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GARDNER NEWSLETTER

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Kelsie Griffes Enters Contest

Photographs have special meaning for Kelsie

Here is an Excerpt from Kelsie's Facebook Page

Hi everyone. I am currently entering a scholarship contest called the Wyz Ant scholarship competition. It requires an essay asking what is the most important lesson I have learned in my life. The finalists will be determined depending upon whichever

essay gets the most votes by April 1st. One vote is allowed per person. I would appreciate if all of you could click the link and vote. If you could have more time, could you share the link with others who can vote?

Thanks for your time,

Kelsie

What is the most important lesson you have learned in your life?

It started when I was just three, on the most important day of my cousin's life. People were dancing, eating, and socializing to honor the occasion, but I was celebrating in my own way. Each table was equipped with a disposable camera to capture the wedding as each guest saw it from their angle. I emptied the film as quickly as possible, with the delight of a child in a candy shop. The couple were later pleasantly amused to discover many frames consisting only of people's lower appendages.



Kelsie Griffes

Since those days, I've been hooked. Each photograph is a visual history of an individual's days upon the earth. Upon visiting our friend Mark one day, I took some pictures. They were goofy at the time. One was a snapshot of Mark at his best: rolling his eyes and playfully making fun, while the rest of us enjoyed his company. These memories became even more precious after the summer of 2010, when a problem with his plane caused a fatal crash just short of the runway.

(cont'd on page 2)

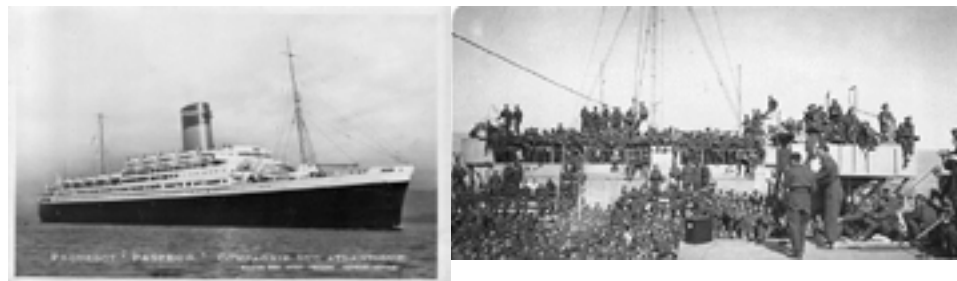
IN THIS Issue

1. Kelsie Griffes talks about life lessons and why pictures and photographs are so meaningful.
2. Read about the illustrious career and the ignominious end of the "Louis Pasteur" - the troop transport ship that brought Uncle Adelbert to Europe during World War II.

We hope other subscribers of The Gardner Newsletter will use their Facebook pages as a means of contributing articles to the print version of the newsletter.

The Story of the Pasteur - the ship that brought Uncle Adelbert to Europe in World War II

- also -
A
Correction



SS Pasteur and Troop Transport Aboard the SS Pasteur During World War II

In this article we are going to “kill two birds with one stone.” First off – a correction. The eagle eyes of Aunt Lois and Uncle Raymond spotted a glaring error in the last issue of The Gardner Newsletter. Here is the quotation from that issue which contains the error: “Over the years, the newsletter has had several articles about Adelbert Lang (probably Uncle Adelbert’s namesake) who was the youngest captain in World War I. (See Gardner Newsletter Volume 10, Spring 2007, Issue 38 and Volume 10, Summer 2007, Issue 39.)” Of course it wasn’t Adelbert Lang who was the youngest captain in World War I, but rather his son, Earl Lang. The error has been fixed in the electronic version posted to www.gardnernews.org and it now reads: “Over the years, the newsletter has had several articles about Earl Lang (probably Uncle Earl’s namesake) who was the youngest captain in World War I. (See Gardner Newsletter Volume 10, Spring 2007, Issue 38 and Volume 10, Summer 2007, Issue 39.)”

Secondly, with all of the interest generated by the 100th anniversary of the sinking of the Titanic, we’re going to review the history of the “Pasteur” the ship that Uncle Adelbert embarked upon when he went to England during the final months of World War II. As he writes in a letter to his mother (Grandma Gardner) as quoted in the last issue of this newsletter, “My P.O.E. (point of embarkation) was Camp Kilmer, NJ. We left there for the boat November 30th and sailed the next morning. We were on the “Pasteur,” which was one of the fastest French ships. We had a British crew. We came alone until we were about two days from England when two destroyers met us and escorted us the rest of the way in. Nothing happened on the way over, except most everybody got pretty sick. We were seven days coming over. We got in the harbor at Liverpool December 7th and disembarked December 8th. It was getting dark when we got off the boat, so we didn’t see much of Liverpool in the daylight.”

Here then is a re-telling of the storied career of the “Pasteur.”



The Bremen a/k/a Pasteur at the peak of her glory!



Painting of the Pasteur by Jocelyn Gille

Construction

In 1936, the French shipping company Compagnie de Navigation Sud-Atlantique planned to build a new liner as passenger and freight transport ship for South Atlantic routes, with which Cap Arcona from the shipping company Hamburg South America Line was competition. The construction began in 1938 at Chantiers de l’Atlantique, St. Nazaire in France. In 15 February 1938, she was christened Pasteur after the scientist Louis Pasteur. A fire in March 1939 delayed her completion and she was not launched until August 1939, one month before World War II broke out.

The Pasteur was 29,253 gross tons. She was 212.4 m long and 26.8 m wide. She had 11 decks and possessed extensive loading spaces. She was designed to carry 751 passengers. She could reach around 50,000 HP and up to 26 Knots run, but her usual service speed was around 22 knots, making her the third fastest ship of her time. Her depth was

93 m.. She had four propellers. Although she was sometimes referred to as an SS (steamship), she really was a TSS or TS (turbine steamship) like SS Michelangelo.

History

The outbreak of World War II delayed the deployment of the Pasteur. The ship was laid up in St. Nazaire in Brest, France. In 1940, she was commissioned to carry 200 tons of gold reserves from Brest, France to Halifax, Nova Scotia, Canada in her maiden voyage (the initial voyage from Bordeaux to Buenos Aires was canceled due to the outbreak of war). After the defeat of France, she was taken over by Great Britain and placed under Cunard-White Star management. She was used as a troop transporter and military hospital ship between Canada, South Africa, Australia and South America, and transported around 300,000 soldiers. She was sometimes called HMTS Pasteur.

World War II

Due to her speed, as a troop transporter, the Pasteur normally made her crossings alone, not as a member of a convoy (without a warship escort). She made a voyage from Glasgow to Halifax with a various complement, including officers arranging the 20,000 British troops’ transport across Canada and the Pacific to Singapore in October, 1941. The Pasteur apparently returned loaded with German prisoners and carried them to prisoners of war camps in North America. In addition, carrying as many as 2,000 German prisoners of war,

she transported prisoners from Suez, Egypt to South Africa. She visited Freetown, Cape Town, Durban, Aden and Port Tewfik, and then back to the Clyde and Halifax in 1943. She had carried British 8th Army Corps’s 10,000-man army, the US 1st Army Corps’s and 5,000 men before the battle of Alamein. Together, she had carried 220,000 troops, and 30,000 wounded, and traveled 370,669 miles during the war.

Post-war

After the war, she repatriated US and Canadian troops and returned to her owners in October 1945. Management was returned to Cie Sudatlantique in early 1946. To the return at France, she remained in military services as troop transporter starting from 1946 in French services as troop transporter to Vietnam (Vietnam War) and from 1954 to 1957 between Algeria. She was awarded the French’s highest honor, Croix de Guerre, however, for her owner, she never made a crossing as a passenger ship but only one voyage bringing 4,000 Dutch troops from Indonesia to The Netherlands in February 1950.

Acquired by North German Lloyd

She was laid up at Toulon in 1956 and then at Brest in 1957. During the Suez Canal affair, the ship was activated again in September 1956 along with other passenger and military ships to be a troop transporter. While she was fastened in Port Said harbor in December 1956, the HQ General of the French troops

(cont’d from page 1)

Each time I look at a picture I am reminded of how fleeting this life is, and how important it is to shape the legacy I leave behind. A picture never changes, even if the people in it grow older, change, and pass away. Mark was caring about others in his final moments, when he shut off the plane’s fuel supply to avoid injury to others on the ground. He did his best to live only by the power of God and taught others to do the same. When I leave this world, there will be but a few traces of my existence: memories, a few pictures, and the example I have set for others. My choices must be made in light of their eternal impact.

Editor’s Note: Did Kelsie win the contest? I know I voted for her. Right now, we don’t know. Perhaps if we check her Facebook page we can find out. Winning isn’t important. What is important are the wise words imparted to us by a very thoughtful and prescient young lady.

Kelsie is the daughter of Jay and Kim Griffes; and Beulah Griffes, Kelsie’s grandmother, is the youngest of The Original Gang of Ten.

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The story of the "Pasteur" is reprinted from Wikipedia, the Free Encyclopedia

was on board the Pasteur. At the end of the affair, Pasteur was one of the last Allied ships to leave Port Said in Egypt. She was sold to North German Lloyd for 30 millions DM in September 1957. The sales released violent protests with the French population. The transfer took place in September 1957 from Brest to Bremerhaven. The Lloyd left her on the Bremer Vulkan of Bremen for further approximately 65 millions DM changes and she used Bremen under the name in the North Atlantic service. On July 9, 1959, she was placed on the Bremerhaven-Southampton-Cherbourg-New York route. She was considered as one of the most beautiful passenger liners of her time.

Refit

After she was acquired by North German Lloyd and renamed TS Bremen in 1957, she was refitted comprehensively at Bremer Vulkan in Bremen. Her size was increased to 32,336 GRT and the load-carrying capacity with 8,700 tdw. She received new boilers and four turbines with a maximum output of 60,000 HP rendering a maximum speed of 26 knots. Economical output of 53,500 HP gave a very useful speed of 23 knots. Three 1,375 KVA generators had an output of 6,600 kilowatt. One very noticeable change was the new drop-shaped funnel, which was much more in proportion with the ship than the original tall funnel. To enhance comfort, two 4,50 m Stabilizers were fitted. In June

1959, she underwent new sea trials.

German service

In 1960, Bremen could carry approximately 14,000 passengers from Europe to the USA and likewise many guests into the opposite direction. Besides Bremen was used starting from 1960 and also in cruise traffic in the Karibik and to South America. Also 1961 were very good their extent of utilization with 85%. In 1971, she was transferred to cruising since the air



The final moments of the Pasteur

travel became more popular. In 1970, NDL merged with Hamburg America Line to form the large shipping company, Hapag Lloyd. The bulbous bow was added after she had another refit in 1965-1966 at the repair yard of North German Lloyd. In September 1971, she made her final voyage from Bremen to New York for Hapag-Lloyd. In October 1971, Bremen was sold to Greek shipping company Chandris Cruises after 175 Atlantic crossings and 117 cruises for 40 millions DM, which was accomplished on January, 1972.

Other services and fate

After another refit, which changed her tonnage to 23,801 tons, she was placed on cruising service in the Mediterranean and in Piraeus as Regina Magna. Until 1974, she had cruised around the world, when, once again, she was laid up in Piraeus, Greece because of rising fuel costs and the loss of emigration charters to Australia.

Sinking of the Filipinas Saudi I

She was sold to Philippine Singapore Ports Corporation of Saudi Arabia and renamed Saudiphil I in 1977. For Philippine workers, the ship was used as an accommodation ship. On November 1, 1977, She arrived at Jeddah and served as a floating hotel.

In 1980, apparently, she was sold to the Philsimport International in Hong Kong and renamed Filipinas Saudi I. She rolled over onto her port side and sank stern first in Indian Ocean in the same year while being towed to the Taiwanese ship breaker in Kaohsiung, Taiwan by Panamanian tug Sumatra.

See you this
Summer!