at Kaohsiung, Taiwan 1974.

President Johnson (Second)

Built 1943 by Western Pipe and Steel Co., San Francisco, California. Hull No. 86, O/N 257,231

LOA=492'0" **LBP=465'0"** **B=69'6"** **D=42'6"** **Draft=29'5"**

Displacement=18,215 LT. **Deadweight=12,348 LT.** **Gross tonnage=7,995**

Cargo capacity: 647,619 CuFt. **Passengers: 12** **Speed: 16 1/2 knots**

Machinery: Single screw, geared steam turbine, 9,350 HP. Two CE boilers, 525 PSI WP.

Originally SEA CARP. Acquired by the Navy June 29, 1943, converted to a troop transport and renamed U.S. CLAY, APA-39. After earning four battle stars she was decommissioned May 15, 1946. Acquired by APL and renamed **President Johnson** in 1949. Sold to Waterman Steamship Co. April 24, 1968 and renamed LA SALLE. Sold to Zui Feng Steel Co. and scrapped at Kaohsiung, Taiwan 1974.



[Back to 1939 - 1946](#)

President Van Buren (Third)

Built 1943 by Western Pipe and Steel Co., San Francisco, California. Hull No. 81, O/N 257,213

LOA=492'0" LBP=465'0" B=69'6" D=42'6" Draft=29'5"

Displacement=18,215 LT. Deadweight=12,348 LT. Gross tonnage=7,991

Machinery: Single screw, geared steam turbine, 9,350 HP. Two CE boilers, 525 PSI WP.

Originally SEA ANGEL. Acquired by the Navy March 15, 1943, converted to a troop transport and renamed U.S. BOLIVAR APA-34. After earning five battle stars she was decommissioned April 29, 1946. Acquired by APL and renamed **President Van Buren** in March 1949. Renamed **President Harding (Third)** October 8, 1967. Sold to Pacific Far East Lines March 25, 1968 and renamed THAILAND BEAR. Acquired by Grace-Prudential Line in 1970 and renamed SANTA MONICA. Scrapped at Kaohsiung, Taiwan in February 1972.

Class/Design - C3-S-A4

President Grant (Third)

Built 1945 by Western Pipe and Steel Co., San Francisco, California. Hull No. 136, O/N 248,424

LOA=492'0" LBP=465'0" B=69'6" D=42'6" Draft=29'5"

Displacement=18,215 LT. Deadweight=12,570 LT. Gross tonnage=7,963

Cargo capacity: 548,981 CuFt. **Passengers:** 12 **Speed:** 16 1/2 knots

Machinery: Single screw, geared steam turbine, 9,350 HP. Two CE boilers, 523 PSI WP.

Originally SEA BEAVER. Renamed **President Grant** August 8, 1945. Renamed **President Hoover (Third)** September 26, 1967. Sold to Excelsior Marine Corp. October 27, 1972. Scrapped at Kaohsiung, Taiwan 1973.

President Pierce (Second)

Built 1945 by Western Pipe and Steel Co., San Francisco, California. Hull No. 137, O/N 248,619

LOA=492'0" LBP=465'0" B=69'6" D=42'6" Draft=29'5"

Displacement=18,215 LT. Deadweight=12,570 LT. Gross tonnage=7,953

[Back to 1939 - 1946](#)

Cargo capacity: 548,981 CuFt. **Passengers:** 12

Speed: 16 1/2 knots

Machinery: Single screw, geared steam turbine, 9,350 HP. Two B&W WT boilers, 523 PSI WP.

Originally SEA JUMPER. Renamed **President Pierce** September 18, 1945. Sold to Amber Jack Marine Corp. December 14, 1972 and renamed PIERCE. Scrapped at Kaohsiung, Taiwan 1973.



President Taft (Second)

Built 1945 by Western Pipe and Steel Co., San Francisco, California. Hull No. 135, O/N 248,275

LOA=492'0" **LBP=**465'0" **B=**69'6" **D=**42'6" **Draft=**29'5"

Displacement=18,215 LT. **Deadweight=**12,570 LT. **Gross tonnage=**7,953

Cargo capacity: 548,981 CuFt. **Passengers:** 12

Speed: 16 1/2 knots

Machinery: Single screw, geared steam turbine, 9,350 HP. Two B&W WT boilers, 523 PSI WP.

Originally SEA THRUSH. Renamed **President Taft** July 20, 1945. Renamed **President Harding (Fourth)** February 28, 1968. Sold to Bonito Maritime Corp. January 26, 1973, renamed HARDING. Scrapped at Kaohsiung, Taiwan 1973.

President Jefferson (Second)

Built 1946 by Western Pipe and Steel Co., San Francisco, California. Hull No. 176, O/N 250,262

LOA=492'0" **LBP=**465'0" **B=**69'6" **D=**42'6" **Draft=**29'5"

[Back to 1939 - 1946](#)

Displacement=18,215 LT. **Deadweight**=12,005 LT. **Gross tonnage**=7,963

Cargo capacity: 548,981 CuFt. **Passengers:** 12 **Speed:** 16 1/2 knots

Machinery: Single screw, geared steam turbine, 9,350 HP. Two B&W WT boilers, 523 PSI WP.

Originally SEA ORIOLE. Renamed **President Jefferson** August 23, 1946. Sold to Ferndale Shipping Co. February 20, 1970. Scrapped at Kaohsiung, Taiwan 1970.

President Madison (Third)

Built 1946 by Western Pipe and Steel Co., San Francisco, California. Hull No. 138, O/N 249,683

LOA=492'0" **LBP**=465'0" **B**=69'6" **D**=42'6" **Draft**=29'5"

Displacement=18,215 LT. **Deadweight**=12,440 LT. **Gross tonnage**=7,920

Cargo capacity: 548,981 CuFt. **Passengers:** 12 **Speed:** 16 1/2 knots

Machinery: Single screw, geared steam turbine, 9,350 HP. Two B&W WT boilers, 523 PSI WP.

Originally SEA STARLING. Renamed **President Madison** June 1946. Sold to Vintage Steamship Co. August 7, 1972. Scrapped at Kaohsiung, Taiwan 1972/73.

President McKinley (Second)

Built 1946 by Western Pipe and Steel Co., San Francisco, California. Hull No. 175, O/N 249,953

LOA=492'0" **LBP**=465'0" **B**=69'6" **D**=42'6" **Draft**=29'5"

Displacement=18,215 LT. **Deadweight**=12,005 LT. **Gross tonnage**=7,920

Cargo capacity: 548,981 CuFt. **Passengers:** 12 **Speed:** 16 1/2 knots

Machinery: Single screw, geared steam turbine, 9,350 HP. Two B&W WT boilers, 523 PSI WP.

Originally SEA PHOEBE. Renamed **President McKinley** July 1946. Renamed **President Johnson (Third)** April 11, 1968. Sold to Pinedale Shipping Co. December 16, 1969 and renamed PINEDALE. Scrapped at Kaohsiung, Taiwan 1970.

1944-52 Vessel Statistics

Class/Design - P2-S2-R14

- President Roosevelt (1st)

Class/Design - P2-SE2-R3

- President Cleveland (2nd)
- President Wilson (2nd)

Class/Design - PS-S1-DN3

- President Adams (3rd)
- President Hayes (3rd)
- President Jackson (3rd)

Glossary of Terms

Class/Design - P2-S2-R14

President Roosevelt (First)

Built 1944 by Federal Shipbuilding Co., Kearny, New Jersey. Hull No. 276. O/N 257,200

LOA =622'7"	LBP =573'0"	B =75'6"	D =51'6"	Draft =26'7"
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Displacement =21,200 LT	Deadweight =5,750 LT	Gross tonnage =18,920
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Cargo capacity: 218,167 CuFt.	Passengers: 456 first class	Speed =20 knots
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Machinery: Twin screw, geared steam turbine, 18,700 HP. Four FW boilers, 625 PSI WP.

Laid down as the GENERAL R.M. BLATCHFORD but renamed GENERAL W.H. RICHARDSON prior to launching. Operated by the Navy as a troop transport until February 14, 1946. Converted in May 1946 to an Army dependent/bride ship by Todd Shipyard, Hoboken, New Jersey. Chartered May 6, 1949 by American Export Lines and renamed LAGUARDIA. Returned to the Maritime Administration January 4, 1952. Sold to Hawaiian Textron Corporation July 10, 1956 and renamed LEILANI. Returned to MARAD upon default of mortgage in 1959. Sold to APL and after a major modification renamed **President Roosevelt** January 26, 1962. Sold to Solon Navegacion S.A. and placed under the Greek flag and renamed ATLANTIS. Resold to Ares Shipping Co. 1972, reflagged under Panamanian registry, and renamed EMERALD SEAS. Operated in cruise service. Sold to Eastern Steamship Inc. in 1983? reflagged to Liberia 1989? Reportedly renamed FANTASTICA, then renamed FUNTASTICA, in 1992, then TERRIFICA in 1993, owner and flag unchanged.

APL History



Class/Design - P2-SE2-R3

President Cleveland (Second)

Built 1947 by Bethlehem Shipbuilding Co., Alameda California. Hull No. 9509. O/N 254,296

LOA=609'5 3/4" **LBP**=573'0" **B**=75'6" **D**=43'6" **Draft**=30'2"

Displacement=23,504 LT **Deadweight**=10,431 LT **Gross tonnage**=15,359

Cargo capacity: 193,984 CuFt. **Passengers:** 379 first class + 200 economy **Speed**=20 knots

Machinery: Twin screw, turbo electric drive, 20,000 HP. Four CE WT boilers, 625 PSI WP.

Laid down as the Navy transport ADMIRAL D.W. TAYLOR but redesigned for APL passenger service long before launching. Launched as **President Cleveland**. Sold to Oceanic Cruise Development, Inc. (C.Y. Tung group) February 9, 1973 and renamed ORIENTAL PRESIDENT. Scrapped at Kaohsiung, Taiwan in 1974.



President Wilson (Second)

Built 1948 by Bethlehem Shipbuilding Co., Alameda California. Hull No. 9510. O/N 255,039

LOA=609'5 3/4" **LBP**=573'0" **B**=75'6" **D**=43'6" **Draft**=30'2"

Displacement=23,504 LT **Deadweight**=10,431 LT **Gross tonnage**=15,359

Cargo capacity: 193,984 CuFt. **Passengers:** 379 first class + 200 economy **Speed**=20 knots

Machinery: Twin screw, turbo electric drive, 20,000 HP. Four CE WT boilers, 625 PSI WP.

Laid down as the Navy transport ADMIRAL F.B. UPHAM but redesigned for APL passenger service long before launching. Launched as **President Wilson**. Sold to Oceanic Cruise Development, Inc. (C.Y. Tung group) April 27, 1973, renamed ORIENTAL EMPRESS and transferred to the Panamanian flag. After an 8 1/2 year lay up in Hong Kong sold for scrap. Broken up at Kaohsiung, Taiwan in 1984.

[Back to 1944 - 1952](#)

Class/Design - P2-S1-DN3 (V-2000)

President Adams (Third)

Built 1952 by New York Shipbuilding Co., Camden, New Jersey. Hull No. 486. O/N never documented

LOA=533'9" **LBP=499'6"** **B=73'3"** **D=48'11"** **Draft=27'2"**

Displacement=17,600 LT **Deadweight=6,898 LT** **Gross tonnage=13,319**

Cargo capacity: 570,000 CuFt. **Passengers: 228** **Speed=19 knots**

Machinery: Single screw, geared steam turbine, 13,700 HP. Two B&W WT boilers.

Requisitioned by the Navy while under construction and completed as a troop transport. Renamed U.S.S. GEIGER (T-AP 197). Transferred to the Maritime Administration on April 27, 1971 and laid up. Loaned to Massachusetts Maritime Academy 1980 and renamed BAY STATE. Following a serious fire vessel was scrapped in 1983.

President Hayes (Third)

Built 1952 by New York Shipbuilding Co., Camden, New Jersey. Hull No. 487. O/N never documented

LOA=533'9" **LBP=499'6"** **B=73'3"** **D=48'11"** **Draft=27'2"**

Displacement=17,600 LT **Deadweight=6,898 LT** **Gross tonnage=13,319**

Cargo capacity: 570,000 CuFt. **Passengers: 228** **Speed=19 knots**

Machinery: Single screw, geared steam turbine, 13,700 HP. Two B&W WT boilers.

Requisitioned by the Navy while under construction and completed as a troop transport for use in the Korean War. Renamed U.S.S. UPSHUR (T-AP 198). Continued in Navy service until transferred to the Maritime Administration on April 2, 1973 and simultaneously retransferred to the Maine Maritime Academy and renamed STATE OF MAINE.

[Back to 1944 - 1952](#)

President Jackson (Third)

Built 1952 by New York Shipbuilding Co., Camden, New Jersey. Hull No. 485. O/N never documented

LOA=533'9" **LBP=**499'6" **B=**73'3" **D=**48'11" **Draft=**27'2"

Displacement=17,600 LT **Deadweight=**6,898 LT **Gross tonnage=**13,319

Cargo capacity: 570,000 CuFt. **Passengers:** 228 **Speed=**19 knots

Machinery: Single screw, geared steam turbine, 13,700 HP. Two B&W WT boilers.

Requisitioned by the Navy while under construction and completed as a troop transport for use in the Korean War. Renamed U.S.S. BARRETT (T-AP 196). Continued in Navy service until transferred to the Maritime Administration in March 1973. Loaned to New York State Maritime College 1973 and renamed EMPIRE STATE V, later EMPIRE STATE.



[Back to 1944 - 1952](#)

1952-69 Vessel Statistics

Class/Design - C4-S-1h

- President Hayes (4th)
- President Adams (4th)
- President Jackson (4th)
- President Coolidge (2nd)

Class/Design - C4-S-1p

- President Arthur (2nd)
- President Buchanan (3rd)
- President Garfield (4th)
- President Taylor (2nd)

Class/Design - C4-S-1q

- President Lincoln (2nd)
- President Tyler (3rd)

Class/Design - C4-S-1s

- President Roosevelt (2nd)
- President Truman (1st)
- President Eisenhower (1st)

Class/Design - C4-S-1sa

- President Kennedy (1st)

Class/Design - C4-S-1qa

President Harrison (3rd)

President Monroe (3rd)

President Polk (3rd)

Class/Design - C4-S-69a

President Grant (4th)

President Taft (3rd)

President Van Buren (4th)

President Fillmore (5th)

President McKinley (3rd)

Class/Design - C5-S-75a

President Adams (5th)

President Jackson (5th)

President Cleveland (3rd)

President Taylor (3rd)

President Wilson (3rd)

Glossary of Terms

Class/Design - C4-S-1h (Mariner)

President Hayes (Fourth)

Built 1952 by Newport News Shipbuilding Co., Newport News, Virginia. Hull No. 490, O/N 264,446

LOA=563'7 3/4" **LBP**=528'6" **B**=76'0" **D**=44'6" **Draft**=29'10"

Displacement=21,093 LT **Deadweight**=13,409 LT **Gross tonnage**=9,277

Cargo capacity: 734,779 CuFt. **Passengers**: 12 **Speed**=20 knots

Machinery: Single screw, geared turbine powered, 19,250 HP. Two B&W WT boilers, 620 PSI WP. Built as a standard C4-S-1a Mariner. Modified to a C4-S-1h configuration to suit APL requirements by Bethlehem Shipbuilding Co., Baltimore, Maryland in 1955

Originally OLD DOMINION MARINER. Renamed **President Hayes** November 30, 1955. Sold to American Export Lines September 10, 1974 and renamed EXPORT DIPLOMAT. Transferred to the Maritime Administration in 1978 and renamed OLD DOMINION MARINER. Presently in the James River laid up fleet.

President Adams (Fourth)

Built 1953 by Newport News Shipbuilding Co., Newport News, Virginia. Hull No. 493, O/N 266,697

LOA=563'7 3/4" **LBP**=528'6" **B**=76'0" **D**=44'6" **Draft**=29'10"

Displacement=21,093 LT **Deadweight**=13,409 LT **Gross tonnage**=9,277

Cargo capacity: 758,779 CuFt. **Passengers**: 12 **Speed**=20 knots

Machinery: Single screw, geared turbine powered, 19,250 HP. Two B&W WT boilers, 620 PSI WP. Built as a standard C4-S-1a Mariner. Modified to a C4-S-1h configuration to suit APL requirements by Bethlehem Shipbuilding Co., Baltimore, Maryland in 1956.

Originally PALMETTO MARINER. Renamed **President Adams** July 6, 1956. Sold for scrap January 25, 1974. Broken up at Kaohsiung, Taiwan, 1974.

President Jackson (Fourth)

Built 1953 by Newport News Shipbuilding Co., Newport News, Virginia. Hull No. 492, O/N 266,060

LOA=563'7 3/4" **LBP**=528'6" **B**=76'0" **D**=44'6" **Draft**=29'10"

Displacement=21,093 LT **Deadweight**=13,409 LT **Gross tonnage**=9,277

Cargo capacity: 761,137 CuFt. **Passengers**: 12 **Speed**=20 knots

Machinery: Single screw, geared turbine powered, 19,250 HP. Two B&W WT boilers, 620 PSI WP. Built as a standard C4-S-1a Mariner. Modified to a C4-S-1h configuration to suit APL requirements by Bethlehem Shipbuilding Co., Baltimore, Maryland in 1955.

Originally VOLUNTEER MARINER. Renamed **President Jackson** October 11, 1955. Sold to Waterman Steamship Co. July 15, 1974 and renamed JOSEPH HEWES. Scrapped July 1980.

President Coolidge (Second)

Built 1954 by Newport News Shipbuilding Co., Newport News, Virginia. Hull No. 494, O/N 267,733

LOA=563'7 3/4" **LBP**=528'6" **B**=76'0" **D**=44'6" **Draft**=29'10"

Displacement=21,093 LT **Deadweight**=13,409 LT **Gross tonnage**=9,277

Cargo capacity: 758,773 CuFt. **Passengers**: 12 **Speed**=20 knots

[Back to 1952 - 1969](#)

Machinery: Single screw, geared turbine powered, 19,250 HP. Two B&W WT boilers, 620 PSI WP. Built as a standard C4-S-1a Mariner. Modified to a C4-S-1h configuration to suit APL requirements by Bethlehem Shipbuilding Co., Baltimore, Maryland in 1956.

Originally CRACKER STATE MARINER. Renamed **President Coolidge** April 25, 1956. Sold to American Export Lines September 12, 1974 and renamed EXPORT DEFENDER. Transferred to the Maritime Administration in 1978 and renamed CRACKER STATE MARINER. Scrapped at Alang, India in April, 1992.

Class/Design - C4-S-1p (Mariner)

President Arthur (Second)

Built 1952 by Ingalls Shipbuilding Co., Pascagoula, Mississippi. Hull No. 459, O/N 264,704

LOA=563'7 3/4" **LBP**=528'6" **B**=76'0" **D**=44'6" **Draft**=29'10"

Displacement=21,083 LT **Deadweight**=13,498 LT **Gross tonnage**=9,171

Cargo capacity: 780,923 CuFt. **Passengers:** 12 **Speed**=20 knots

Machinery: Single screw, geared turbine powered, 19,250 HP. Two FW WT boilers, 620 PSI WP. Built as a standard C4-S-1a Mariner. Modified to a C4-S-1p configuration to suit APL requirements by Todd Shipyard, Alameda, California in 1959.

Originally LONE STAR MARINER. Renamed **President Arthur** July 6, 1956. Sold to American Export Lines September 10, 1974 and renamed EXPORT DEMOCRACY. Transferred to the Maritime Administration in 1978 and renamed LONE STAR MARINER. In laid up fleet at James River, Virginia.

President Buchanan (Third)

Built 1953 by Sun Shipbuilding Co., Chester, Pennsylvania. Hull No. 585, O/N 266,017

LOA=563'7 3/4" **LBP**=528'6" **B**=76'0" **D**=44'6" **Draft**=29'10"

Displacement=21,093 LT **Deadweight**=13,388 LT **Gross tonnage**=9,171

Cargo capacity: 769,949 CuFt. **Passengers:** 12 **Speed**=20 knots

Machinery: Single screw, geared turbine powered, 19,250 HP. Two FW WT boilers, 620 PSI WP. Built as a standard C4-S-1a Mariner. Modified to a C4-S-1p configuration to suit APL requirements by Todd Shipyard, Alameda, California in 1959.

[Back to 1952 - 1969](#)

Originally HOOSIER MARINER. Renamed **President Buchanan** May 1, 1959. Sold to Waterman Steamship Co. August 20, 1974 and renamed CARTER BRAXTON. Transferred to the Maritime Administration in 1978 and renamed HOOSIER MARINER. Laid up in the Reserve Fleet at Beaumont, Texas December 1, 1983.



President Garfield (Fourth)

Built 1953 by Ingalls Shipbuilding Co., Pascagoula, Mississippi. Hull No. 460, O/N 266,092

LOA=563'7 3/4" LBP=528'6" B=76'0" D=44'6" Draft=29'10"

Displacement=21,083 LT Deadweight=13,498 LT Gross tonnage=9,171

Cargo capacity: 768,949 CuFt. Passengers: 12 Speed=20 knots

Machinery: Single screw, geared turbine powered, 19,250 HP. Two FW WT boilers, 620 PSI WP. Built as a standard C4-S-1a Mariner. Modified to a C4-S-1p configuration to suit APL requirements by Todd Shipyard, Alameda, California in 1959.

Originally MAGNOLIA MARINER. Renamed **President Garfield** March 6, 1959. Sold to Waterman Steamship Co. October 2, 1974 and renamed SAMUEL CHASE. Transferred to the Maritime Administration in 1978. Scrapped June 1980 at Kaohsiung, Taiwan.

President Taylor (Second)

Built 1954 by Sun Shipbuilding Co., Chester, Pennsylvania. Hull No. 587, O/N 266,927

LOA=563'7 3/4" LBP=528'6" B=76'0" D=44'6" Draft=29'10"

Displacement=21,093 LT Deadweight=13,365 LT Gross tonnage=9,171

Cargo capacity: 768,949 CuFt. Passengers: 12 Speed=20 knots

Machinery: Single screw, geared turbine powered, 19,250 HP. Two FW WT boilers, 620 PSI WP. Built as a standard C4-S-1a Mariner. Modified to a C4-S-1p configuration to suit APL requirements by Todd Shipyard, Alameda, California in 1959.

Originally HAWKEYE MARINER. Renamed **President Taylor** February 8, 1957. Sold to Farrell Lines June 10, 1974 and renamed AUSTRAL PILGRIM.

[Back to 1952 - 1969](#)

Class/Design - C4-S-1q (Searacers)

President Lincoln (Second)

Built 1961 by Bethlehem Steel Co., San Francisco, California. Hull No. 5488, O/N 285,311

LOA=563'7 3/4" **LBP**=528'10 1/4" **B**=76'0" **D**=44'6" **Draft**=31'7 1/8"

Displacement=22,630 LT **Deadweight**=14,048 LT **Gross tonnage**=13,223

Cargo capacity: 721,656 CuFt./410 TEU **Passengers:** 12 in 8 staterooms, **Speed**=20.5 knots

Machinery: Single screw, geared turbine powered, 19,250 HP. Two B&W WT boilers, 640 PSI WP.

Traded in to the Maritime Administration April 30, 1979. Renamed LINCOLN and placed in the Reserve Fleet, Suisun Bay, California, where it remained in inactive status as of October 1992.

President Tyler (Third)

Built 1961 by Bethlehem Steel Co., San Francisco, California. Hull No. 5489, O/N 286,232

LOA=563'7 3/4" **LBP**=528'10 1/4" **B**=76'0" **D**=44'6" **Draft**=31'7 1/8"

Displacement=22,630 LT **Deadweight**=14,048 LT **Gross tonnage**=13,223

Cargo capacity: 721,656 CuFt./410 TEU **Passengers:** 12 in 8 staterooms **Speed**=20.5 knots

Machinery: Single screw, geared turbine powered, 19,250 HP. Two B&W WT boilers, 640 PSI WP.

Traded in to the Maritime Administration April 30, 1979. Renamed PRESIDENT and placed in the Reserve Fleet, Suisun Bay, California, where it remained in inactive status as of May 1990.



[Back to 1952 - 1969](#)

Class/Design - C4-S-1s (C6-S-1s)

President Roosevelt (Second)

Built 1961 as a C4-S-1s by Todd Shipyard, San Pedro, California. Hull No. 77, O/N 287,238

LOA=563'7 3/4" **LBP**=528'6" **B**=76'0" **D**=44'6" **Draft**=31'7"

Displacement=22,595 LT **Deadweight**=14,797 LT **Gross tonnage**=12,712

Cargo: break bulk. **Passengers:** 12 in 8 staterooms **Speed**=20 knots

Lengthened and converted to a container ship in 1971 by Bethlehem Shipbuilding Co., San Francisco, California.

Machinery: Single screw, geared turbine powered, 19,250 HP. Two CE WT boilers, 640 PSI WP.

LOA=667'11" **LBP**=633'0" **B**=76'0" **D**=44'8 1/8" **Draft**=33'3 5/8"

Displacement=31,498 LT **Deadweight**=19,555 LT **Gross tonnage**=16,518

Container capacity: 1108 TEU **Passengers:** 12 in 8 staterooms **Speed**=20.1 knots

Machinery: Turbines upgraded to use 22,000 National Defense HP.

Originally WASHINGTON MAIL. Operated by American Mail Line from 1961 to 1978. With consolidation of AML into APL name changed to **President Roosevelt** on November 26, 1975. Traded into the Maritime Administration December 30, 1982 and chartered back to APL. Trade-in cancelled, vessel sold to Delta Lines September 7, 1983 and renamed SANTA ROSA. Sold to U.S. Lines in 1985 and renamed AMERICAN BUILDER. Laid up at Hampton Roads, Virginia April 6, 1987. Converted to a crane ship in 1989 by Tampa Shipyards, Tampa, Florida and renamed EQUALITY STATE (T ACS 8).



[Back to 1952 - 1969](#)

President Truman (First)

Built 1961 as a C4-S-1s by Todd Shipyard, San Pedro, California. Hull No. 78, O/N 287,976

LOA=563'7 3/4" **LBP**=528'6" **B**=76'0" **D**=44'6" **Draft**=31'7"

Displacement=22,595 LT **Deadweight**=14,797 LT **Gross tonnage**=12,436

Cargo: break bulk. **Passengers:** 12 in 8 staterooms **Speed**=20 knots

Machinery: Single screw, geared turbine powered, 19,250 HP. Two CE WT boilers, 640 PSI WP.

Lengthened and converted to a container ship in 1971 by Bethlehem Shipbuilding Co., San Francisco, California.

LOA=667'11" **LBP**=633'0" **B**=76'0" **D**=44'8 1/8" **Draft**=33'3 5/8"

Displacement=31,498 LT **Deadweight**=19,015 LT **Gross tonnage**=16,518

Container capacity: 1124 TEU **Passengers:** 12 **Crew:** 45 + 2 **Speed**=20.1 knots
in 8 staterooms cadets,

Machinery: Turbines upgraded to use 22,000 National Defense HP.

Originally JAPAN MAIL. Operated by American Mail Line from 1961 to 1978. With consolidation of AML into APL name changed to **President Truman** on November 14, 1975. Sold to the Maritime Administration January 21, 1987. Converted to a crane ship by Tampa Shipbuilding Co., Tampa, Florida, in 1989 and renamed DIAMOND STATE (T ACS 7).

President Eisenhower (First)

Built 1962 as a C4-S-1s by Todd Shipyard, San Pedro, California. Hull No. 79, O/N 288,986

LOA=563'7 3/4" **LBP**=528'6" **B**=76'0" **D**=44'6" **Draft**=31'7"

Displacement=22,595 LT **Deadweight**=14,797 LT **Gross tonnage**=12,712

Cargo: break bulk. **Passengers:** 12 in 8 staterooms **Speed**=20 knots

Machinery: Single screw, geared turbine powered, 19,250 HP. Two CE WT boilers, 640 PSI WP.

Lengthened and converted to a container ship in 1972 by Bethlehem Shipbuilding Co., San Francisco, California.

LOA=667'11" **LBP**=633'0" **B**=76'0" **D**=44'8 1/8" **Draft**=33'3 5/8"

[Back to 1952 - 1969](#)

Displacement=31,498 LT **Deadweight=**19,555 LT **Gross tonnage=**16,518

Container capacity: 1108 TEU **Passengers:** 12 in 8 staterooms **Speed=**20.1 knots

Machinery: Turbines upgraded to use 22,000 National Defense HP.

Originally PHILIPPINE MAIL. Operated by American Mail Line from 1962 to 1978. With consolidation of AML into APL, name changed to **President Eisenhower** on October 16, 1975. Traded in to the Maritime Administration October 25, 1982 and chartered back to APL. Trade-in cancelled, vessel sold to Delta Lines September 7, 1983 and renamed SANTA PAULA. Sold to U.S. Lines in 1985 and renamed AMERICAN BANKER. Laid up at Hampton Roads, Virginia March 28, 1987.

Class/Design - C4-S-1sa (C6-S-69c)

President Kennedy (First)

Built 1964 as a C4-S-1sa by National Steel Shipbuilding Co., San Diego, California. Hull No. 335, O/N 296,779

LOA=563'7 3/4" **LBP=**528'6" **B=**76'0" **D=**44'6" **Draft=**31'7"

Displacement=22,595 LT **Deadweight=**14,747 LT **Gross tonnage=**12,440

Cargo: 767,000 CuFt. **Passengers:** 12 in 8 staterooms **Speed=**20.5 knots

Machinery: Single screw, geared turbine powered, 19,250 HP. Two FW WT boilers, 640 PSI WP.

Lengthened 105 ft. and converted to a container ship in 1972 by Todd Shipyards, San Pedro, California.

LOA=668'7 3/4" **LBP=**633'0" **B=**76'0" **D=**44'9 5/8" **Draft=**33'7 1/8"

Displacement=31,800 LT **Deadweight=**19,286 LT **Gross tonnage=**16,542

Container capacity: 1124 TEU **Passengers:** 12 **Crew:** 45 + 2 **Speed=**20.1 knots
in 8 staterooms cadets

Machinery: Turbines upgraded to use 22,000 National Defense HP.

Originally OREGON MAIL. Operated by American Mail Line from 1964 to 1978. With consolidation of AML into APL name changed to **President Kennedy** on September 24, 1975. Renamed **President Wilson** March 30, 1988. Sold to Profish International, Seattle, Washington October 6, 1988. Converted to a fish processing ship in Maloy, Norway and Portland, Oregon. Renamed OCEAN PHOENIX 1990.

Class/Design - C4-S-1qa (C6-S-1qc) Master Mariners

President Harrison (Third)

Built 1966 as a C4-S-1qa by National Steel and Shipbuilding Co., San Diego, California. Hull No. 340, O/N 502,569

LOA=563'7 3/4" LBP=528'6" B=76'0" D=44'6" Draft=30'9 1/4"

Displacement=21,090 LT Deadweight=12,650 LT Gross tonnage=10,411

Cargo capacity: 756,112 CuFt. **Passengers:** 12 in 8 staterooms **Speed=20.5 knots**

Machinery: Single screw, geared turbine powered, 19,250 HP. Two FW WT boilers, 735 PSI WP.

Lengthened 105 ft. and converted to a container ship in 1973 by Todd Shipyards, Seattle, Washington.

LOA=668'7 3/4" LBP=633'0" B=76'0" D=44'6" Draft=33'3 1/4"

Container capacity: 838 TEU **Passengers:** 12 **Crew:** 45 + 2 in 8 staterooms cadets **Speed=20.5 knots**

Machinery: Turbines upgraded to use 22,000 National Defense HP.

Traded in to the Maritime Administration April 30, 1979, then chartered back until May 1, 1981. Converted by MARAD to a crane ship at Manitowoc, Wisconsin April 1984 and renamed KEYSTONE STATE (T-ACS 1).



President Monroe (Third)

Built 1966 as a C4-S-1qa by National Steel and Shipbuilding Co., San Diego, California. Hull No. 339, O/N 501,712

LOA=563'7 3/4" LBP=528'6" B=76'0" D=44'6" Draft=30'9 1/4"

Displacement=21,090 LT Deadweight=12,650 LT Gross tonnage=10,411

Cargo capacity: 756,112 CuFt. **Passengers:** 12 in 8 staterooms **Speed=20.5 knots**

Machinery: Single screw, geared turbine powered, 19,250 HP. Two FW WT boilers, 735 PSI WP.

Lengthened 105 ft. and converted to a container ship in 1972 by Todd Shipyards, Seattle, Washington.

LOA=668'7 3/4" LBP=633'0" B=76'0" D=44'6" Draft=33'3 1/4"

Container capacity: 838 TEU **Passengers:** 12 **Crew:** 45 + 2 **Speed=**20.5 knots
in 8 staterooms cadets

Machinery: Turbines upgraded to use 22,000 National Defense HP.

Traded in to the Maritime Administration April 30, 1979, and then chartered back until January 29, 1982. Converted by MARAD to a crane ship by Continental Marine at San Francisco, California in 1984 and renamed GEM STATE (T-ACS 2).

President Polk (Third)

Built 1966 as a C4-S-1qa by National Steel and Shipbuilding Co., San Diego, California. Hull No. 338, O/N 500,484

LOA=563'7 3/4" LBP=528'6" B=76'0" D=44'6" Draft=30'9 1/4"

Displacement=21,090 LT **Deadweight=**12,650 LT **Gross tonnage=**10,411

Cargo capacity: 756,112 CuFt. **Passengers:** 12 in 8 staterooms **Speed=**20.5 knots

Machinery: Single screw, geared turbine powered, 19,250 HP. Two FW WT boilers, 735 PSI WP.

Lengthened 105 ft. and converted to a container ship in 1972 by Todd Shipyards, Seattle, Washington.

LOA=668'7 3/4" LBP=633'0" B=76'0" D=44'6" Draft=33'3 1/4"

Container capacity: 838 TEU **Passengers:** 12 in 8 staterooms **Crew:** 45 + 2 cadets **Speed=**20.5 knots

Machinery: Turbines upgraded to use 22,000 National Defense HP.

Traded in to the Maritime Administration October 25, 1982, then chartered back until November 8, 1982. Converted by MARAD to a crane ship by Dillingham Ship Repair, Portland, Oregon in 1986 and renamed GRAND CANYON STATE (T-ACS 3).

Class/Design - C4-S-69a (C6-s-69c) Seamasters

President Grant (Fourth)

Built 1967 by Ingalls Shipbuilding Co., Pascagoula, Mississippi. Hull No. 490, O/N 511,226

LOA=573'11" LBP=544'6" B=82'0" D=45'6" Draft=30'7 7/8"

Displacement=21,425 LT Deadweight=12,830 LT Gross tonnage=14,762

Cargo: 845,020 CuFt. **Passengers:** 12 in 8 staterooms **Speed=24 knots**

Machinery: Single screw, geared turbine powered, 24,000 HP @ 126 RPM. One FW WT boiler, 1045 PSI WP. One 700 HP electric take-home motor, powered by a gas turbine driven generator, connected to the bull gear. Lengthened 90 ft. and converted to a full container ship in 1972 by Todd Shipyards, San Pedro, California.

LOA=663'11" LBP=634'6" B=82'0" D=45'6" Draft=30'7 7/8"

Displacement=27,620 LT Deadweight=17,477 LT Gross tonnage=17,801

Container capacity: 1066 TEU **Passengers:** 12 **Crew:** 45 + 2 **Speed=23 knots**
cadets

Stranded and lost at entrance to Keelung Harbor, Taiwan, September 9, 1976.

President Taft (Third)

Built 1967 by Ingalls Shipbuilding Co., Pascagoula, Mississippi. Hull No. 491, O/N 511,653

LOA=573'11" LBP=544'6" B=82'0" D=45'6" Draft=30'7 7/8"

Displacement=21,425 LT Deadweight=12,830 LT Gross tonnage=14,764

Cargo: 845,020 CuFt. **Passengers:** 12 in 8 staterooms **Speed=24 knots**

Machinery: Single screw, geared turbine powered, 24,000 HP @ 126 RPM. One FW WT boiler, 1045 PSI WP. One 700 HP electric take-home motor, powered by a gas turbine driven generator, connected to the bull gear. Lengthened 90 ft. and converted to a full container ship in 1972 by Todd Shipyards, San Pedro, California.

LOA=663'11" LBP=634'6" B=82'0" D=45'6" Draft=30'7 7/8"

Displacement=27,620 LT Deadweight=17,477 LT Gross tonnage=17,801

Container capacity: 1094 TEU **Passengers:** 12 **Crew:** 45 + 2 **Speed=23 knots**
cadets

Sold to Chien Yu Steel Co. December 22, 1992 and sent to Kaohsiung, Taiwan for scrapping.

President Van Buren (Fourth)

Built 1967 by Ingalls Shipbuilding Co., Pascagoula, Mississippi. Hull No. 489, O/N 509,581

LOA=573'11" **LBP=544'6"** **B=82'0"** **D=45'6"** **Draft=30'7 7/8"**

Displacement=21,425 LT **Deadweight=12,830 LT** **Gross tonnage=14,764**

Cargo: 845,020 CuFt. **Passengers:** 12 in 8 staterooms **Speed=24 knots**

Machinery: Single screw, geared turbine powered, 24,000 HP @ 126 RPM. One FW WT boiler, 1045 PSI WP. One 700 HP electric take-home motor, powered by a gas turbine driven generator, connected to the bull gear. Lengthened 90 ft. and converted to a full container ship in 1972 by Todd Shipyards, San Pedro, California.

LOA=663'11" **LBP=634'6"** **B=82'0"** **D=45'6"** **Draft=30'7 7/8"**

Displacement=27,620 LT **Deadweight=17,477 LT** **Gross tonnage=17,803**

Container capacity: 1094 TEU **Passengers:** 12 **Crew:** 45 + 2 cadets **Speed=23 knots**

On the return leg of her maiden voyage **President Van Buren** set a speed record from Yokohama to San Francisco averaging 25.55 knots. Chartered to Lykes Brothers Steamship Co. April 19, 1987 and renamed HOWELL LYKES. Returned to APL on November 21, 1992 and renamed **President Van Buren** and laid up in San Diego. Sold to Western Overseas Co. December 1, 1993 to be scrapped in India.



President Fillmore (Fifth)

Built 1968 by Ingalls Shipbuilding Co., Pascagoula, Mississippi. Hull No. 493, O/N 513,860

LOA=573'11" **LBP=544'6"** **B=82'0"** **D=45'6"** **Draft=30'7 7/8"**

Displacement=21,425 LT **Deadweight=12,830 LT** **Gross tonnage=14,762**

Cargo: 845,020 CuFt. **Passengers:** 12 in 8 staterooms **Speed=24 knots**

[Back to 1952 - 1969](#)

Machinery: Single screw, geared turbine powered, 24,000 HP @ 126 RPM. One FW WT boiler, 1045 PSI WP. One 700 HP electric take-home motor, powered by a gas turbine driven generator, connected to the bull gear. Lengthened 90 ft. and converted to a full container ship in 1972 by Todd Shipyards, San Pedro, California.

LOA=663'11" BBP=634'6" B=82'0" D=45'6" Draft=30'7 7/8"

Displacement=27,620 LT Deadweight=17,477 LT Gross tonnage=17,801

Container capacity: 1094 TEU **Passengers:** 12 **Crew:** 45 + 2 cadets **Speed=23 knots**

Chartered to Lykes Brothers Steamship Co. May 10, 1987 and renamed MASON LYKES. Returned to APL June 28, 1993, renamed **President Fillmore** and laid up in San Diego, California. Sold January 4, 1994 to Western Overseas Co. and sent to India for scrapping.

President McKinley (Third)

Built 1968 by Ingalls Shipbuilding Co., Pascagoula, Mississippi. Hull No. 492, O/N 512,593

LOA=573'11" LBP=544'6" B=82'0" D=45'6" Draft=30'7 7/8"

Displacement=21,425 LT Deadweight=12,830 LT Gross tonnage=14,764

Cargo: 845,020 CuFt. **Passengers:** 12 in 8 staterooms **Speed=24 knots**

Machinery: Single screw, geared turbine powered, 24,000 HP @ 126 RPM. One FW WT boiler, 1045 PSI WP. One 700 HP electric take-home motor, powered by a gas turbine driven generator, connected to the bull gear. Laid down as **President Johnson** but name changed to **President McKinley** before launching. Lengthened 90 ft. and converted to a full container ship in 1972 by Todd Shipyards, San Pedro, California.

LOA=663'11" LBP=634'6" B=82'0" D=45'6" Draft=30'7 7/8"

Displacement=27,620 LT Deadweight=17,477 LT Gross tonnage=17,801

Container capacity: 1094 TEU **Passengers:** 12 **Crew:** 45 + 2 cadets **Speed=23 knots**

Chartered to Lykes Brothers Steamship Co. April 12, 1987 and renamed ALMERIA LYKES. Returned to APL on Chartered to Sealand February 9, 1993 and renamed S-L SHINING STAR. Sold to Sealand September 15, 1993.

Class/Design - C5-S-75a

President Adams (Fifth)

Built 1968 by Newport News Shipbuilding Co., Newport News, Virginia. Hull No. 587, O/N 517,120

LOA=605'0" **LBP=582'6"** **B=82'0"** **D=45'0"** **Draft=35'0 1/2"**

Displacement=31,995 LT **Deadweight=22,208 LT** **Gross tonnage=15,949/11,559**

Cargo capacity: 1,082,207 CuFt. and 332 TEU containers **Passengers: 12** **Speed=20.8 knots**

Machinery: Single screw, geared steam turbine, 24,000 HP @ 105 RPM. Two B&W WT boilers, 875 PSI @ 950 degrees fahrenheit.

Originally ALASKAN MAIL. Operated by American Mail Line from 1968 to 1978. With consolidation of AML into APL name changed to **President Adams** on April 11, 1978. Sold to the Military Sealift Command April 11, 1988. Renamed CAPE GIRARDEAU and placed in the Reserve Fleet , Suisun Bay, California. Operated by APL for the government during Operation Desert Storm.



President Jackson (Fifth)

Built 1968 by Newport News Shipbuilding Co., Newport News, Virginia. Hull No. 588, O/N 517,717

LOA=605'0" **LBP=582'6"** **B=82'0"** **D=45'0"** **Draft=35'0 1/2"**

Displacement=31,995 LT **Deadweight=22,208 LT** **Gross tonnage=15,949/11,559**

Cargo capacity: 1,082,207 CuFt. and 332 TEU containers **Passengers: 12** **Speed=20.8 knots**

Machinery: Single screw, geared steam turbine, 24,000 HP @ 105 RPM. Two B&W WT boilers, 875 PSI @ 950 degrees fahrenheit.

[Back to 1952 - 1969](#)

Originally INDIAN MAIL. Operated by American Mail Line from 1968 to 1978. With consolidation of AML into APL name changed to **President Jackson** on September 5, 1978. Sold to the Maritime Administration March 28, 1988. Renamed CAPE GIBSON and placed in the Reserve Fleet, Suisun Bay, California. Operated for the government by APL during Operation Desert Storm.

President Cleveland (Third)

Built 1969 by Newport News Shipbuilding Co., Newport News, Virginia. Hull No. 593, O/N 521,866

LOA=605'0" LBP=582'6" B=82'0" D=45'0" Draft=35'0 1/2"

Displacement=31,995 LT Deadweight=22,208 LT Gross tonnage=15,949/11,559

Cargo capacity: 1,082,207 CuFt. and 332 TEU containers Passengers: 12 Speed=20.8 knots

Machinery: Single screw, geared steam turbine, 24,000 HP @ 105 RPM. Two B&W WT boilers, 875 PSI @ 950 degrees fahrenheit.

Originally AMERICAN MAIL. Operated by American Mail Line from 1969 to 1978. With consolidation of AML into APL name changed to **President Cleveland** on May 2, 1978. Sold to Victory Maritime Co., an operating unit of Sea Lift Inc., January 11, 1989 and renamed CLEVELAND.

President Taylor (Third)

Built 1969 by Newport News Shipbuilding Co., Newport News, Virginia. Hull No. 589, O/N 518,517

LOA=605'0" LBP=582'6" B=82'0" D=45'0" Draft=35'0 1/2"

Displacement=31,995 LT Deadweight=22,208 LT Gross tonnage=15,949/11,559

Cargo capacity: 1,082,207 CuFt. and 332 TEU containers Passengers: 12 Speed=20.8 knots

Machinery: Single screw, geared steam turbine, 24,000 HP @ 105 RPM. Two B&W WT boilers, 875 PSI @ 950 degrees fahrenheit.

Originally KOREA MAIL. Operated by American Mail Line from 1969 to 1978. With consolidation of AML into APL name changed to **President Taylor** on June 6, 1978. Chartered to Waterman Steamship Co. on March 8, 1988 and operated in joint charter with APL. Name unchanged. Sold to Lykes Steamship Co. January 17, 1989, and renamed STELLA LYKES. Sold to Indian shipbreakers and scrapped at Alang, India June 1995.

President Wilson (Third)

Built 1969 by Newport News Shipbuilding Co., Newport News, Virginia. Hull No. 590, O/N 520,392

LOA=605'0" **LBP**=582'6" **B**=82'0" **D**=45'0" **Draft**=35'0 1/2"

Displacement=31,995 LT **Deadweight**=22,208 LT **Gross tonnage**=15,949/11,559

Cargo capacity: 1,082,207 CuFt. and 332 TEU containers **Passengers:** 12 **Speed**=20.8 knots

Machinery: Single screw, geared steam turbine, 24,000 HP @ 105 RPM. Two B&W WT boilers, 875 PSI @ 950 degrees fahrenheit.

Originally HONG KONG MAIL. Operated by American Mail Line from 1969 to 1978. With consolidation of AML into APL name changed to **President Wilson** on May 24, 1978. Chartered to Lykes Brothers Steamship Co. May 11, 1987 and renamed SUE LYKES.

[Back to 1952 – 1969](#)

1971-74 Vessel Statistics

Class/Design - C6-S-85b

- President Jefferson (3rd)
- President Madison (4th)
- President Pierce (3rd)
- President Johnson (5th)

Class/Design - C8-S-81e

- President Grant (5th)
- President Hoover (4th)
- President Harrison (4th)
- President Tyler (4th)

Glossary of Terms

Class/Design - C6-S-85b (Pacesetters)

President Jefferson (Third)

Built 1973 by Ingalls Shipbuilding Co., Pascagoula, Mississippi. Hull No. 1184, O/N 544,900

LOA=669'2 3/4" **LBP**=625'0" **B**=90'0" **D**=53'0" **Draft**=36'6 3/8"

Displacement=34,800 LT **Deadweight**=22,848 LT **Gross tonnage**=21,467

Cargo capacity: 1508 TEU containers **Passengers:** none **Crew:** 40 + 2 cadets **Speed**=23 knots

Machinery: Single screw, geared steam turbine, 28,500 HP @ 106.5 RPM. Two CE WT boilers, 870 PSI WP.

Continue to operate as an APL vessel.

President Madison (Fourth)

Built 1973 by Ingalls Shipbuilding Co., Pascagoula, Mississippi. Hull No. 1185, O/N 546,725

LOA=669'2 3/4" LBP=625'0" B=90'0" D=53'0" Draft=36'6 3/8"

Displacement=34,800 LT Deadweight=22,845 LT Gross tonnage=21,467

Cargo capacity: 1508 TEU containers **Passengers:** none **Crew:** 40 + 2 cadets **Speed=23 knots**

Machinery: Single screw, geared steam turbine, 28,500 HP @ 106.5 RPM. Two CE WT boilers, 870 PSI WP.

On return leg of maiden voyage from Yokohama to Los Angeles on May 22, 1973, averaged 26.74 knots over 4833 miles. Chartered to Lykes Steamship Co. November 20, 1992 and renamed HOWELL LYKES.

President Pierce (Third)

Built 1973 by Ingalls Shipbuilding Co., Pascagoula, Mississippi. Hull No. 1186, O/N 552,108

LOA=669'2 3/4" LBP=625'0" B=90'0" D=53'0" Draft=36'6 3/8"

Displacement=34,800 LT Deadweight=22,845 LT Gross tonnage=21,467

Cargo capacity: 1508 TEU containers **Passengers:** none **Crew:** 40 + 2 cadets **Speed=23 knots**

Machinery: Single screw, geared steam turbine, 28,500 HP @ 106.5 RPM. Two CE WT boilers, 870 PSI WP.

Chartered to Lykes Steamship Co. April 26, 1992 and renamed JEAN LYKES.



President Johnson (Fifth)

Built 1974 by Ingalls Shipbuilding Co., Pascagoula, Mississippi. Hull No. 1187, O/N 552,109

LOA=669'2 3/4" **LBP**=625'0" **B**=90'0" **D**=53'0" **Draft**=36'6 3/8"

Displacement=34,800 LT **Deadweight**=22,845 LT **Gross tonnage**=21,475

Cargo capacity: 1508 TEU containers **Passengers:** none **Crew:** 40 + 2 cadets **Speed**=23 knots

Machinery: Single screw, geared steam turbine, 28,500 HP @ 106.5 RPM. Two CE WT boilers, 870 PSI WP.

Chartered to Lykes Steamship Co. June 14, 1992 and renamed THOMPSON LYKES.

Class/Design - C8-S-81e

President Grant (Fifth)

LASH type, built 1971 by Avondale Shipyards, New Orleans, Louisiana. Hull No. 1188, O/N 530,138

LOA=820'0" **LBP**=724'0" **B**=100'0" **D**=60'0" **Draft**=39'9 5/8"

Displacement=51,934 LT **Deadweight**=37,343 LT **Gross tonnage**=26,990

Cargo capacity: 43 barges plus 335 TEU containers **Passengers:** none **Speed**=22.5 knots

Machinery: Single screw, geared steam turbine, 32,000 HP @ 105 RPM. Two B&W WT boilers, 870 PSI WP.

Converted to a full containership 1977 by Bethlehem Steel Co., San Francisco, California.

Container capacity: 1856 TEU.

Originally GOLDEN BEAR (Pacific Far East Lines). Acquired by APL April 25, 1979 and renamed **President Grant**. Sold to Matson Navigation Co. January 2, 1996 and renamed M.V. CHIEF GADAO.

President Hoover (Fourth)

LASH type, built 1971 by Avondale Shipyards, New Orleans, Louisiana. Hull No. 1187, O/N 530,137

LOA=820'0" **LBP=724'0"** **B=100'0"** **D=60'0"** **Draft=40'7 3/4"**

Displacement=53,387 LT **Deadweight=38,796 LT** **Gross tonnage=26,990**

Cargo capacity: 43 barges plus 335 TEU containers **Passengers:** none **Speed=22.5 knots**

Machinery: Single screw, geared steam turbine, 32,000 HP @ 105 RPM. Two B&W WT boilers, 870 PSI WP.

Converted to a full containership 1977 by Bethlehem Steel Co., San Francisco, California.

Container capacity: 1856 TEU.

Originally THOMAS E. CUFF (Pacific Far East Lines). Acquired by APL April 25, 1979 and renamed **President Hoover**. Sold to Matson Navigation Co. January 4, 1996 and renamed M.V. LIHUE.

President Harrison (Fourth)

LASH type, built 1971 by Avondale Shipyards, New Orleans, Louisiana. Hull No. 1189, O/N 530,139

LOA=820'0" **LBP=724'0"** **B=100'0"** **D=60'0"** **Draft=37'6 5/8"**

Displacement=49,095 LT **Deadweight=33,969 LT** **Gross tonnage=26,456**

Cargo capacity: 43 barges plus 335 TEU containers **Passengers:** none **Speed=22.5 knots**

Machinery: Single screw, geared steam turbine, 32,000 HP @ 105 RPM. Two B&W WT boilers, 870 PSI WP.

Converted to a full containership 1977 by Bethlehem Steel Co., San Francisco, California.

Container capacity: 1068 TEU.

Originally PACIFIC BEAR (Pacific Far East Lines). Sold to U.S. Lines 1979 and renamed AMERICAN TRADER. Chartered by APL September 1979 and renamed **President Harrison**.

President Tyler (Fourth)

LASH type, built 1972 by Avondale Shipyards, New Orleans, Louisiana. Hull No. 1190, O/N 530,140

LOA=820'0" **LBP=724'0"** **B=100'0"** **D=60'0"** **Draft=40'7 3/4"**

Displacement=53,387 LT **Deadweight=38,796 LT** **Gross tonnage=26,990**

Cargo capacity: 43 barges plus 335 TEU containers **Passengers:** none **Speed=22.5 knots**

Machinery: Single screw, geared steam turbine, 32,000 HP @ 105 RPM. Two B&W WT boilers, 870 PSI WP.

Converted to a full containership 1978 by Bethlehem Steel Co., San Francisco, California.

Container capacity: 1856 TEU.

Originally JAPAN BEAR (Pacific Far East Lines). Acquired by APL April 25, 1979 and renamed **President Tyler**. Sold to Matson Navigation Co. December 19, 1995 and renamed M.V. EWA.



1980-87 Vessel Statistics

Class/Design - C9-M-132b

- President Lincoln (3rd)
- President Monroe (4th)
- President Washington (1st)

Class/Design - C9-M-F148a

- President Eisenhower (2nd)
- President FD Roosevelt (1st)

Class/Design - C9-M-F151a

- President Arthur (3rd)
- President Buchanan (4th)
- President Garfield (5th)
- President Harding (5th)

Glossary of Terms

Class/Design - C9-M-132b

President Lincoln (Third)

Built 1982 by Avondale Shipyards, New Orleans, Louisiana. Hull No. 2329, O/N 651,627

LOA =860'0"	LBP =810'0"	B =105'9"	D =66'0"	Draft =38'0 13/16"
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Displacement =54,978 LT	Deadweight =35,200 LT	Gross tonnage =40,628
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Cargo capacity: 2500 TEU containers	Passengers: none	Crew: 39 + 2 cadets	Speed =23.9 knots
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Machinery: Single screw powered by one Sulzer 12 cylinder diesel, 43,200 HP @ 126 RPM.

Sold to Matson Navigation Co. January 2, 1996 and renamed M.V. MANOA.

President Monroe (Fourth)

Built 1983 by Avondale Shipyards, New Orleans, Louisiana. Hull No. 2331, O/N 655,397

LOA=860'0" LBP=810'0" B=105'9" D=66'0" Draft=38'0 13/16"

Displacement=54,978 LT Deadweight=35,200 LT Gross tonnage=40,628

Cargo capacity: 2500 TEU containers **Passengers:** none **Crew:** 39 + 2 cadets **Speed=23.9 knots**

Machinery: Single screw powered by one Sulzer 12 cylinder diesel, 43,200 HP @ 126 RPM.

Sold to Matson Navigation Co. January 4, 1996 and renamed M.V. MOKIHANA.

President Washington (First)

Built 1983 by Avondale Shipyards, New Orleans, Louisiana. Hull No. 2330, O/N 653,424

LOA=860'0" LBP=810'0" B=105'9" D=66'0" Draft=38'0 13/16"

Displacement=54,978 LT Deadweight=35,200 LT Gross tonnage=40,628

Cargo capacity: 2500 TEU containers **Passengers:** none **Crew:** 39 + 2 cadets **Speed=23.9 knots**

Machinery: Single screw powered by one Sulzer 12 cylinder diesel, 43,200 HP @ 126 RPM.

Sold to Matson Navigation Co. January 2, 1996 and renamed M.V. MAHIMAHI.

Class/Design - C9-M-F148a (APL J9)

President Eisenhower (Second)

Built 1980 by Ishikawajima Harima Heavy Industries, Kure, Japan. Hull No. 2689, O/N 673,003

LOA=758'9" LBP=701'5" B=105'8" D=62'4" Draft=41'1"

Lengthened in 1981 by IHI at Yokohama, Japan.

LOA=861'8" LBP=804'6" B=105'8" D=62'4" Draft=41'1"

Displacement=63,989 LT **Deadweight=**45,864 LT **Gross tonnage=**36,195

Cargo capacity: 2838 TEU containers **Passengers:** none **Crew:** 21 + 2 cadets **Speed=**22.4 knots

Originally NEPTUNE JADE (Neptune Orient Lines), Singapore flag. Acquired by APL June 18, 1984. Modified to U.S. flag standards by IHI, Yokohama, Japan. Renamed **President Eisenhower** August 30, 1984. Continue to operate as an APL ship.



President F. D. Roosevelt (First)

Built 1980 by Ishikawajima Harima Heavy Industries, Kure, Japan. Hull No. 2690, O/N 674,310

LOA=758'9" **LBP=**701'5" **B=**105'8" **D=**62'4" **Draft=**41'1"

Lengthened in 1981 by IHI at Yokohama, Japan.

LOA=861'8" **LBP=**804'6" **B=**105'8" **D=**62'4" **Draft=**41'1"

Displacement=63,989 LT **Deadweight=**45,864 LT **Gross tonnage=**36,195

Cargo capacity: 2838 TEU containers **Passengers:** none **Crew:** 21 + 2 cadets **Speed=**22.4 knots

Machinery: Single screw powered, one Sulzer 12 cylinder diesel, 43,200 HP @ 126 RPM.

Originally NEPTUNE GARNET (Neptune Orient Lines), Singapore flag. Acquired by APL July 22, 1984. Modified to U.S. flag standards by Tacoma Boatbuilding Co., Tacoma, Washington. Renamed **President F. D. Roosevelt** December 8, 1984. Continue to operate as an APL ship.

[Back to 1980 - 1987](#)

Class/Design - C9-M-F151a (APL L9)

President Arthur (Third)

Built March 1987 by Mitsui Engineering and Shipbuilding Co., Tamano Works, Japan. Hull No. 1323, O/N 695,901

LOA=849'9" **LBP**=803'9 1/2" **B**=105'8" **D**=61'8" **Draft**=39'1"

Displacement=61,156 LT **Deadweight**=44,256 LT **Gross tonnage**=39,799

Container capacity: 2986 TEU (5Hi) including 108 reefer **Passengers:** none **Speed**=21 knots

Machinery: Single screw powered, one 9 cylinder Mitsui B&W diesel, 28,800 HP @ 83 RPM.

Originally DOCTOR LYKES. Chartered from Lykes Brothers Steamship Co. March 31, 1987 and renamed **President Arthur**. Returned to Lykes Brothers Steamship Co. September 26, 1996.

President Buchanan (Fourth)

Built April 1987 by Mitsui Engineering and Shipbuilding Co., Tamano Works, Japan. Hull No. 1324, O/N 697,633

LOA=849'9" **LBP**=803'9 1/2" **B**=105'8" **D**=61'8" **Draft**=39'1"

Displacement=61,156 LT **Deadweight**=44,256 LT **Gross tonnage**=39,799

Container capacity: 2986 TEU (5Hi) including 108 reefer **Passengers:** none **Speed**=21 knots

Machinery: Single screw powered, one 9 cylinder Mitsui B&W diesel, 28,800 HP @ 83 RPM.

Originally ALMERIA LYKES. Chartered from Lykes Brothers Steamship Co. April 1987 and renamed **President Buchanan**. Returned to Lykes Brothers Steamship Co. July 6, 1996.

[Back to 1980 - 1987](#)

President Garfield (Fifth)

Built April 1987 by Mitsui Engineering and Shipbuilding Co., Tamano Works, Japan. Hull No. 1326, O/N 905,624

LOA=849'9" **LBP**=803'9 1/2" **B**=105'8" **D**=61'8" **Draft**=39'1"

Displacement=61,156 LT **Deadweight**=44,256 LT **Gross tonnage**=39,799

Container capacity: 2986 TEU (5Hi) including 108 reefer **Passengers:** none **Speed**=21 knots

Machinery: Single screw powered, one 9 cylinder Mitsui B&W diesel, 28,800 HP @ 83 RPM.

Originally TILLIE LYKES. Chartered from Lykes Brothers Steamship Co. April 20, 1987 and renamed **President Garfield**. Returned to Lykes Brothers April 27, 1996.

President Harding (Fifth)

Built April 1987 by Mitsubishi Heavy Industries, Kobe, Japan. Hull No. 1158, O/N 909,326

LOA=849'9" **LBP**=803'9 1/2" **B**=105'8" **D**=61'8" **Draft**=39'1"

Displacement=61,156 LT **Deadweight**=44,256 LT **Gross tonnage**=39,799

Container capacity: 2986 TEU (5Hi) including 108 reefer **Passengers:** none **Speed**=21 knots

Machinery: Single screw powered, one 9 cylinder Mitsui B&W diesel, 28,800 HP @ 83 RPM.

Originally JAMES LYKES. Chartered from Lykes Brothers Steamship Co. April 28, 1987 and renamed **President Harding**. Returned to Lykes Brothers May 28, 1996.

[Back to 1980 - 1987](#)

1988-95 Vessel Statistics

Class/Design - C10-M-F150a

- President Adams (6th)
- President Jackson (6th)
- President Kennedy (2nd)
- President Polk (4th)
- President Truman (2nd)

Class/Design - C11

- APL China (1st)
- APL Japan (1st)
- APL Korea (1st)
- APL Philippines (1st)
- APL Singapore (1st)
- APL Thailand (1st)

Glossary of Terms

Class/Design - C10-M-F150a

President Adams (Sixth)

Conbulk, built April 1988 by Bremer Vulkan, Bremen, Federal Republic of Germany. Hull No. 44. Delivered September 30, 1988. O/N 936,100

LOA =902'10 1/2"	LBP =855'7 1/2"	B =129'3"	D =77'5"	Draft (max) =41'0"
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Displacement =75,849 LT	Deadweight =52,769 LT	Net =36,192	Gross tonnage =50,205
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Container capacity: 4300 TEU	Passengers: none	Crew: 21	Speed =24.2 knots @ 36'0" draft
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Machinery: Single screw, powered by a single Sulzer diesel, 57,000 HP @ 95 RPM.

President Jackson (Sixth)

Conbulk, built 1988 by Howaldtswerke-Deutsche Werft AG, Kiel, Federal Republic of Germany. Hull No. 232. Delivered September 8, 1988. O/N 934,737

LOA=902'10 1/2" **LBP**=855'7 1/2" **B**=129'3" **D**=77'5" **Draft (max)**=41'0"

Displacement=75,849 LT **Deadweight**=52,769 LT **Net**=36,192 **Gross tonnage**=50,205

Container capacity: 4300 TEU **Passengers:** none **Crew:** 21 **Speed**=24.2 knots @ 36'0" draft

Machinery: Single screw, powered by a single Sulzer diesel, 57,000 HP @ 95 RPM.

President Kennedy (Second)

Conbulk, built 1988 by Howaldtswerke-Deutsche Werft AG, Kiel, Federal Republic of Germany. Hull No. 231. Delivered July 14, 1988. O/N 931,613

LOA=902'10 1/2" **LBP**=855'7 1/2" **B**=129'3" **D**=77'5" **Draft (max)**=41'0"

Displacement=75,849 LT **Deadweight**=52,769 LT **Net**=36,192 **Gross tonnage**=50,205

Container capacity: 4300 TEU **Passengers:** none **Crew:** 21 **Speed**=24.2 knots @ 36'0" draft

Machinery: Single screw, powered by a single Sulzer diesel, 57,000 HP @ 95 RPM.

President Polk (Fourth)

Conbulk, built 1988 by Bremer Vulkan, Bremen, Federal Republic of Germany. Hull No. 43. Delivered July 17, 1988. O/N 931,612

LOA=902'10 1/2" **LBP**=855'7 1/2" **B**=129'3" **D**=77'5" **Draft (max)**=41'0"

Displacement=75,849 LT **Deadweight**=52,769 LT **Net**=36,192 **Gross tonnage**=50,205

[Back to 1988 - 1995](#)

APL History



Container capacity: 4300 TEU **Passengers:** none **Crew:** 21 **Speed=**24.2 knots @ 36'0" draft

Machinery: Single screw, powered by a single Sulzer diesel, 57,000 HP @ 95 RPM.

President Truman (Second)

Conbulk, built 1988 by Howaldtswerke-Deutsche Werft AG, Kiel, Federal Republic of Germany. Hull No. 230. Delivered April 22, 1988. O/N 928,562

LOA=902'10 **LBP=**855'7 1/2" **B=**129'3" **D=**77'5" **Draft (max)=**41'0" 1/2"

Displacement=75,849 LT **Deadweight =**52,769 LT **Net=**36,192 **Gross tonnage =**50,205

Container capacity: 4300 TEU **Passengers:** none **Crew:** 21 **Speed=**24.2 knots @ 36'0" draft

Machinery: Single screw, powered by a single Sulzer diesel, 57,000 HP @ 95 RPM.



Class/Design - C-11

APL China (First)

Conbulk, built 1994-1995 by Howaldtswerke-Deutsche Werft AG, Kiel, Federal Republic of Germany. Hull No. 297. Keel laid July 12, 1994. Launched March 18, 1995. Delivered September 27, 1995.

LOA=906'6" **LBP=**859'7" **B=**131'3" **D=**79'9" **Draft (max)=**45'11"

Displacement=92,222 LT **Deadweight =**67,432 LT **Gross tonnage =**64,502 **Container capacity:** 4832 TEU reefer=310

Passengers: none **Crew:** 21 **Speed=**24.6 knots @ 39'4" draft. **Cruising range=**20,500 nautical miles

[Back to 1988 - 1995](#)

APL History



Machinery: Single screw, powered by a single MAN V&W 11 cylinder diesel, 66,385 HP @ 104 RPM.



APL Japan (First)

Conbulk, built 1994-1995 by Howaldtswerke-Deutsche Werft AG, Kiel, Federal Republic of Germany. Hull No. 298. Keel laid November 30, 1994. Launched June 23, 1995. Delivered September 1, 1995.

LOA=906'6" LBP=859'7" B=131'3" D=79'9" Draft (max)=45'11"

Displacement=92,222 LT Deadweight =67,432 LT Gross tonnage =64,502 Container capacity: 4832 TEU reefer=310

Passengers: none **Crew:** 21 **Speed=24.6 knots @ 39'4" draft** **Cruising range=20,500 nautical miles**

Machinery: Single screw, powered by a single MAN V&W 11 cylinder diesel, 66,385 HP @ 104 RPM.

APL Korea (First)

Conbulk, built 1995 by Daewoo Heavy Industries, Korea. Hull No. 4028. Keel laid February 4, 1994. Launched May 28, 1995. Delivered September 27, 1995.

LOA=906'6" LBP=859'7" B=131'3" D=79'9" Draft (max)=45'11"

Displacement=92,222 LT Deadweight =67,432 LT Gross tonnage =64,502 Container capacity: 4832 TEU reefer=310

Passenger: none **Crew:** 21 **Speed=24.6 knots @ 39'4" draft** **Cruising range=20,500 nautical miles**

[Back to 1988 - 1995](#)

Machinery: Single screw, powered by a single MAN V&W 11 cylinder diesel, 66,385 HP @ 104 RPM.



APL Philippines (First)

Conbulk, built 1995-1996 by Daewoo Heavy Industries, Korea. Hull No. 4033. Keel laid May 30, 1995. Launched September 30, 1995. Delivered January 4, 1996.

LOA=906'6" LBP=859'7" B=131'3" D=79'9" Draft (max)=45'11"

Displacement=92,222 LT Deadweight =67,432 LT Gross tonnage =64,502 Container capacity: 4832 TEU reefer=310

Passengers: none **Crew:** 21 **Speed =24.6 knots @ 39'4" draft** **Cruising range=20,500 nautical miles**

Machinery: Single screw, powered by a single MAN V&W 11 cylinder diesel, 66,385 HP @ 104 RPM.

APL Singapore (First)

Conbulk, built 1995 by Daewoo Heavy Industries, Korea. Hull No. 4029. Keel laid April 3, 1995. Launched July 1, 1995. Delivered November 10, 1995.

LOA=906'6" LBP=859'7" B=131'3" D=79'9" Draft (max)=45'11"

Displacement=92,222 LT Deadweight =67,432 LT Gross tonnage =64,502 Container capacity: 4832 TEU reefer=310

Passengers: none **Crew:** 21 **Speed =24.6 knots @ 39'4" draft** **Cruising range=20,500 nautical miles**

Machinery: Single screw, powered by a single MAN V&W 11 cylinder diesel, 66,385 HP @ 104 RPM.

[Back to 1988 - 1995](#)

APL Thailand (First)

Conbulk, built 1995 by Howaldtswerke-Deutsche Werft AG, Kiel, Federal Republic of Germany. Hull No. 297. Keel laid February 28, 1995. Launched September 1, 1995. Delivered November 29, 1995.

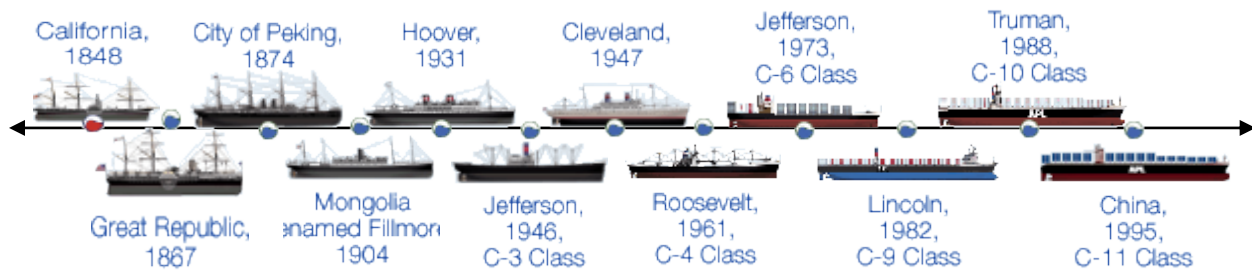
LOA =906'6"	LBP =859'7"	B =131'3"	D =79'9"	Draft (max) =45'11"
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Displacement =92,222 LT	Deadweight =67,432 LT	Gross tonnage =64,502	Container capacity: 4832 TEU reefer=310,
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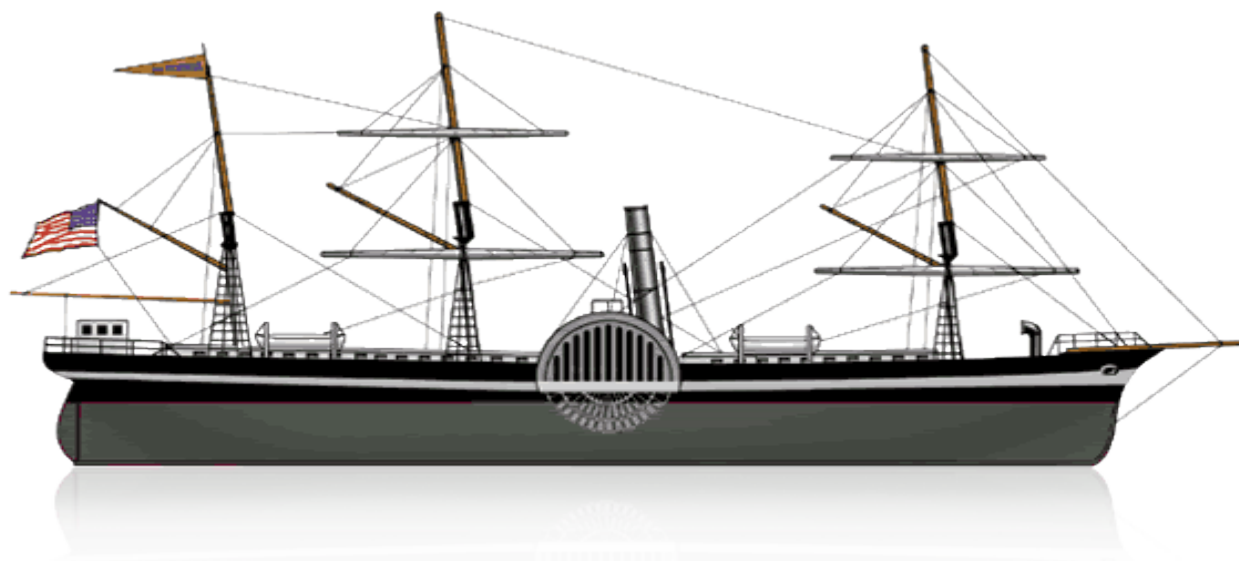
Passengers: none	Crew: 21	Speed =24.6 knots @ 39'4" draft.	Cruising range =20,500 nautical miles
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Machinery: Single screw, powered by a single MAN V&W 11 cylinder diesel, 66,385 HP @ 104 RPM.

[Back to 1988 - 1995](#)



History - California



Wooden side-wheel steamer built in 1848 by William H. Webb, New York, NY; machinery by Novelty Iron Works, New York, NY.

LOA=203'0" **LBP**=N/A **B**=33'6 **D**=20'0" **Draft**=14'0"

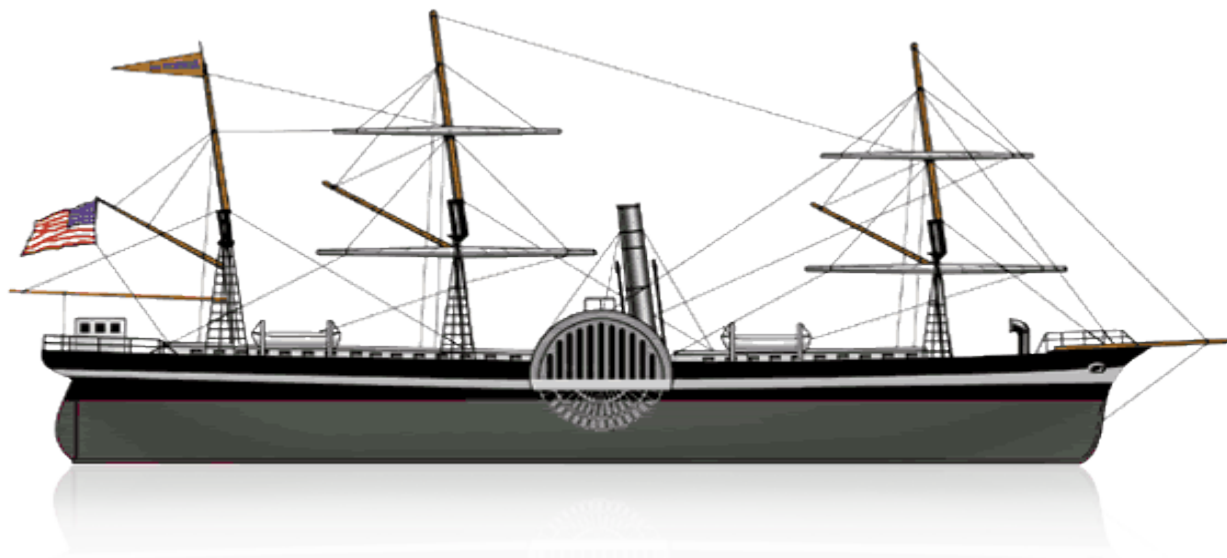
Displacement=Unknown **Deadweight**=Unknown **Gross tonnage**=1,057

Cargo capacity=400 LT **Passengers**=200 **Speed**=8 knots

Machinery: Single cylinder, side-lever engine with two 26' paddlewheels, powered by two return-flue boilers.

Built for the Pacific Mail Steamship Company. The first U.S. steamer to transit the Strait of Magellan, and the first steamer to reach San Francisco, California, after news of the discovery of gold reached the U.S. East Coast. Wrecked near Pacasmayo, Peru, winter, 1894.

History - Great Republic



Wooden side-wheel steamer built in 1867 by Henry Steers, Greenpoint, Long Island; machinery by Novelty Iron Works, New York, NY.

LOA=376'0" **LBP**=N/A **B**=48' **D**=31' **Draft**=18'

Displacement=Unknown **Deadweight**=Unknown **Gross tonnage**=3,836

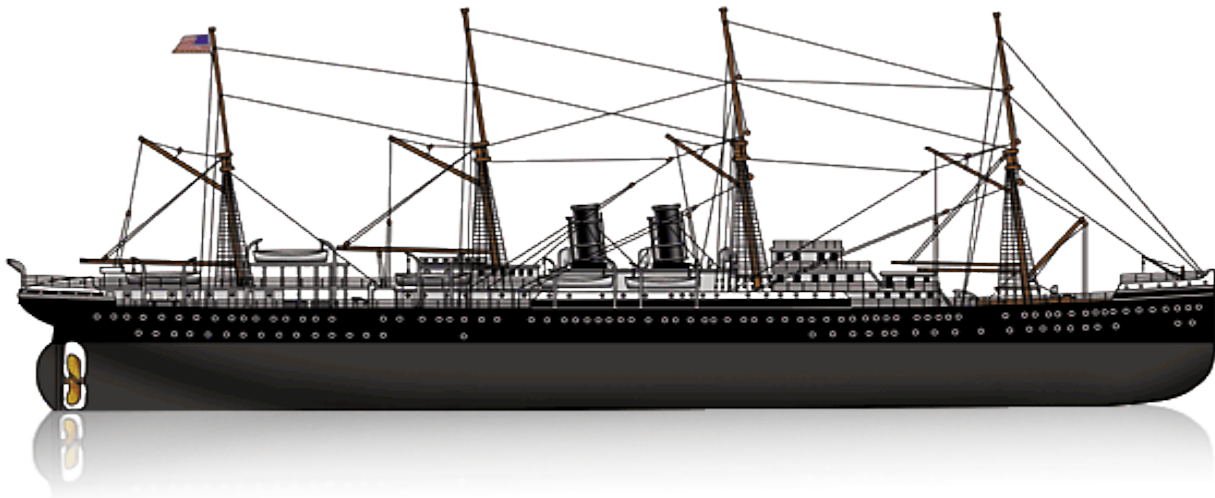
Cargo capacity=1,900 LT **Passengers**=1,450 **Speed**=12 knots

Machinery: Vertical-beam engine; diameter of cylinder 8'-9"; length of stroke 12'.

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Built for the Pacific Mail Steamship Company. Sister ship of the *Colorado*, the first steamer to inaugurate regular service between the U.S. West Coast and Asia. Wrecked on Sand Island, Columbia River Bar, April 1879.

History - City of Peking



Iron-hulled, single screw steamer built in 1874 by John Roach & Son, New York, NY.

LOA=423'0" **LBP**=408'0" **B**=47'0" **D**=37' **Draft**=21'

Displacement=Unknown **Deadweight**=Unknown **Gross tonnage**=5,079

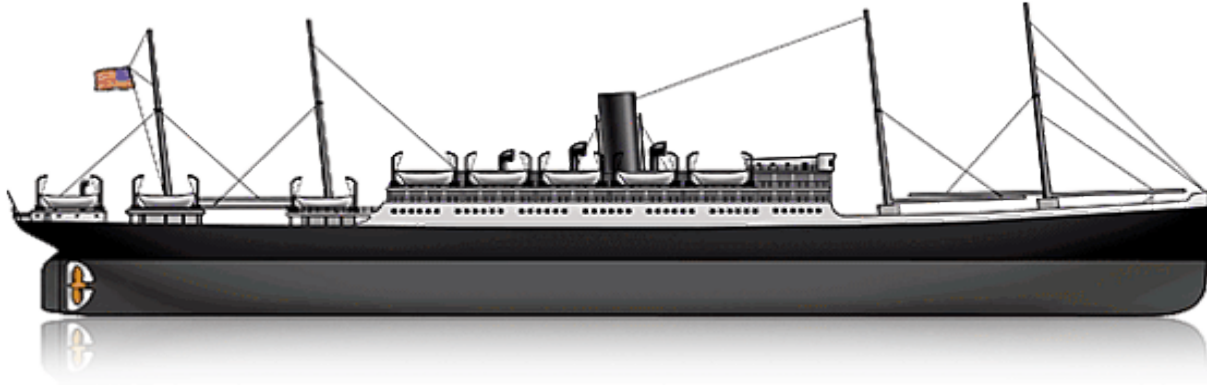
Cargo capacity=4,000 LT **Passengers**=1,650 **Speed**=15 knots

Machinery: Single screw, compound engine.

The first iron-hulled, propeller-driven steamer built for the Pacific Mail Steamship Company. Collided with the Japanese corvette AMAGI, in Kii Channel, 1899. Laid up at San Francisco, 1908; broken up July 1910.

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History - President Fillmore (First)



Built 1904 by New York Shipbuilding Co., Camden, New Jersey. Hull No. 5, O/N 200,493

LOA=615'4" **LBP=600'0"** **B=65'0"** **D=51'3"** **Draft=33'6"**

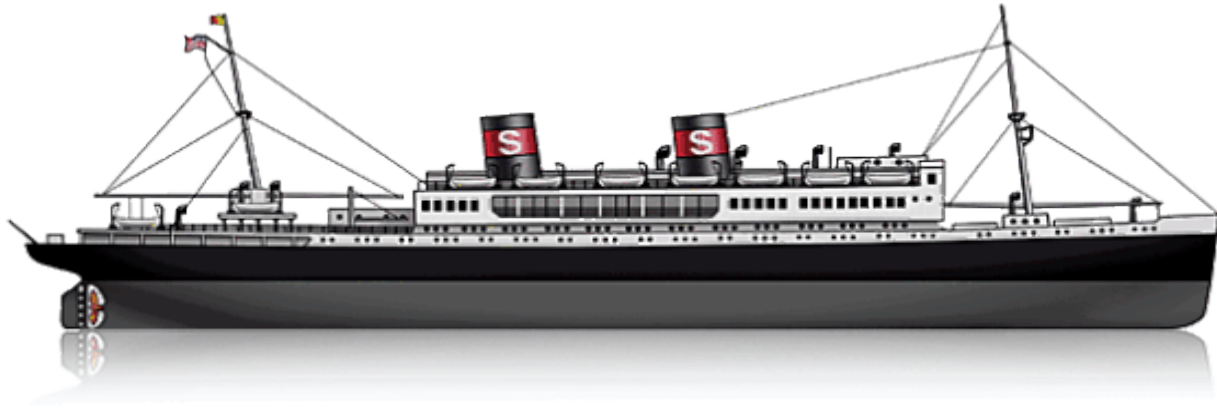
Displacement=26,700 LT **Deadweight=12,300 LT** **Gross tonnage=15,575**

Cargo capacity=559,000 CuFt. **Passengers=260** **Speed=15 knots**
Machinery: Twin screw, two 4-cylinder quadruple expansion steam engines, 11,000 total HP. Four double-ended and 4 single-ended fire tube boilers, 215 PSI WP, originally coal fired but converted to oil fired in 1919.

Originally MONGOLIA. Built for and operated by Pacific Mail Steamship Co. from 1904 to 1915. Sold to Atlantic Transport Co. 1915. After service as a troop transport in World War I was employed in North Atlantic and Intercoastal trade. From 1925 until 1929 was operated in the Pacific by Panama Pacific Line. Sold to Dollar Steamship Lines 1929 and renamed President Fillmore. Laid up in 1931 and transferred to APL in 1938. Sold to Wallem & Co. in February 1940, transferred to Panamanian flag and renamed PANAMANIAN. Sold for scrap and broken up at Shanghai in 1947.

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History - President Hoover (First)



Built 1931 by Newport News Shipbuilding Co., Newport News, Virginia. Hull No. 339, O/N 231,008

LOA=654'3" **LBP=615'0"** **B=81'0"** **D=52'0"** **Draft=34'0"**

Displacement=33,400 LT **Deadweight=Unknown** **Gross tonnage=21,936**

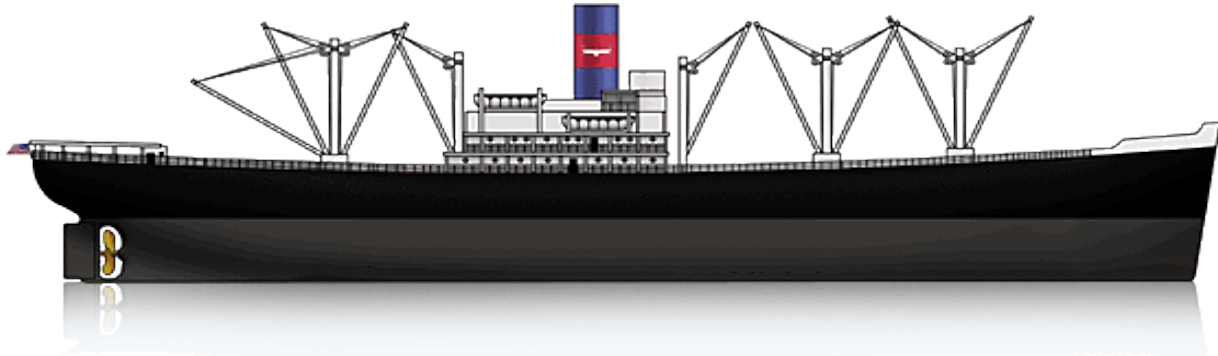
Cargo capacity=608,850 CuFt. **Passengers=845** **Speed=20 knots**

Machinery: Twin screw, steam turbo electric drive, 26,500 HP @ 133 RPM, 12 B&W WT boilers.

Built for Dollar Steamship Lines. Lost by grounding on Hoi Shoto Island, off the southeast coast of Formosa (now Taiwan) December 10, 1937. No lives were lost.

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History - President Jefferson (Second)



Built 1946 by Western Pipe and Steel Co., San Francisco, California. Hull No. 176, O/N 250,262

LOA=492'0" **LBP=465'0"** **B=69'6"** **D=42'6"** **Draft=29'5"**

Displacement=18,215 LT **Deadweight=12,005LT** **Gross tonnage=7,963**

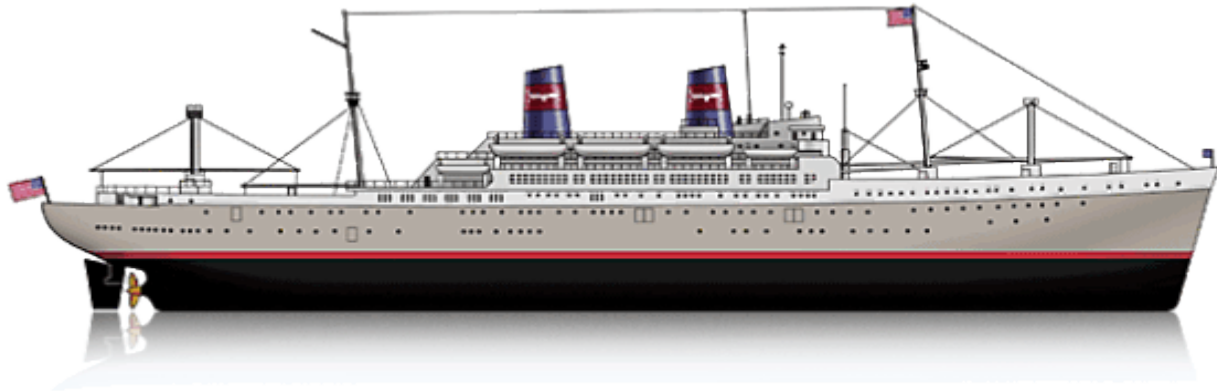
Cargo capacity=548,981 CuFt. **Passengers=12** **Speed=16 1/2 knots**

Machinery: Single screw, geared steam turbine, 9,350 HP. Two B&W WT boilers, 523 PSI WP.

Originally SEA ORIOLE. Renamed President Jefferson August 23, 1946. Sold to Ferndale Shipping Co. February 20, 1970. Scrapped at Kaohsiung, Taiwan 1970.

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History - President Cleveland (Second)



Built 1947 by Bethlehem Shipbuilding Co., Alameda California. Hull No. 9509. O/N 254,296

LOA=609'5 3/4" **LBP**=573'0" **B**=75'6" **D**=43'6" **Draft**=30'2"

Displacement=23,504 LT **Deadweight**=10,431 LT **Gross tonnage**=15,329

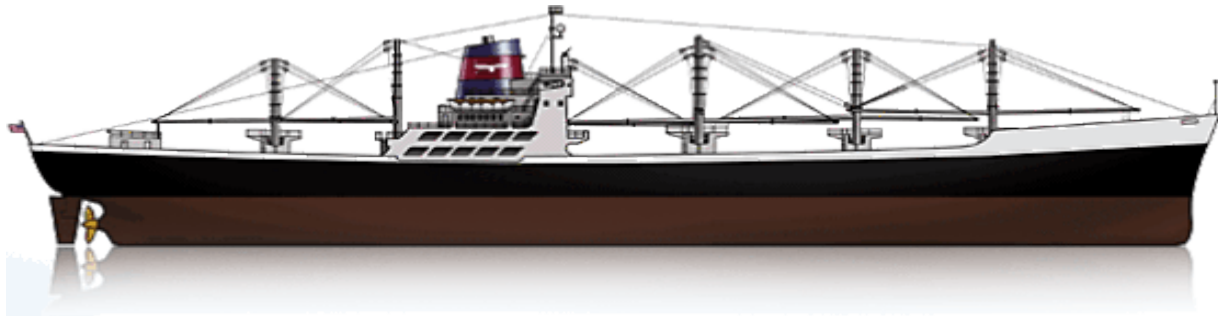
Cargo capacity=193,584 CuFt. **Passengers**=379 first class + 200 economy **Speed**=20 knots

Machinery: Twin screw, turbo electric drive, 20,000 HP. Four CE WT boilers, 625 PSI WP.

Laid down as the Navy transport ADMIRAL D.W. TAYLOR but redesigned for APL passenger service long before launching. Launched as President Cleveland. Sold to Oceanic Cruise Development, Inc. (C.Y. Tung group) February 9, 1973 and renamed ORIENTAL PRESIDENT. Scrapped at Kaohsiung, Taiwan in 1974.

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History - President Roosevelt (Second)



Built 1961 as a C4-S-1s by Todd Shipyard, San Pedro, California. Hull No. 77, O/N 287,238

LOA=563'7 3/4" LBP=528'6" B=76'0" D=44'6" Draft=31'7"

Displacement=22,595 LT Deadweight=14,797 LT Gross tonnage=12,712

Cargo= break bulk **Passengers=** 12 in 8 staterooms **Speed=** 20 knots

Machinery: Single screw, geared turbine powered, 19,250 HP. Two CE WT boilers, 640 PSI WP.

Lengthened and converted to a container ship in 1971 by Bethlehem Shipbuilding Co., San Francisco, California.

LOA=667'11" LBP=633'0" B=76'0" D=44'8 1/8" Draft=33'3 5/8"

Displacement=31,498 LT Deadweight=19,555 LT Gross tonnage=16,518

Container Capacity= 1108 TEU **Passengers=** 12 in 8 staterooms **Speed=** 20.1 knots

Machinery: Turbines upgraded to use 22,000 National Defense HP.

Originally WASHINGTON MAIL. Operated by American Mail Line from 1961 to 1978. With consolidation of AML into APL name changed to President Roosevelt on November 26, 1975. Traded into the Maritime Administration December 30, 1982 and chartered back to APL. Trade-in cancelled, vessel sold to Delta Lines September 7, 1983 and renamed SANTA ROSA. Sold to U.S. Lines in 1985 and renamed AMERICAN BUILDER. Laid up at Hampton Roads, Virginia April 6, 1987. Converted to a crane ship in 1989 by Tampa Shipyards, Tampa, Florida and renamed EQUALITY STATE (T ACS 8).

History - President Jefferson (Third)



Built 1973 by Ingalls Shipbuilding Co., Pascagoula, Mississippi. Hull No. 1184, O/N 544,900

LOA=669'2 3/4" **LBP**=625'0" **B**=90'0" **D**=53'0" **Draft**=36'6 3/8"

Displacement=34,800 LT **Deadweight**=22,848 **Gross tonnage**=21,467

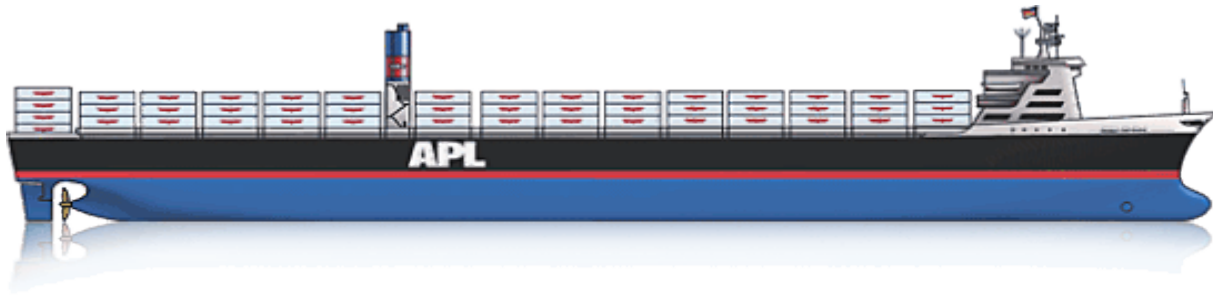
Cargo capacity=1508 TEU containers **Passengers**=none **Crew**=40 + 2 cadets **Speed**=23 knots

Machinery: Single screw, geared steam turbine, 28,500 HP @ 106.5 RPM. Two CE WT boilers, 870 PSI WP.

On 20 December 2000, sold to Western Overseas Inc. and subsequently scrapped.

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History - President Lincoln (Third)



Built 1982 by Avondale Shipyards, New Orleans, Louisiana. Hull No. 2329, O/N 651,627

LOA=860'0" **LBP=810'0"** **B=105'9"** **D=66'0"** **Draft=38'0 13/16"**

Displacement=54,978 LT **Deadweight=35,200 LT** **Gross tonnage=40,628**

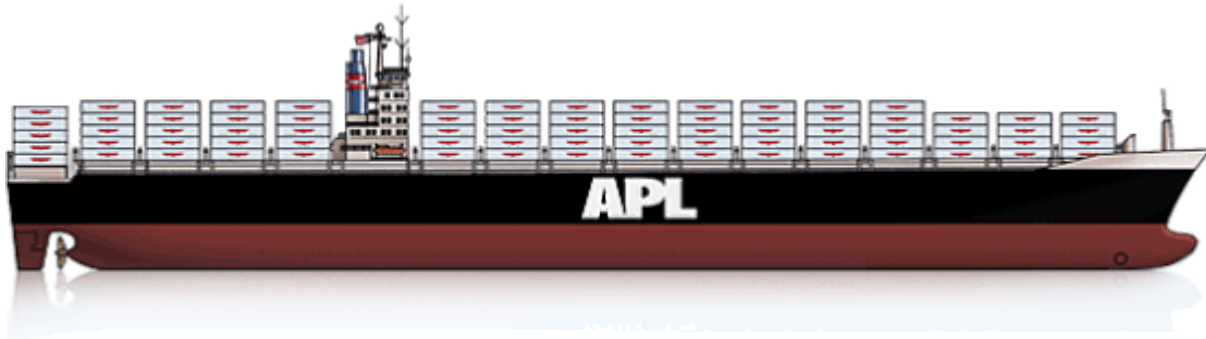
Cargo capacity=2500 TEU Containers **Passengers=None** **Crew=39 + 2 cadets** **Speed=23.9 knots**

Machinery: Single screw powered by one Sulzer 12 cylinder diesel, 43,200 HP @ 126 RPM.

Sold to Matson Navigation Co. January 2, 1996 and renamed M.V. MAHIMAHI.

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History - President Truman (Second)



Conbulk, built 1988 by Howaldtswerke-Deutsche Werft AG, Kiel, Federal Republic of Germany.
Hull No. 230. Delivered April 22, 1988. O/N 928,562

LOA=902'10 1/2" LBP=855'7 1/2" B=129'3" D=77'5" Draft (max)=41'0"

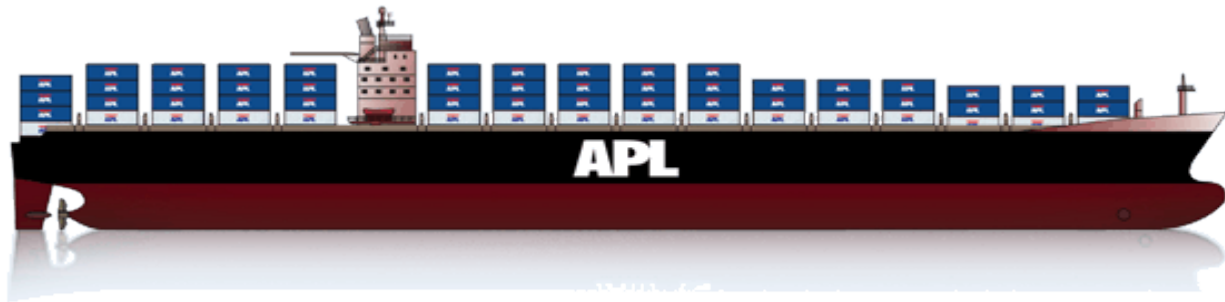
Displacement=75,849 LT Deadweight=52,769 LT Gross tonnage=50,205 Net=36,192

Cargo capacity=4300 TEU Containers Passengers=0 Crew=21 Speed=24.2 knots

Machinery: Single screw, powered by a single Sulzer diesel, 57,000 HP @ 95 RPM.

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History - APL China (First)



Conbulk, built 1994-1995 by Howaldtswerke-Deutsche Werft AG, Kiel, Federal Republic of Germany. Hull No. 297. Keel laid July 12, 1994. Launched March 18, 1995. Delivered September 27, 1995.

LOA=906'6" **LBP=859'7"** **B=131'3"** **D=79'9"** **Draft (max)=45'11"**

Displacement=92,222 LT **Deadweight = 67,432 LT** **Gross tonnage =64,502** **Container capacity: 4832 TEU reefer=310**

Passengers=0 **Crew=21** **Speed =24.6 knots @ 39'4" draft.** **Cruising range =20,500 nautical miles**

Machinery: Single screw, powered by a single MAN V&W 11 cylinder diesel, 66,385 HP @ 104 RPM.

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Vessel History - Glossary of Terms

B	Beam	Hp	Horsepower	PSI	Pounds per Square Inch
B&W	Babcock & Wilcox	LBP	Length Between Perpendiculars	RPM	Revolutions Per Minute
CE	Combustion Engineering	LOA	Length OverAll	TEU	Twenty-foot Equivalent
CuFt.	Cubic Feet	LT	Long Ton	WP	Working Pressure
D	Depth	O/N	Official Number	WT	Water Tube



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