



**Saturday, October 24, 2015 – 12:00 Noon, *for pre-paid members and guests only***  
**Pier A – Harbor House, 22 Battery Place, New York, NY 10004**  
**Celebration of the 50<sup>th</sup> Anniversary of the**  
**World Ship Society-Port of New York Branch**  
**featuring presentations by Ted Scull and Bill Miller**



Holland America Line's NIEUW AMSTERDAM and WESTERDAM and Nederland Line's ORANJE at HAL's new Houston Street Pier 40 on April 22, 1963.  
Home Line's ITALIA (ex-KUNGSHOLM) is sailing up the Hudson River to her midtown Manhattan berth.

(Port Authority of NY & NJ and HAL)

### THE PORT OF NEW YORK - WATERFRONT REVOLUTION by Ted Scull

1965, the year our PONY Branch was established, produced a bumper crop of outstanding new ships - Home Lines' OCEANIC in April, Italian Line's MICHELANGELO in May and RAFFAELLO in August, and Norwegian America's SAGAFJORD in October. It was also the first full year that our speaker, Ted Scull, worked at Pier 40, the new North American headquarters for Holland America Line. Pier 40 was not a typical finger pier, rather a square facility with a donut hole in the center for handling freight and passengers. It was designed to save longshoremen jobs on the Manhattan waterfront. At the time, freight traffic was robust, and bookings were good for the passenger ships. But parallel revolutions in shipping were already underway, and sooner than anyone imagined. Containerization would almost completely transform the way cargo would be handled and doom New York's commercial waterfront in favor of the vast acreage available in New Jersey. The annual passenger trade hovered around one million but within a couple of years it would begin to slip badly as fewer passengers used ships for transportation. Meanwhile, and slowly at first, more were finding cruises an attractive alternative. Many passenger lines simply disappeared, as did all railroad-operated passenger ferries and car float facilities. These factors rendered the Hudson River and Brooklyn waterfronts largely obsolete, and it would be many years for the mostly recreational uses we know today to take control. Our speaker, who kept a close watch on the waterfront, will lead us through the transformations - both painful and positive.

### 50 YEARS OF THE WORLD SHIP SOCIETY-PORT OF NEW YORK BRANCH by Bill Miller

Bill Miller, a lecturer and author of more than ninety books on passenger ships and ship lines, attended the first gathering of maritime enthusiasts on the SAGAFJORD on December 3, 1965, when a decision was made to form the World Ship Society-Port of New York Branch. Bill, a plank owner of the PONY Branch and known affectionately as "Mr. Ocean Liner," will provide a nostalgic look back at some of his favorite moments in the 50-year history of the Branch.

**NEXT EVENTS:** Membership meeting – "The Route of the Rocket" by Tom Ranaldi, November 20.

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**WEBSITE:** [www.worldshipny.com](http://www.worldshipny.com)

## MEMBER PHOTO OF THE MONTH



BALMORAL, SEVEN SEAS NAVIGATOR, NORWEGIAN GEM and AIDALUNA at New York, September 2015.

(Bob Allen)

### MUSEUMS, LECTURES AND HARBOR CRUISES

#### **CONTACT THESE INSTITUTIONS BY EMAIL OR PHONE FOR CURRENT EVENTS AND ADDITIONAL INFORMATION:**

**SOUTH STREET SEAPORT MUSEUM** [www.southstreetseaportmuseum.org](http://www.southstreetseaportmuseum.org) or 917-492-3379.

**MYSTIC SEAPORT** [www.mysticseaport.org](http://www.mysticseaport.org) or 860-572-0711.

**VANCOUVER WSS & VANCOUVER MARITIME MUSEUM** [www.worldshipsocietyvan.ca](http://www.worldshipsocietyvan.ca) for information or if you visit, contact Glenn Smith: 604-684-1240, email [glenn.smith@worldshipsocietyvan.ca](mailto:glenn.smith@worldshipsocietyvan.ca). Next meeting: Wednesday, November 11.

**NEW SOUTH WALES WSS:** Meetings are held at the Uniting Church Complex in Lord Street, Roseville. Contact the branch at PO Box 215, Strathfield, New South Wales 2135, Australia for additional information.

**THE NATIONAL LIBERTY SHIP MEMORIAL, INC.** [www.ssjeremiahobrien.org](http://www.ssjeremiahobrien.org) or [liberty@ssjeremiahobrien.org](mailto:liberty@ssjeremiahobrien.org) or 415-544-0100. 1275 Columbus Avenue, Suite 300, San Francisco, CA 94133-1315.

**PROJECT LIBERTY SHIP** [www.liberty-ship.com](http://www.liberty-ship.com) or 410-558-0164.

**NEW YORK WATER TAXI**, [www.nywatertaxi.com](http://www.nywatertaxi.com) or 866-989-2542. Harbor cruises departing from both South Street Seaport Pier 17 and Pier 84 at West 44 Street. Hop on – hop off service throughout New York Harbor is offered as well. Contact via website or telephone for departure times and prices.

**CIRCLE LINE DOWNTOWN**, [www.circlelinedowntown.com](http://www.circlelinedowntown.com) or 866-989-2542. Harbor cruises on the ZEPHYR from April to December, and aboard New York Water Taxi from January to March, departing from Pier 17, South Street Seaport.

**CIRCLE LINE**, [www.circleline42.com](http://www.circleline42.com) or 877-731-0064. Circle Manhattan and other harbor cruises, departing from pier 84 at West 44 Street.

**NEW YORK WATERWAY**, [www.nywaterway.com](http://www.nywaterway.com) or 800-533-3779. Trans-Hudson ferry service and special-event cruises.

**THE NATIONAL LIGHTHOUSE MUSEUM** [www.lighthousemuseum.org](http://www.lighthousemuseum.org) or 855-656-7469. Contact for schedule of cruises and events.

**THE WORKING HARBOR COMMITTEE** [www.workingharbor.com](http://www.workingharbor.com) or 212-757-1600. Cruises to both remote and well-travelled parts of New York Harbor - the Hudson River to view tugboat races, Gowanus Bay and Erie Basin in Brooklyn, and a circumnavigation of Staten Island.

**THE NOBLE MARITIME COLLECTION**, [www.noblemaritime.org](http://www.noblemaritime.org) or 718-447-6490. Maritime lectures and art exhibits at the Sailor's Snug Harbor Cultural Center on Staten Island, NY.

### ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
NA EXPLORER	Svalbard	Svalbard	Arctic	George Chandler & Dan Amatuzzo	06/15
QUEEN MARY 2	Southampton	New York	175 Anniversary Transatlantic	Don & Ann Eberle	07/15



## SHIP'S LOG - September

Our 2015-2016 season began with an eagerly anticipated talk by Bill Miller, about the 175<sup>th</sup> Anniversary of the Cunard Line. Bill began his program on the warm fall evening of September 25 at 6:00 PM, while a few blocks away at Madison Square Garden, Pope Francis did the same!

Bill began with some historical background of the Cunard Line. It was in 1839 that Nova Scotia-born ship owner Samuel Cunard joined with Scottish engineer George Napier and British ship owners David MacIver and George Burns, with the goal of obtaining the Admiralty mail contract. They were successful, and the British and North American Royal Mail Steam-Packet Company proceeded to order four 207-foot, 1,154-ton wooden-hulled steam packets for the passenger and mail service to North America. It was soon known as the Cunard Line, although the official company name change did not take place until 1879. BRITANNIA was the first packet delivered, and made her maiden voyage from Liverpool to Halifax and Boston on July 4, 1840. The voyage took more than 14 days, with an average speed of about 8½ knots. Although the vessel was state-of-the-art, passenger comfort was minimal; Cunard let it be known that their main focus was safety, as the North Atlantic was well-known for its treacherous conditions year-round.

Decades of steady, safe service brought fame and prosperity to Cunard. In the 1880's, Cunard introduced the UMBRIA and ETRURIA, 7,718-ton vessels 500 feet long, capable of crossing the Atlantic at a speed of 18 knots. In 1893 the CAMPANIA and LUCANIA were Cunard's newest, 622 feet long with a tonnage of nearly 13,000; passenger comfort had increased dramatically as well. They could achieve speeds of 22 knots, and were the first Cunarders with twin screws. While not exactly luxurious, an Atlantic crossing on CAMPANIA or LUCANIA was relatively comfortable and safe.

Bill emphasized that the Cunard Line gained fame for becoming synonymous with safe, luxurious ocean travel. While German lines at the turn of the century introduced many new passenger comforts, the advent of Cunard's sister ships LUSITANIA and MAURETANIA in 1907 brought true luxury to the North Atlantic. Capable of speeds in excess of 25 knots, these spectacular four-funneled liners were driven by massive steam turbines – a revolutionary new propulsion technology – and captured the Blue Riband Atlantic speed trophy from the Germans. Each of the 32,000-tonners had its own lavish decor in First Class, comfortable accommodations in Second Class, and simple but clean surroundings for immigrants and bargain-hunters in Third (Steerage) Class. AQUITANIA, a larger and even more luxurious liner, was completed in 1914, which allowed Cunard to maintain a 3-ship weekly express service across the Atlantic.

The service was short-lived, Bill pointed out, because World War I began just weeks after the AQUITANIA's maiden voyage. While both MAURETANIA and AQUITANIA served as heroic troop and hospital ships during the war, a German torpedo tragically sank LUSITANIA in 1915, with an appalling loss of almost 1,200 lives. War reparations to Great Britain included the huge HAPAG Lloyd liner IMPERATOR, which was restyled as the BERENGARIA, and allowed Cunard to resume the three-ship service in the early 1920's. And what a decade it was for Cunard! There were no more successful ships on the Atlantic than Cunard's Big Three, each with her own personality. MAURETANIA was the Blue Riband holder known for her fast crossings and had a loyal following. AQUITANIA was nicknamed "The Ship Beautiful," elegantly proportioned and with interiors reminiscent of a grand English country home. BERENGARIA, the former German, was the largest of the three – a comfort to those who might have been concerned about seasickness. She had magnificent interiors, with a string of double-height lounges and foyers along her Promenade deck.

Bill noted that by the late 1920's, competition was heating up on the Atlantic. French Line introduced the wildly popular, Art Deco-inspired ILE DE FRANCE in 1927. Germany restored its position as a major Atlantic player with the sleek BREMEN in 1929, which captured the Blue Riband held by the MAURETANIA for 22 years; sister ship EUROPA followed in 1930. In the Cunard boardroom in Liverpool, company directors knew that it was time for new tonnage, and decided to pioneer a two-ship Atlantic service. This would require service speed in excess of 28 knots, and a 4-1/2 day crossing. In December 1930 the keel was laid at John Brown's in Scotland for the first of the two vessels. Unfortunately, the worldwide economic depression forced Cunard to suspend construction a year later. The British government used this unfortunate circumstance to engineer a merger between Cunard and their ailing competitor, White Star Line. So in 1934, HRH Queen Mary launched the new, 80,000-ton Cunard-White Star liner, naming her QUEEN MARY – the first time a reigning monarch agreed to name a merchant ship.

Bill told us that the QUEEN MARY was, of course, a huge success, despite the ongoing depression. Funds were in place to build a slightly modernized sister ship, which was completed in 1940 as QUEEN ELIZABETH – also launched by the reigning monarch, Queen Elizabeth. Attending both launches was little Princess Elizabeth, the current Queen Elizabeth II, who would launch many more passenger liners.

Before QUEEN MARY and QUEEN ELIZABETH could begin their planned two ship service World War II was declared, and both huge liners were converted to troopships during 1940. Bill showed us dramatic photos of the liners packed with about 15,000 troops – the QUEEN MARY still holds the record for the largest number ever transported on one ship, with over 16,000 troops and crew aboard. Bill told us that at war's end, Winston Churchill commended the Queens, estimating that their successful trooping shortened the war by about a year. In the summer of 1947 restoration of both ships was completed, and the two-ship service, planned twenty years earlier, finally began.

The next 15 years represented the pinnacle of Cunard's success. Bill enthusiastically conveyed to the audience what a wonderful time the post-war years were for Cunard and transatlantic travel in general. The QUEENS sailed full, and tickets for the better accommodations during summer crossings had to be purchased a full year in advance. Cunard had a grand booking hall at 25 Broadway in New York, still in use today as a post office branch. Bill described the process of entering the hall and reserving a first class stateroom as something similar to a religious experience. Sailing days were gala, with mountains of flowers and fruit baskets whisked aboard ship, followed by champagne-soaked bon voyage parties. But that was nothing compared to the lavish life at sea. Five days of supreme luxury followed, with leisurely gourmet meals, afternoon high tea, concerts and dances every evening. One could work up an appetite in the swimming pool, walking on deck, or exercising in the gym or squash racquet court. And Bill let us know that it was somehow even more special on a Cunard ship. He told the story

of the P&O Line captain who, although he was sailing one of the great British liners, would sound the ship's horn in a special salute when he passed a Cunard QUEEN.

Unfortunately, it all came crashing to a halt with the advent of the jet plane in 1958. Bill told us that Cunard's public relations staff proclaimed jet travel a fad the day after the first flight. But air travel, which had grown to 50% of North Atlantic traffic by 1957, reached 75% in 1962 and more than 90% in 1967. The era of the transatlantic liner was over. In 1967, Cunard made the decision to sell the QUEEN MARY that year and QUEEN ELIZABETH in 1968. The former became a hotel in Long Beach, CA in 1971; the latter was destroyed by fire while being renovated in Hong Kong in 1972. But Bill pointed out that there was also hope for the future – Cunard launched a dual-purpose Atlantic liner/cruise ship in September 1967, during the same week the QUEEN MARY was on her last Atlantic crossing. She was completed in 1969 as QUEEN ELIZABETH 2, named by HRH Queen Elizabeth II, who had been a little girl at the launch of the earlier QUEENS.

QUEEN ELIZABETH 2, or QE2 as she was soon known, was a link to the past that literally kept Cunard afloat during the difficult decade of the 1970's. Bill explained that Cunard's vast fleet of liners was reduced to just 2 in 1969; QE2 and CARMANIA. A few minor cruise ships did join the fleet in the 1970's – CUNARD ADVENTURER and CUNARD AMBASSADOR in 1971-1973, followed by CUNARD COUNTESS and CUNARD PRINCESS in 1976-77. The ADVENTURER was soon destroyed by fire and was sold and rebuilt as a sheep carrier. The other ships were just no match for the great QE2, which was developing a loyal following and reputation for luxury worldwide. During the early 1970's, Trafalgar House, a British real estate company, purchased Cunard and Bill explained that without shipping men in the boardroom, the company was adrift. The 1980's and 1990's were odd times for Cunard; while most companies started building lavish new cruise ships to meet the demand of cruising's new popularity, Cunard instead bought other cruise lines, or parts of them, ending up with a wildly mismatched fleet. Luxury operator Norwegian America Cruises was purchased and became Cunard-NAC in 1983; Crown Cruise Line, a mass-market player, became Cunard Crown Cruises in 1993; the deluxe Royal Viking Sun was purchased in 1994, and became the Cunard-Royal Viking division. The QE2 was re-engined in 1986, her troublesome steam turbines exchanges for diesel propulsion in a huge refit in Germany; another major rebuild took place in 1994. Bill recalled Cunard's 150<sup>th</sup> Anniversary celebration in great detail. HRH Queen Elizabeth and Prince Philip boarded QE2 in Liverpool, and the ship was abuzz with rumors that a huge model of a new Cunard flagship – to be named PRINCESS DIANA - would be unveiled that evening. However, nothing of the sort came to pass. In 1996, Norwegian industrial giant Kvaerner bought Trafalgar House, and put money-losing Cunard Line on the market, but there was no interest.

Bill told us that he thinks Cunard might have disappeared from the world's oceans by the year 2000, if the gigantic Carnival Corporation and its leader Mickey Arison had not taken interest in the ailing company. In 1998, Carnival bought a 68% controlling interest in Cunard, and purchased the balance of the company in 1999. Their intention was to reestablish Cunard as a great luxury operator, and reinvigorate the transatlantic service with a huge new ocean liner. First announced in 2000, the QUEEN MARY 2 entered service in January 2004 as the world's largest passenger ship at 153,000-tons, and the first transatlantic liner to be constructed since the QE2 in 1969. Like the QE2, QUEEN MARY 2, or QM2, was an instant sensation - and Cunard didn't stop there! Carnival Corporation's well-tested Vista-Class platform was used for the new QUEEN VICTORIA in 2007 and the QUEEN ELIZABETH in 2010. Although more cruise ships than liners, these additions to the fleet were clearly QUEENS, creating a consistent Cunard fleet for the first time in decades.

Bill concluded this impressive program by showing us spectacular photos of Cunard's 175<sup>th</sup> Anniversary celebration, in Liverpool this past July. Bill made it quite clear: no other cruise line can produce stunning, headline-grabbing events like Cunard. The three QUEENS arrived in the River Mersey at Liverpool, as the sun broke through a grey July morning. Then, the three giant liners gracefully – and with great skill on the part of all involved - "pirouetted" in mid-river, facing out to sea again. Royal Air Force planes circled above, trailing red, white and blue as hundreds of thousands cheered and watched from both shores of the Mersey. A massive fireworks display was launched that evening as the QUEENS sailed away. QUEEN MARY 2 traced the route of the first Cunarder, BRITANNIA – Liverpool to Halifax and Boston (and then on to New York) - to mark the occasion. There was no doubt in anyone's mind – the great Cunard Line was here to stay! Bob Allen



The QUEEN MARY, a favorite on the North Atlantic from 1936 to 1967, represented Cunard during their heyday in the 1950's as the world's most admired and popular steamship company. (Paul Klee)



## **THEIR PHOTOS ARE TOPS!**

The 50<sup>TH</sup> Anniversary photo contest winners have been selected. The following superb maritime photographers' stunning photos will grace the 2016 Calendar, which will be for sale at the anniversary celebration on October 24. Thanks to everyone for submitting so many beautiful photos!

Paul Klee (FRANCE, QE2)

Ted Scull (CANBERRA)

Anthony LaForgia (ZENITH)

John Baxter (VISION OF THE SEAS)

Michael Boland (QE2)

Bill Donall (SAGA RUBY)

Shawn Marsh (PRINSENDAM)

Marjorieann Matuszek (QUEEN VICTORIA, AZAMARA QUEST)

John Drexel (DISNEY MAGIC)

Robert O'Brien (ARTANIA & DISCOVERY, SAPPHIRE PRINCESS)

## **PONY BAZAAR**

Saturday, October 3 was a rainy day in New York City, but it didn't dampen the spirits of WSS Pony members and friends who visited the annual Ocean Liner Bazaar. All had a lovely time, as we socialized and debated over what wonderful ocean liner ephemera we wanted to add to our collections. Many thanks to Special Events chair David Hume for all of the time and effort spent to make the day such a success!



The PONY WSS Ocean Liner Bazaar was a great success!

(Marjorieann Matuszek)

## SHIP NEWS

**A NEW SAGA:** Deluxe British operator Saga Cruises has announced that they are building their first new cruise ship, scheduled to debut in 2019. Saga, which caters to the 50-plus age group, has until now operated second hand vessels, which they refurbish and/or rebuild to suit their needs. The unnamed 56,000-ton ship will carry just under 1,000 passengers, with 15% of the cabins reserved for single travelers. German shipbuilder Meyer Werft will build the new ship, and there is an option for a sister in 2021. Renderings released by Saga show a handsome vessel with a sharply raked bow and a single funnel in the style of the SAGA ROSE (ex-SAGAFJORD) of 1965; interiors are done in Saga's traditional ocean liner style. As with all Saga ships, single seating dining is planned in the main dining room and a variety of specialty and al fresco dining venues. Saga's traditional arrangement of both indoor and outdoor swimming pools will be featured on the new liner as well.



Saga Cruises' newbuild features flowing lines and a "retro" stack like that on SAGA ROSE. The mustard and blue funnel colors, far more traditional than Saga's current abstract funnel markings, match the earlier ship. (Saga Cruises / Myer Werft)

**MAJESTY FOR THE CHINESE MARKET:** Princess Cruises has announced that their latest ROYAL PRINCESS-class ship, the 143,000-ton MAJESTIC PRINCESS, will be dedicated to the Chinese market. The 3,560-passenger vessel will be based year-round in Shanghai beginning in summer, 2017. Besides the amenities found on her sister ships, MAJESTIC PRINCESS will have as yet unspecified features specially created for Chinese and International guests. She will also have a Chinese language name on her bows, which loosely translated will mean GRAND WORLD or GRAND SPIRIT. Princess competitor Royal Caribbean International will also be basing one of their new QUANTUM-class vessels in China to serve the burgeoning market there.

**FAREWELL TO THE S.S. UNITED STATES RESTAURANT; FAREWELL S.S. UNITED STATES?:** The S.S. UNITED STATES Conservancy announced on October 8 that they are about to run out of funds to keep the 63-year-old iconic liner docked in Philadelphia. Therefore, they will seek bids to have her scrapped at the end of this month if their financial situation remains unchanged. This situation has happened several times in the past few years, yet a donor always appeared at the last minute to save the ship. Negotiations to sell the UNITED STATES to a developer have been ongoing, and the conservancy has indicated that real progress has been made. There were even indications that the vessel would dock permanently in her former homeport of New York. It is now clear that there are no definite plans for her, and this time the end may be very near. Coincidentally, on the same day, Celebrity Cruises announced the "scrapping" of the S.S. UNITED STATES Restaurant on board the CELEBRITY INFINITY. Celebrity built a series of remarkable ocean liner-themed restaurants on their four MILLENIUM-class vessels between 2000 and 2002. These extra-tariff dining venues successfully conjure up the feeling of fine dining on a transatlantic liner. MILLENIUM has the OLYMPIC Restaurant, featuring wood paneling from the TITANIC's sister ship. Ocean Liners Restaurant on the CELEBRITY CONSTELLATION is decorated with lacquered panels from the 1927-built ILE DE FRANCE. CELEBRITY SUMMIT's NORMANDIE Restaurant has gold bas-relief panels from the legendary French Line flagship. The S.S. UNITED STATES Restaurant has built in etched glass screens from the UNITED STATES' First Class Ballroom, which will now be relocated to a display area near the casino. The rest of the room, fitted with rare UNITED STATES memorabilia and designed to reflect 1950's ocean liner style, will be completely gutted. In its place, Celebrity will install their "Tuscan Grille," which also appears on all five of the SOLSTICE-class vessels. The same fate was announced for the NORMANDIE Restaurant on the SUMMIT, so it is safe to assume that Celebrity's remaining ocean liner-themed restaurants will soon disappear. Celebrity Cruises evidently feels that the unique, one-of-a-kind interiors decorated with decades-old historical artwork and fittings are no longer desirable to their clientele. Clearly, Celebrity prefers that their passengers find, on all of their ships, identical or nearly identical venues, with the familiarity of their local shopping malls' chain restaurants.

### OFFICERS

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Vice Chairman: David Hume\*  
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