



Friday, September 25, 2015 - 6:00 PM

Community Church Assembly Room, 40 East 35th Street, Manhattan

CELEBRATING 175 YEARS OF CUNARD

By Bill Miller



Cunard's legendary QUEEN ELIZABETH 2 departing New York for Southampton, England, in July 1981.

(Bob Allen)

Cunard is perhaps the most famous name in passenger shipping. It conjures up images and recollections of the great luxury liners, lavish shipboard interiors, celebrities onboard, and even soldiers during wartime. Cunard has owned some of the greatest and grandest liners of all time -- the *Mauretania*, *Lusitania*, *Aquitania*, the six *Queens* of course, and many more. And no company has more distinctions and notations -- from the very first world cruise to the first ship's newspaper. "Getting There Is Half the Fun" superbly symbolized Cunard's hugely popular trans-Atlantic service.

This year, Cunard celebrates its 175th anniversary. The events, festivities and celebrations included the three current *Queens* meeting in May in Liverpool, Cunard's spiritual home. Bill Miller -- longtime Branch member, author of over 90 books and well known as Mr. Ocean Liner -- was there for all of the festivities. On September 25th, he will tell us of Cunard's history and the celebrations of the 175th Anniversary at Liverpool.

Bill will bring along some of his books for sale and promises special discounts for PONY Branch members.

NEXT EVENTS: The Ocean Liner Bazaar -- October 3; Cruise on REGAL PRINCESS - October 10; WSS PONY 50th Anniversary celebration - October 24; Membership meeting -- November 20.

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s.s. INDEPENDENCE at Honolulu, Hawaii, April 20,1991.

(Bob Allen)



THE OCEAN LINER BAZZAAR IS COMING SOON!

This is a reminder that the World Ship Society will be hosting its annual Ocean Liner Bazaar on Saturday, October 3 between 10:00 AM and 2:00 PM. The location is the Abigail Adams Smith Auditorium at 417 East 61st Street between First and York Avenues on the East Side of Manhattan. We will have a full complement of vendors this year and we look forward to the first of three great social events in October, in which we are celebrating the 50th Anniversary of the New York Branch of the World Ship Society.

Admission is \$5.00 at the door. We still have room for additional vendors, especially half tables. Vendors set up starting at 8:00 AM and have an early start in trading with other vendors

If you have any question about the bazaar, please contact David Hume at dghume@aol.com or (914) 761-6372.



Come to the bazaar to browse deck plans, paintings, china, and many other types of ocean liner ephemera!

(Italia / Bob Allen collection)

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 or 917-492-3379.

MYSTIC SEAPORT www.mysticseaport.org or 860-572-0711.

VANCOUVER WSS & VANCOUVER MARITIME MUSEUM www.worldshipsocietyvan.ca for information or if you visit, contact Glenn Smith: 604-684-1240, email glenn.smith@worldshipsocietyvan.ca. Next meeting: Wednesday, October 14.

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 or liberty@ssjeremiahobrien.org or 415-544-0100. 1275 Columbus Avenue, Suite 300, San Francisco, CA 94133-1315.

PROJECT LIBERTY SHIP www.liberty-ship.com or 410-558-0164.

NEW YORK WATER TAXI, 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 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 or 877-731-0064. Circle Manhattan and other harbor cruises, departing from pier 84 at West 44 Street.

NEW YORK WATERWAY, www.nywaterway.com or 800-533-3779. Trans-Hudson ferry service and special-event cruises.

THE NATIONAL LIGHTHOUSE MUSEUM www.lighthousemuseum.org or 855-656-7469. Contact for schedule of cruises and events.

THE WORKING HARBOR COMMITTEE 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 or 718-447-6490. Maritime lectures and art exhibits at the Sailor's Snug Harbor Cultural Center on Staten Island, NY.

ARRIVALS AND DEPARTURES

PLEASE SEND REPORTS OF YOUR SUMMER CRUISES TO THE PORTHOLE!

SHIP'S LOG - June

Summer arrived just in time for our June meeting, bringing with it very warm weather and a lack of air conditioning (our meeting place was waiting for new equipment), which we counteracted with a program on Russian shipping. Branch Secretary Greg Fitzgerald introduced our speaker and fellow member, Doug Newman, whom he met on the QE2, and described as our “youngest presenter” and a meticulous researcher.

The vessels under discussion were described as “ships of state” in the sense that they were owned by the government, other countries having stopped supporting their fleets in the 1970's. Doug had decided to concentrate on post-World War II vessels, information on earlier ones being hard to find. However, many of the older postwar ships dated from the late 19th and early 20th centuries.

Doug's information-filled talk was illustrated with excellent color photos, with sources underneath, most taken from the internet, but many were selected by Doug from Ted Scull's collection.

Doug took us through the histories of various ships and their classes, starting in 1928 when six new ships appeared, some built in Germany and the rest in the USSR. Some of the better-known vessels were the 1930's-built MOLOTOV, which after a stint as the JOSEF STALIN became the BALTIKA, which brought Nikita Khrushchev to New York for his shoe-banging visit to the United Nations; the ADMIRAL NAKHIMOV, which collided with a Soviet tanker at the cost of 962 lives; the MIKHAIL LERMONTOV, the largest and most elaborate constructed by the Soviets and one of the last ocean liners built; and the MAKSIM GORKY, bought from the Germans to become the Soviets' largest passenger ship.

We also heard about Soviet commercial behavior. Cargo ships, passenger ships with cargo space, passenger ships that cruised, vessels of any kind – all were important in bringing in hard currency. And in the process they undercut other lines' prices.

Doug was finally forced to admit defeat by the heat, and so could not tell us what happened to the “newest” postwar ships. Naturally, the first question from the audience was “What happened?”

Despite the heat, all enjoyed Doug's well-presented program. Likewise the refreshments, even though they weren't Russian. And by now Doug has most likely received the book he requested as his speaker's reward, “MARCO POLO – Celebrating Fifty Years of Ocean Travel” by Richard Clammer.

Marge Dovman



TARAS SHEVCHENKO, one of the five "Poet Class" sisters, was built in East Germany for the Black Sea Shipping Company. One of the largest Soviet liners, she was of 20,000-gross tons and was completed in 1967. (Ted Scull)

CRUISE WITH PONY WORLD SHIP SOCIETY

Join members of PONY World Ship Society on their annual cruise. We sail October 10, 2015 on the REGAL PRINCESS for 7 days to New England and Canada, round-trip from New York. For more information, contact Brad Hatry at Pisa Brothers Travel. Call 212-265-8420 x 222, or 800-729-7472 x 222. Email brad@pisabrotherstravel.com.

JOHN MAXTONE-GRAHAM, 1929-1985

John Maxtone-Graham, world-renowned maritime lecturer and frequent guest speaker at the World Ship Society PONY Branch, died in New York of respiratory failure on July 6 at age 85.

Born in Orange, NJ to a Scottish father and American mother, John embarked on his first transatlantic crossing at age 6 months on the liner MINNEWASKA – his banker father was moving the family to London as a result of the 1929 stock market crash. A decade of crossings followed, as the family frequently traveled between the UK and the US.

After graduating Brown University in 1951 and serving in the marines, John married Katrina Kanzler in 1955; they were later divorced. His early career was as a Broadway stage manager, but by 1967 he was reconnecting with his nautical roots, writing magazine articles on maritime subjects. In 1972 his book "The Only Way to Cross" was published, and became an instant classic on the subject of 20th Century ocean liners. It was an affectionate tribute to the great liners that plied the North Atlantic Ocean, which debuted just as liner travel around the world was rapidly disappearing, making the book even more poignant and memorable.

A similarly well-received book "Liners to the Sun" followed in 1985, by which time John had developed a career as a shipboard lecturer on maritime subjects. He traveled the world on a new breed of purpose-built cruise ships as the industry exploded. His lectures, which extended on land to museums and libraries, recreated the nostalgia for lavish ocean liners that had so vividly emerged from the pages of his books. And there were almost 30 books, including "Safe Return: The Heroic Age of Polar Exploration"; "Queen Mary 2: The Greatest Ocean Liner of Our Time"; and "Normandie: France's Legendary Art Deco Ocean Liner," a detailed look at his favorite ship. He lectured to a packed house for the WSS PONY Branch just months before his death, speaking about his final book "S.S. United States: Red, White and Blue Ribband, Forever."

John married Mary Bergeron in 1981 aboard Holland America Line's ocean liner ROTTERDAM (V) in New York. A constant companion on his globetrotting voyages, she survives him, as do his twin brother Michael and his children from his first marriage: daughters Sarah Francois-Poncet and Emily Maxtone-Graham, and sons Ian Maxtone-Graham and Guy Maxtone-Graham.

SHIP NEWS

FAREWELL TO NOWHERE: Cruises to “Nowhere,” those fun-filled 1, 2 or 3-day getaways that date back to “booze cruises” which skirted prohibition in the 1930’s, will soon be just a fond memory. The US Department of Homeland Security will now strictly enforce the 130-year-old Passenger Vessel Services Act of 1886, which does not permit foreign-flagged vessels to operate from a United States port without at least one stop in a foreign port. The regulations will ban all such voyages starting in 2016. The final “Cruise to Nowhere” is scheduled from New York on the NORWEGIAN BREAKAWAY, December 11-13, 2015.

HELLO TO SINGLES: The upcoming renovation of the QUEEN MARY 2 will include construction of 15 ever-popular single-occupancy staterooms. Also planned are 30 staterooms for “Britannia Club,” a single-seating class positioned between standard accommodations and the Princess and Queen’s Grills. There’s good news for seagoing pets as well: 10 more kennels will be added. More details of the 25-day renovation of QUEEN MARY 2 at Germany’s Blohm + Voss Shipyard, scheduled for May 27, 2016, will be released at a later date.



New “Britannia Club” cabins will be added to QUEEN MARY 2’s top deck, hopefully leaving her graceful profile unscathed.

(Bob Allen)

GLITTERING CRYSTAL: Crystal Cruises, which recently transitioned from Japanese to Chinese ownership, is embarking on a massive expansion program. They are planning 3 new 100,000-ton luxury vessels that will carry only 1,000 passengers each, with a space ratio of 100, making them by far the most spacious major cruise ships ever built. Their smallest staterooms will be 400 square feet, and perched high atop the ships will be 48 vast condominiums and private facilities for those who wish to make Crystal their home. The new ships will be “polar class” expedition vessels, able to navigate ice fields in remote parts of the globe. (A recent Crystal cruise through the Northwest Passage sold out in record time.) These Crystal “Executive Class” vessels will be built by Lloyd Werft in Germany, and are scheduled to enter service on worldwide itineraries in 2018, 2019 and 2020. However, this is just the beginning of Crystal’s expansion plan. A new boutique line, Crystal Yacht Cruises, will begin operations in December 2015 with the introduction of the 62-passenger CRYSTAL ESPRIT, formerly Star Cruises’ MEGASTAR TAURUS. The all-suite vessel will feature a two-passenger submarine, and itineraries to the Adriatic and Persian Gulf are being offered in 2016. Two new vessels will be built for Crystal River Cruises, although details of the ship’s designs have not made public, reportedly due to the competitive nature of the river cruise market. Crystal is promising supremely luxurious vessels, also to be built at Lloyd Werft, with a March, 2017 debut planned. Dubbed “River Yacht Class” vessels, these 70-suite riverboats will feature staterooms of 250 square feet, the industry’s largest. Finally, why limit all of this luxury to the sea? Crystal will launch Crystal Air in 2017, offering around-the-world air cruises on a custom Boeing 787 Dreamliner. Reconfigured with just 60 flatbed seats, the luxurious airliner will transport guests between the historical cities, featuring stays of up to 3-nights in the most sophisticated hotels. Although Crystal has not revealed the price of this planned expansion, it is estimated to be in the multi-billion-dollar range.



A rendering of Crystal River Cruises "River Yacht Class" vessel, due in March, 2017.

(Crystal Cruises)

AN AMBER COVE IN THE CARIBBEAN: Carnival Corporation will open a newly built port-of-call for its Caribbean-bound vessels on October 6, when CARNIVAL VICTORY calls at Amber Cove. The port is a gateway to Puerto Plata, on the north coast of the Dominican Republic. Once a popular cruise ship destination, Puerto Plata lost favor to La Romana on the south coast during the 1980's, so Amber Cove represents a major revival in the area's fortunes. The port is named for the native yellow fossil resin, which can be viewed at a local museum; the surrounding region is known as the Amber Coast. In addition to the museum, the area features art galleries, a rum factory, and Ocean World, a tropical nature park with marine mammals and macaws. The area is also known for its beautiful beaches, waterfalls, mangroves and almond trees. Built on a 25-acre site at Maimon Bay, the \$85-million facility is expected to host 350,000 cruise passengers in 2016, nearly doubling the number now visiting the Dominican Republic.



One of the newly constructed structures at Amber Cove, designed to reflect traditional architecture in nearby Puerto Plata.

(Carnival Corporation)

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