

III. PROPOSED ITINERARY

- 1 MANILA, PHILIPPINES: mv *PHILIPPINES* (ex-mv *AUGUSTUS*, 1952)
Length: 207 m (681 ft) / Tonnage: 27,078 grt

Built in 1952 at Cantieri Riuniti dell'Adriatico, Trieste, Italy, for the state-operated Societa Generale di Navigazione Italia (Italian Line), to serve the company's express route between Genoa, Italy and Buenos Aires, Argentina, by way of ports in Spain, Portugal, Brazil and Uruguay. Sold for other use, 1976, and later renamed ms *Philippines*. Adapted for stationary use as a hotel and convention center at Manila in 1999. Today one of only two surviving South Atlantic liners that facilitated the post-war diaspora from Europe to South America. Little altered from original construction, with intact interiors by Gustavo Pulitzer Finali and others.



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Left: The former mv *Augustus* at Manila, Philippines

- 2 ZHANJIANG, CHINA: mv *BRASIL MARU*, 1954
Length: 156 m (512 ft) / Tonnage: 10,100 grt

Built in 1954 for the Osaka Shosen Kaisha Line's Transpacific service between Kobe, Japan, and South American ports including Santos, Brazil and Buenos Aires, Argentina, via the Panama Canal. Facilitated transport of passengers and cargo between Japan and South America to serve Brazil's Japanese community, the largest outside Japan. Retired from service in 1974, she subsequently became a museum ship at Toba, Japan. Moved to Zhanjiang, China for continued preservation as a museum ship, 1997.



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Left: The *Brasil Maru* as a museum vessel at Zhanjiang, China

3 SHENZHEN, CHINA: mv *ANCERVILLE* (ex-mv *ANCERVILLE*, 1962)
Length: 167m (551 ft) / Tonnage: 14,224 grt

Christened in 1962 by French president Charles de Gaulle at Chantiers de l'Atlantique, St. Nazaire, France. Entered service that year for Compagnie de Navigation Paquet service between Marseilles and Dakar, Senegal, two years after Senegalese independence from France. Purchased by Chinese government for China-East Africa service, 1973, and renamed *Ming Hua*. Permanently moored at Shenzhen, China in 1986 for stationary use as hotel and event space.

Right: The ex-mv *Ancerville* rests in a landlocked berth at Shenzhen, China.



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4 TOKYO, JAPAN: mv *YOTEI MARU*, 1965
Length: 140 m (459 ft) / Tonnage: 5,375 grt

The Yotei Maru entered service in 1965 as a railway ferry to cross between Aomori, Honshu and Hakodate, Hokkaido. Named after Mt. Yotei on Hokkaido, the vessel carried nearly 12 million passengers during its 23 years of service. The opening of the Seikan (Aomori-Hakodate) tunnel in March 1988 effected the end of its intended route. Following a brief stint as the Japanese government's floating pavilion during "Ship and Sea Expo" held at Genoa, Italy in 1992, the vessel was preserved as a floating exhibit at the Museum of Maritime Science in Tokyo. Today she ranks as one of the largest preserved merchant ships in the world.

Right: The *Yotei Maru* is now preserved at the Museum of Maritime Science at Tokyo.



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5 YOKOHAMA, JAPAN: mv *HIKAWA MARU*, 1930
Length 163 m (536 ft) / Gross tonnage 11,622 grt

Built 1930 at Yokohama for Nippon Yusen Kabushiki Kaisha (NYK) Line Transpacific service carrying passengers and cargo between Kobe, Japan, and Seattle, Washington, USA. The only large Japanese merchant ship to survive the Second World War. Served as a hospital ship during the War and returned to Transpacific service after the war. Retired in 1960, the ship was permanently moored at Yokohama and adapted for new use as a youth hostel and museum. Closed briefly in recent years, the ship is now operated as a museum by NYK line. One of only three surviving pre-World War II passenger liners still afloat.



Left: The *Hikawa Maru* at Yokohama.