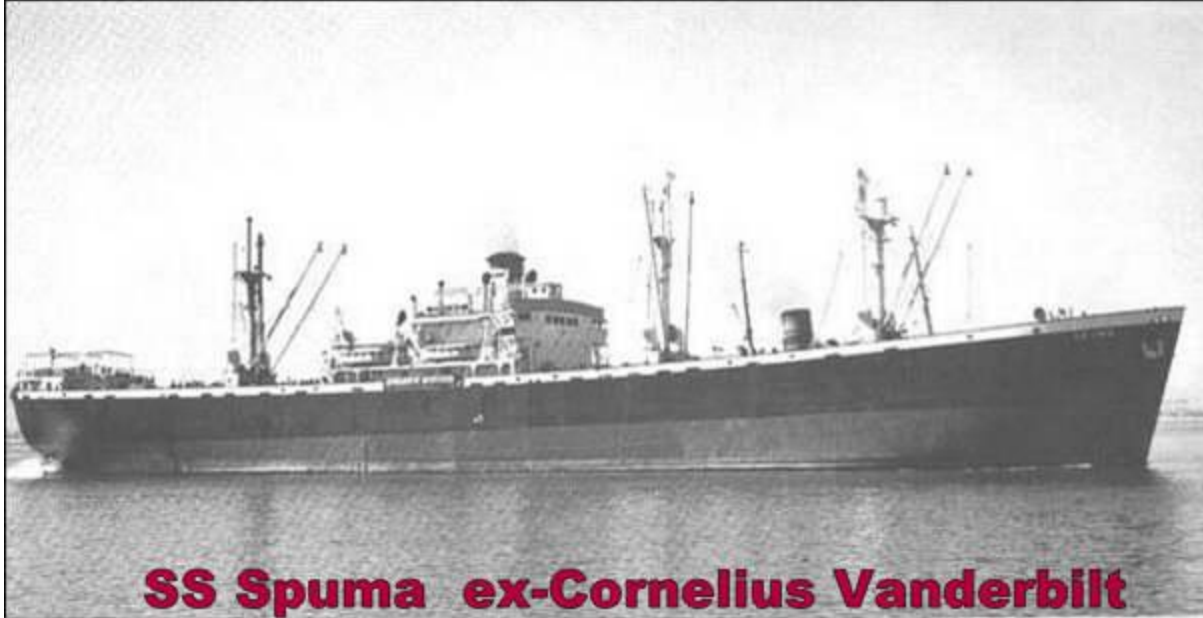
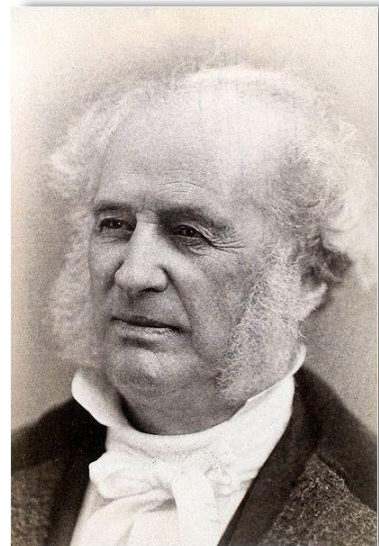


SS CORNELIUS VANDERBILT



Above you the the Liberty ship freighter the ex-*Cornelius Vanderbilt* as she appeared in 1947 as '*Spuma*' an Italian flagged vessel.

The Vanderbilt was named after the man at the right, [Mr. Cornelius Vanderbilt (1794 - 1877)] whom quit school at 11 yrs old, borrowed \$100 from his mom and went in business for himself with the purchase of a two mast sailing vessel. He then set about establishing his ferry business by hauling freight and passengers between Staten Island and Manhattan.



Mr. Vanderbilt stayed with the shipping business, being a captain of a steamship from another company as well as to continue to run his own ferry business. Eventually he graduated to the "Steamship business"...then about 1849, which was about the time the California gold rush came into being, he was president of the *Stonington Railroad*, but he was still heavy into regional steamboats, but switch to ocean-going steamships.

When the American Civil War developed in 1861 he attempted to donate his largest steamship, the *Vanderbilt*, to the Union Navy.....well that didn't go as well as he would have liked

During the 1850's he took interest in several railroads..[relinquishing his presidency of the *Stonington Railroad*]..one of which was known as the *Harlem*. This was the only steam railroad to enter the center of Manhattan. Being in control of other lines he connected up the *Harlem* with others and eventually developed the '*New York Central & Hudson River Railroad*'.

This pertains to the above photo: Looking out the north end of the Murray Hill Tunnel towards the station in 1881; not the labels for the New York, Harlem and New York, and New Haven Railroads; the New York Central and Hudson River was off to the left. The two larger portals on the right allowed some horse-drawn trains to continue further downtown.



In 1869 he instructed the Harlem Co. to built the *Grand Central Depot*, which was completed in 1871.....this was replaced by the *Grand Central Terminal* in 1913.

Mr. Cornelius Vanderbilt died January 4, 1877 at the age of 82, and at the time his fortune was estimated at \$100 million. In 1877 [even in today's world] folks that was one heck of a lot of money.

VESSEL PARTICULARIZATION

Maritime Commission Emergency Hull No. 2744. Builder: Permanente Metals Corporation Yard No. 2. and was built for WSA [War Shipping Administration] **Engine:** Joshua Hendy Iron Works. **Operator:** Alaska Steamship Co. **Master:** [at time of incident] Roland R. Flaherty.

TIME LINE

- January 14, 1944 - Keel Laid
- February 2, 1944 - Launched
- February 10, 1944 - Delivered to WSA then on to above Operator
- 1946 the U.S. War Department took over management of this vessel.
- October 31, 1946 - Entered Astoria Reserve Fleet
- May 19, 1947 - Withdrawn from Reserve Fleet.
- May 1947 - Sold to Italian government. Name changed to "Stella" her flag being Italy.
- 1947 - Renamed "Spuma"...(pictured above)

- 1964 - Sold Fratelli d'Amico.....still under the flag of Italy and carried the same name "Spuma".
- November 17, 1967 - Arrived for scrapping at Shipbreakers, Trieste.
- May 4, 1945 - Left Saipan.....en route to Ie Shima, Okinawa....[DAMAGED AT ANCHOR]

DAMAGED BY BOMB WHILE RIDING AT ANCHOR AT OKINAWA

On May 4th, 1945 the SS *Cornelius Vanderbilt* left Saipan with her crew of 8 officers, 30 Merchant seamen, as well as 27 U.S. Navy Armed Guard. In her cargo holds as well as on deck she carried 1,000 tons of gasoline, explosives, and general supplies.

The *Cornelius Vanderbilt* had an uneventful sailing from Saipan to Ie Shima, Okinawa. When she arrived.....[date unknown] she anchored and unloaded all or most of her cargo.

On May 18th while still riding at anchor the *Cornelius Vanderbilt* was bombed by enemy aircraft. A bomb fell and exploded near by, which resulted in blowing fragments all over the after deck, and this in



turn started several small fires.

Fire parties assembled from the crew as well as 108 stevedores....and the fires were put out fairly quickly.

In all this confusion one man died when he accidentally fell into an open hatch while running out a fire hose to one of the fires.

If you read the archives you'll see that the *Cornelius Vanderbilt* claimed destruction of at least five enemy planes at Ie Shima between May 18th and the 20th. Actually there was confirmation of four of these.

Three planes dived at the ship on May 18th, and the Armed Guard shot down all three. Then two suicide planes dived at the ship on May 20th, she again brought both of them down.....this was pretty darn good defense shooting.

LOST MERCHANT SEAMEN

William Thomas Stover [A.B.]



I found this picture on the net so I thought I would publish it here if someone would happen on to it.

FIRST (BOTTOM ROW) Barnhill; Hays; Bolckhold; Potter; Spsychalski; Ashton; Palmquist.

MIDDLE ROW: White, C.D. McDonald; E.L McDonald; Huff; Nassy; Bloom; Zetsche; Rolfe.

BACK ROW: Jacobs; Duarte, Warren; Lasko; Flowers; Mabry; Camereon; Hack; Johnson; and E.J. Liask,
Gunnery officer

Author: Bud Shortridge

Sources:

U.S. Merchant Vessel War Casualties of WW II

By: Robert M. Browning

The Liberty Ships, A to Z

By: Capt. Walter W. Jaffee

cshortridge73@gmail.com

[Comments are Always Welcome]



