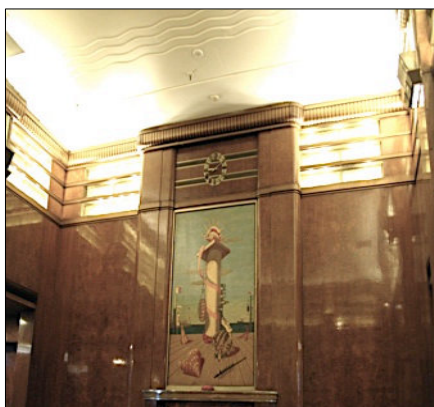


Friday, February 25, 2022 – **Via ZOOM at 6:00 PM**

## **THE ROYAL FAMILY AND SHIPS OF STATE: THE POLITICS OF OCEAN LINER DESIGN AND DECORATION**

**by Christian Roden**

From Brunel's GREAT BRITAIN to Cunard's QE2, the English Royal Family has embraced ocean liners as a political tool that is as useful to crafting its image as its palaces and wardrobes. Join Christian Roden as he describes the longstanding relationship between the royals and transatlantic travel, and explores the interiors of many of these vessels and their surprising connections to the great names of British architecture and design.



Clockwise from top left: QUEEN MARY in Long Beach, 2011; QUEEN ELIZABETH 2 in New York, 1981; Princess Grill on QE2, 2007; First Class Smoking Room on QUEEN MARY, 2011; First Class Restaurant on QUEEN MARY, 2011.  
(Bob Allen)

**NEXT EVENTS:** Membership Meeting Via ZOOM, Friday March 25 – The Liners and Cruise Ships of Scandinavia by Captain Albert Schooderbeek

**ADDRESS:** PO Box 384, New York, NY 10185-0384

**E-MAIL:** [wsspony@gmail.com](mailto:wsspony@gmail.com)

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



## MEMBER PHOTO OF THE MONTH



SEABOURN OVATION departing Port Klang Cruise Terminal, Malaysia. The photo was taken from the deck of the QUEEN MARY 2 on February 10, 2020. (Pat Dacey)

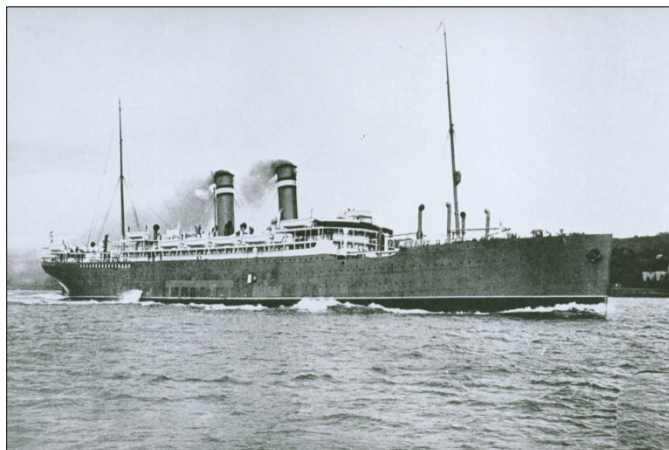
### ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
QUEEN MARY 2	Southampton	New York	Transatlantic	Pat and Denise Dacey	02/22

### PREVIEW: FRIDAY, MARCH 25, 2022, 6:00 PM – VIA ZOOM: THE LINERS AND CRUISE SHIPS OF SCANDINAVIA

#### By Captain Albert Schoonderbeek

Scandinavian Liners are the ships that sailed from Norway, Sweden and Denmark. These small countries were traditionally seafaring nations, and extensive fleets were built to connect their populations to the rest of the world. From the 1860's onward, Scandinavian liners sailed the world's oceans and continued to do so until the decline of the transatlantic passenger ships in the early jet age. Many lingered on as cruise ships during the next few decades. The tremendous growth of the cruise industry in the 1960's through the 1980's was largely due to Scandinavian maritime enterprise. Norwegian-based companies Royal Caribbean International, Norwegian Cruise Line, Royal Viking Line and others led the way in the early years of the modern cruise business. Captain Albert Schoonderbeek will cover this entire period, from the early Thingvalla Line to latest "Apartment of the Seas."



The KRISTIANIAFJORD (1913) was an early liner of the Norwegian America Line (above, left). GRIPSHOLM (1957), foreground, and KUNGSHOLM (1966) were the final two liners built for Swedish America Line (above, right). (Captain Albert Schoonderbeek Collection)

**SHIP'S LOG, JANUARY 2022 - REVIEW OF BILL MILLER'S  
"SS UNITED STATES: SHIP OF POWER, MIGHT AND INDECISION"**

**By Doug Newman**

For our January 2022 program one of our longest-standing members, Bill Miller, returned to present "SS UNITED STATES: Ship of Power, Might, and Indecision" in honor of the upcoming 70<sup>th</sup> anniversary of the 1952 maiden voyage of America's greatest ocean liner. Bill, an extraordinarily prolific author and lecturer, has just published his fourth book about the ship. Most in the audience were likely familiar with at least the basic outline of this ship's life, but the many facts and anecdotes including Bill's personal recollections, the wonderful photos, and Bill's unique and engaging presentation style made it a memorable evening to start off the year, with the highest-yet attendance for any of our Zoom presentations since we began them in 2020.

Bill began with the prehistory of America's only superliner, first conceived decades before its construction by the genius naval architect William Francis Gibbs. Unlike Britain, France, Germany, or Italy, the U.S. had no superliners of its own in the first half of the 20<sup>th</sup> century except for the German-built LEVIATHAN, seized in World War I. Instead, in the interwar period there were more modest if still lovely liners such as the MANHATTAN and WASHINGTON and the AMERICA, a far smaller and slower Gibbs-designed liner that served in some ways as a prototype for the UNITED STATES. But it was the war that led to the realization of Gibbs's dream: the U.S. government was determined to have at least one large high-speed troopship like Britain's Queens in any future war; naturally, like the Queens, it would be a North Atlantic superliner in peacetime. Initially there were thoughts of refurbishing the seized German EUROPA in a reprise of the LEVIATHAN concept, but that ship was soon found to have too many problems and became the French LIBERTÉ instead. With a newbuild the only remaining option, this military need led the U.S. government to heavily subsidize the construction and later the operation of the ship that became the UNITED STATES. Bill took us through the ship's design and construction, including the story of its name being appropriated from an aircraft carrier that had been under construction in the next graving dock at Newport News but cancelled due to postwar defense cuts, and the many ways in which its intended military purpose—the true reason for its very existence—influenced every aspect of its then highly-classified design. Even the ship's most legendary aspect, its extraordinary speed, was the result of military rather than commercial considerations, although it enabled the United States to triumphantly capture the Blue Riband from the QUEEN MARY on both its eastbound and westbound maiden crossings in July 1952, a tremendous publicity coup and a record no liner ever even attempted to surpass.

The ship's first years of service were, as Bill recounted, the happiest of its life, a time of extreme popularity marked by near-full year-round occupancy and the patronage of numerous celebrity passengers subsidized by United States Lines for publicity purposes. Most notable among them, even more than the many Hollywood stars, were the Duke and Duchess of Windsor, who were accorded on the UNITED STATES the deferential treatment they felt they deserved but did not receive on British liners as a former king and his wife. But a postwar superliner had only a short time to enjoy such resounding success: in 1958, just six years after the ship's maiden voyage, the introduction of jets led passengers traveling by air between the U.S. and Europe to outnumber for the first time those traveling by sea. The ship that once sailed full year-round began to get emptier in the winter, and while competitors increasingly turned to off-season cruising, the UNITED STATES was only allowed to take occasional ones by the U.S. government, which was of course paying many of the bills. Instead, the government diverted more of its own business—often U.S. officials and military personnel and their families relocating to or from European postings—to the ship. But even this could only last so long: in 1969 the withdrawal of government subsidies and ever-declining passenger traffic led United States Lines to abruptly withdraw its flagship at the commencement of its annual drydock in Newport News, where it was laid up.



The SS UNITED STATES refueling at her West 46<sup>th</sup> Street dock.

(Bill Miller Collection)



This began the next phase of the ship's life—one that improbably continues to this day, and in which most of Bill's own interactions with the UNITED STATES took place. At first the ship was transferred to the U.S. Maritime Administration, who maintained it in reserve for potential troopship, a concept that became increasingly implausible: the same jets that made it commercially obsolete also meant that in any future war troops would fly rather than steam to the theater of war. There was a rejected plan for conversion into a hospital ship; and an attempt by Knut Kloster of the then Norwegian Caribbean Line to purchase the mothballed liner for conversion to a cruise ship was rebuffed on national security grounds (the similarly laid-up FRANCE was purchased instead). But eventually, the UNITED STATES was deemed no longer to be a necessary asset to national security and was put up for sale to all comers. The first buyer intended to turn it into a time-share cruise ship; in the end the only thing that came of this era was the auctioning off of most of the ship's furnishings and art in 1984. The great liner was left to become virtually derelict on board, and Bill recounted and showed photos of his experiences visiting the nearly abandoned ship in Virginia with its last commodore, who had retired to the area and whom he often visited there. Later, in 1992, the by then repossessed liner was auctioned off to Turkish interests and towed across the Atlantic to Turkey; there, on a cruise-ship call, Bill managed to get in contact with the owners and was even invited to visit the ship, which he sadly had to decline for reasons of practicality. The ship was soon towed to Ukraine for asbestos removal, at which point virtually all remaining vestiges of its original interiors were destroyed, and even the lifeboats were lost. But the cost of refurbishing the now empty shell of a superliner was too high, and various rumored partnerships such as one with Cunard to operate the UNITED STATES as a running mate to the QE2 never materialized. It was thus towed back to the U.S. in 1996 and, after being rejected by many East Coast ports, finally found a new home laid up in South Philadelphia where it remains to this day.

Although the UNITED STATES has not moved from its South Philadelphia berth in over 25 years, there have been several changes in ownership and an endless parade of plans to refurbish the ship for both active and static roles. Bill recounted many of these, showing renderings of many visions that never came to be along with many wonderful if melancholy photos taken by the great Peter Knego of the ship in its current state. Among other owners, a later iteration of NCL under parent Star Cruises eventually did purchase the ship in 2003 after starting its U.S.-flag cruise operation, but this never expanded beyond the newbuild PRIDE OF AMERICA in Hawaii, and NCL in the end had no use for a stripped-bare U.S.-flag superliner. As it had many times in the past, the threat of scrapping became very real after NCL determined it would jettison the ship, but instead in 2011 it was sold to the SS UNITED STATES Conservancy, which is still working to find a partner to preserve it as philanthropists foot the bill for perpetual reprieves from the scrappers. Most proposals have envisioned the ship in a static role as an attraction in some U.S. port, although in 2016 there was a proposal by Crystal Cruises—by then owned by the same parent company that had previously owned NCL during its purchase of the ship—to restore the UNITED STATES as an ultra-luxury cruise ship. This was dropped after mere months and the potential for static use again came to the fore; today the Conservancy is working with the commercial real estate firm RXR to attempt to find a new use for the ship somewhere in the U.S. Whether some such plan will eventually come to fruition after at least 53 years of limbo and only 17 of active service, or whether the famed liner that has for so long cheated the breakers will eventually find itself there—the high cost of scrapping under U.S. environmental laws has so far helped to stave off that sad fate—remains to be seen. Meanwhile the ship continues to await its fate in Philadelphia, where locals report that tourists ask if it is the wreck of the TITANIC raised from the seabed. The final chapter in the life story of one of the greatest liners ever is in any case yet to be written. As Bill said, perhaps a fifth book containing that final chapter someday will be needed, however happy or unhappy may be the fate recounted within. But for now, happy 70<sup>th</sup> birthday to the great SS UNITED STATES.



A festive noon departure of the SS UNITED STATES from Manhattan's Pier 86.

(Bill Miller Collection)

## **THE SEA DART II, A LIFETIME OF SERVICE: THE STORY OF THE MIGHTY LITTLE T-513 AND THE SEA SCOUTS**

**By CAPT James R. Zatwarnicki Jr**

During the mid-20<sup>th</sup> century, and especially during the Second World War, the US Army had a fleet of vessels that outnumbered even the US Navy. These were not necessarily all large seagoing ships, but a literal alphabet soup of small craft with designations such as J-boats, Q-boats, Y-boats, LT's, and many, many more. Amongst these (specifically between ST's and TCDF's) were the versatile, plucky, little T-boats. The letter "T" specifically designated them as "Boat, passenger and cargo".

The first T-boats that emerged during the Second World War were known as the 259 series and were made of wood due to the wartime steel shortages. They were 65 feet in length and consisted of a single derrick that serviced one cargo hold. In the aft section of the vessel there was a small passenger compartment for transporting personnel and the crew quarters were in a small space in the bow of the vessel, just forward of the cargo hold. The vessels were also equipped with towing bits aft for light tug duties and a diesel-engine-driven pump for firefighting duties.

The primary mission of the boats was to lighten personnel and cargo from larger ships inland through shallow rivers and canals; but given their additional features they could function in many ways like a Swiss Army knife afloat, adaptable to a wide variety of tasks. Their versatility is perhaps most evident in their post-military careers, with many going on to second lives such as small tugs, fishing vessels, research vessels, small cargo vessels, passenger vessels, ferry boats, training vessels, and even luxury yachts (with a few upgrades added, of course).

After the Second World War the T-boats made their next appearance during the Korean Conflict. The new generation of T-boats was an upgrade on the original design, known as the 2001 series, with hull numbers ranging from T-424 through T-517. These vessels were constructed of steel not wood, they boasted an armor-plated deckhouse, and 50cal machine gun mounts. The boats were mostly constructed between 1952 and 1953 in one of three shipyards: NASCO, in San Diego, CA; Higgins, in New Orleans, LA; and Missouri Valley Steel, in Leavenworth, KS. In general, the boats were all very similar but there were some differences. Some were powered with Caterpillar diesel engines; whereas others had Buda-Lanova diesels. Some later model boats also had one less porthole on their deckhouse and a tripod radar mast on top of the wheelhouse.

Many of these boats were laid up almost immediately upon delivery, owing to the end of the Korean conflict and the fact that many of the cargo and passenger handling duties they were designed for were now being performed by helicopters. However, one of these vessels, T-513, emerged from the Higgins's yards in 1953 and was destined to have a long and proud history of service. T-513 went into service in 1954 and found her way overseas, although it would not be in Korea, but rather on the shores of Tripoli in Libya. Here she would serve under the US Army and provide support to Fort Wheelus Air Force Base as part of Libya's "private navy." She served there through the 1960's, but by 1970 was on her way home to the United States where her engine would be overhauled, she would be sealed up, and she would be mothballed in a field at the naval base in Charleston, SC, one mile inland from the Cooper River.

Meanwhile, as T-513 was plying the warm waters of the Mediterranean, Mr. John M. Nolan and Mr. Thomas J. Handley were leading a Boy Scout troop at Blessed Sacrament Church in Elizabeth, NJ. Nolan, a Navy veteran, had become intrigued by the Sea Scouting, a branch of the Boy Scouts of America since 1912. In October 1961, he and Handley decided to convert their Boy Scout troop into Sea Scout Ship 28 and named it the SEA DART. The name "SEA DART" was adopted from the model of the Skip's new car, a Dodge Dart. Earlier that year "Skip" Nolan and Mr. Handley first set eyes on a World War II era wooden picket boat at the Roanoke Yacht Club in Port Newark, NJ, which would become the original SEA DART.

This first SEA DART was in rather sad shape when they found it, with no drive shaft or propeller. At 38 feet overall she was ample but snug to say the least. Crewmembers slept in the engine room and the Skipper in the wheelhouse. Despite her condition the first crew of the SEA DART made her seaworthy and the vessel (nicknamed the leaky-teaky by its crew due to its less than watertight wooden seams) was put into service. The SEA DART sailed on her first long cruise from August 11-17, 1962 and made port calls at the USCG Academy in New London CT, Martha's Vineyard MA, and Rye Beach NY with little more equipment than a compass and a CB radio. The crew was made up of 13 youth and 3 adults.

By 1972 a new opportunity came along, though, when the US Government was preparing to part with some of its surplus equipment, including five T-boats laid up in Charleston, SC. The Sea Scout ships of the North Jersey Sea Scout Squadron, which included Ship 28, saw the opportunity to replace some of the smaller aging vessels in their fleet with larger, more accommodating ones. An agreement was reached between the US Government and the Sea Scouts to obtain the boats and in short time these vessels would trade their numbers for new names: the DOLPHIN, TRADEWINDS, VIKING, THUNDERBIRD, and SEA DART II. A group of dedicated leaders spent long weekends driving from New Jersey to South Carolina to prepare the boats for their journey North. The boats even had to be loaded on rail cars to be moved back to the water before the journey to their new home could begin.

T-513 was one of the best of the bunch (and one of only two that actually ran). She had been laid up well after her return from Tripoli; an inventory of the boat found every piece of equipment intact with the exception of the steering wheel and throttle missing in the pilothouse. Once the boats were prepared, the two that ran towed the others from Charleston to New Jersey to begin their new lives. The trip was made one step at a time over several more weekends before the boats made it to Linden, NJ. When they finally arrived at their new home it was time to determine which boat would go to which unit. There was a hat in the middle of a table and 5 skippers drew 5 scraps of paper from the hat; each had a number. Skipper Nolan drew the number 513, and from that moment on T-513 would be known as the SEA DART II.





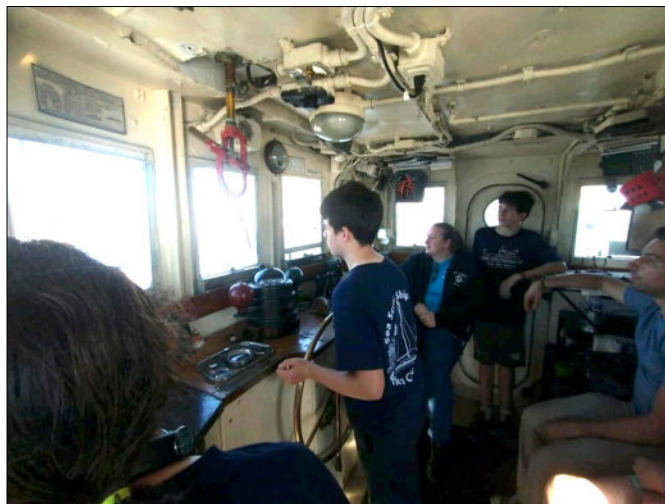
Clockwise from top left: T-513 laid-up in mothballs, circa 1972; SEA DART II returning from her first drydocking, 1975; SEA DART II docking at the Linden Sea Base; T-513 being hauled out of the water for maintenance in Tripoli, Libya in 1969. (CAPT James Zatwarnicki Collection)

It took 2 years and a great deal of work to get the SEA DART II up to US Coast Guard specifications. The work that was needed to convert her to Sea Scout use was monumental. This included, but was not limited to, converting the DC electrical system to AC, obtaining and installing an AC generator, converting the original cargo hold into the crew's quarters, rewiring the entire boat, and installing a watertight door between the crew's quarters (formerly the cargo hold) and officer's quarters (the original crew quarters). It wasn't until 1975 that she was fully converted and certified by the US Coast Guard. Not long after that the unit also changed its number from Ship 28 to Ship 228.

The SEA DART II has faithfully served the Sea Scouts of Ship 228 and other Scouts from the Northeast Region for the past 50 years. Little has changed in that time; even the same 1952 Buda-Lanova diesel engine that drove her through the Mediterranean during her military career and from Charleston to Linden with two other ships in tow still powers her to this day. The Sea Scouts are currently trying to raise enough money to have the engine rebuilt so that she can continue to power the SEA DART II for another 50 years.

The SEA DART II is the only one of the 5 original T-boats still serving as a Sea Scout vessel from what used to be the largest Sea Scout squadron in the United States in the 1960's and 1970's. In light of that, she stands as a symbol of our maritime history, our Scouting history, and our American history. She has spent most of her life in service: serving her country in the military and serving generations of youth in her civilian career. As this mighty little vessel continues to survive and thrive she represents more than just a story, she is a real, living piece of our past, present, and future.





Clockwise from top, left: SEA DART II underway off Martha's Vineyard, MA on a long cruise; SEA DART II in Arthur Kill; Sea Scouts at the helm of SEA DART II; SEA DART II anchored at Sandy Hook, NJ. (CAPT James Zatarwarnicki)

## **SHIPS IN PORT: CARIBBEAN VOYAGES ON THE PRINSES MARGRIET**

**By Bill Miller**

In the late 60s, several World Ship Society members including myself toyed with the idea of traveling over to "distant" Brooklyn and visiting the little Dutch passenger-cargo liner PRINSES MARGRIET. She was a rather intriguing, almost offbeat ship. But our plans were not to be. She sailed on Friday afternoons at 5pm and this was never quite convenient to our work and school schedules. Previously, the ship had been running for the Holland-America Line and regularly used Pier 40 down in Greenwich Village, but then WSS members seemed to have other, bigger, more important ships to view.

The trim-looking PRINSES MARGRIET was rather small by New York standards, measuring 9,300 tons and 456 feet in length. She'd been built at Hardinxveld in Holland and launched in December 1960. She was to have been named by Princess Margriet of the Netherlands, but the Princess became ill and instead her older sister, Crown Princess Beatrix, did the honors. Built for the Rotterdam-based Oranje Line, she had a unique purpose. After the opening of the St Lawrence Seaway in 1959, Oranje invested in a North Europe-Canada-Great Lakes passenger service. They'd built the very similar PRINSES IRENE, completed in 1959, and then wanted a second ship. Commissioned in July 1961, the PRINSES MARGRIET was routed from Rotterdam, Le Havre and Southampton to Montreal, Toronto, Chicago and other Great Lakes ports. In winter, when the St Lawrence was all but closed, she finished her voyages at Halifax and St John, New Brunswick. The PRINSES MARGRIET was built to a high standard and, carrying only 111 all-first class passengers, all staterooms had private bathroom facilities.

Unfortunately, the Great Lakes passenger service never quite caught on. By April 1963, after only two seasons, the ship was chartered and later bought outright by Holland-America to replace its aged NOORDAM, which had been sold off. The PRINSES MARGRIET was placed on the 9-day direct service between Rotterdam and New York, and was teamed with the older WESTERDAM for a short time.

Airline competition was cutting deeper and deeper into the Atlantic passenger trade, however, and by late 1965, the PRINSES MARGRIET was no longer needed by Holland-America. Sensibly, however, she was transferred over to another Dutch ship owner, the Royal Netherlands Steamship Company (also known as KNSM), and set-off on 12-day itineraries from New York (and later Brooklyn) to the Caribbean, to ports such as Aruba, Curacao and La Guaira. She was marketed, with her 111-bed capacity, as being more like a freighter cruise – low-key and informal. After relocating to Brooklyn, Holland-America as the passenger agents offered bus connections from its Penn Plaza headquarters over to the pier at 31<sup>st</sup> Street in Brooklyn.

This Caribbean service lasted for almost three years, until June 1970. Out of work, she was soon offered for sale and found an unusual, rather unknown buyer: the Nauru Local Government Council of the phosphate-rich Pacific island of Nauru. Renamed ENNA G, the ship was again running passenger-cargo style cruises, but from San Francisco to such Pacific island ports as Truk, Saipan and Majuro. For a time, she was popular with travelers wanting "something different."

Her sailing days came to an end in 1984 and the ship was laid up. She found some work in her final years, serving as a moored hotel in the Marshall Islands, but then was towed off to Thailand and scrapped in 1990.



The PRINSES MARGRIET is on the right in this view from April 1963 -- and with the ROTTERDAM on the left and the STAVANGERFJORD in between. (Bill Miller Collection)

## **WHAT'S IN A NAME? THOUGHTS ON CUNARD'S CHOICE OF QUEEN ANNE**

**By Rich Wagner**

On February 8, 2022, Cunard Line announced that its forthcoming ship will be named QUEEN ANNE after the British monarch who reigned from 1702 to 1714. The ship will be constructed by Fincantieri in Italy and is expected to join as the fourth member of the Cunard fleet in 2024.

The choice of QUEEN ANNE was not unexpected. The practice in today's cruise industry is to include the company name in each ship's name or else to have some readily identifiable word or syllable in the ship name. Thus, the names of all Carnival Cruise Line ships begin with "Carnival," the names of all Norwegian Cruise Line ships begin with "Norwegian," all Royal Caribbean ships are "of the seas" and the names of all Holland America ships end with "dam." This is just a manifestation of the concept of branding, which has been an extremely popular corporate strategy since the latter part of the 20<sup>th</sup> century.

Cunard used this concept long before its acquisition by Carnival Corporation. From the line's founding until the 1930s, the general practice was for Cunard to give its ships names that ended in "ia." The decision to name a ship "QUEEN MARY" as well as the merger with White Star, which brought ships with other names into the fleet, ended this practice. In the closing years of the last century, Cunard returned to branding, including the company name in some of its ship names such as CUNARD AMBASSADOR, CUNARD COUNTESS and CUNARD PRINCESS. However, this effort was somewhat half-hearted as the fleet still contained ships with a variety of names - - QUEEN ELIZABETH 2, SAGAFJORD, VISTAFJORD and the SEA GODDESSES.

Since the opening years of this millennium, the practice has been for all Cunard ships to be named after British Queens. While the name "Queen" was originally only given to superliners, it is now also carried by Cunard's cruise ships. The idea is to associate each new ship with the image of sophistication and elegance that lingers in the public imagination from the first three Queens. While it might be argued that ships like the AQUITANIA and MAURETANIA were also elegant, their reputation is now pretty much limited to maritime historians.

So it was to be expected that the new Cunard ship would bear the name "Queen." That the ship would bear the name of QUEEN ANNE was also the obvious choice. People have heard the name Queen Anne in connection with both furniture and architecture. It is a distinctly British name and one with associations with royalty and elegance. In short, the image that Cunard wants its ships to have.

Although people have heard of Queen Anne, most people do not know all that much about her or her reign in the early 18<sup>th</sup> century. It was a time of general prosperity and built a foundation for the rise of British power in the 18<sup>th</sup> and 19<sup>th</sup> centuries. There was progress in the arts and sciences with people such as Locke, Newton, Wren and Pope active during this period. The main accomplishments of the reign were the military containment of King Louis XIV's ambition to expand the hegemony of France and the Act of Union uniting Scotland and England. (The two kingdoms had had a common monarch for a century but the Act made them legally one country. Scottish separatists may well view this as the loss of Scottish independence but it did create a large free trade zone and military powerhouse that helped to propel British growth).





Cunard's latest vessel, QUEEN ANNE, is a modified version of Holland America's KONINGSDAM Class, which is an enlarged VISTA-Platform, originally introduced in 2000. (Cunard Line)

Anne was a hard-working monarch who was involved in the issues of her day. However, she was dominated by her friend Sarah Churchill, Duchess of Marlborough, and after her falling out with the strong-willed Sarah, she was dominated by Abigail Hill. Anne had 17 pregnancies but none of her children survived her. Subject to ill health, she became very obese. She has been described as careless about her appearance. Thus, unlike Queen Victoria, it seems unlikely that Anne will become the heroine of any television series.

While QUEEN ANNE was the obvious choice, it was not the only possible name. Historically, Cunard has named its queen ships after both queen regnants (reigning female monarchs) and queen consorts (the wives of male monarchs).

In the 1920s, Cunard decided that it would build two superliners to replace its aging pre-First World War fleet. According to a popular story, the plan was to name the first of these ships "QUEEN VICTORIA." In order to obtain royal consent, Cunard dispatched Lord Royden to put the question to King George V. Royden said: "We would like to name our new ship after England's most illustrious queen."

The King replied: "My wife will be delighted, I will go tell her now."

While this story may be apocryphal, the fact is that RMS QUEEN MARY was named after Mary of Teck, George V's queen consort. Contrary to what is often assumed, it was not named after any of the several Marys who have been queen regnants over the last millennium - - and perhaps that was a good thing. Mary I (Mary Tudor), was known as "Bloody Mary," not because of any association with the popular mixed drink but because of the large number of people she had tortured and executed. It also includes Mary II (Mary Stuart), co-monarch with William of Orange, who is primarily known for having deposed her father. Also, if one looks back before the union of the crowns of England and Scotland, the list of queen regnants would include Mary Queen of Scots (also called Mary Stuart) who was beheaded by her cousin Elizabeth Tudor.

Similarly, the second queen-class ship, RMS QUEEN ELIZABETH, was named in 1938 after King George VI's consort Elizabeth Bowes-Lyon (later the Queen Mother). It was not named after the 16<sup>th</sup> century queen regnant Elizabeth I (Elizabeth Tudor).

In the 1960s, Cunard decided to replace its original queens with a ship that could act as both a liner and a cruise ship. Since the original queens were still viewed as prestigious in the public imagination, the plan was to have the new ship carry on the QUEEN ELIZABETH name. However, at the naming ceremony in 1967, Queen Elizabeth II proclaimed "I name this ship QUEEN ELIZABETH THE SECOND." Of course, such a declaration had to be carried out and the ship was called QUEEN ELIZABETH 2. (The Arabic numeral was used to distinguish easily the ship from the monarch).

What the Queen meant when she went off script was long debated. Was it just a slip of the tongue? In the 1990s, maritime historian Commodore Ronald Warwick wrote to Buckingham Palace and received a reply indicating that like her grandmother and her mother before her, Queen Elizabeth II intended to name the ship after herself. Thus, QE2 was the first Cunarder named after a queen regnant.

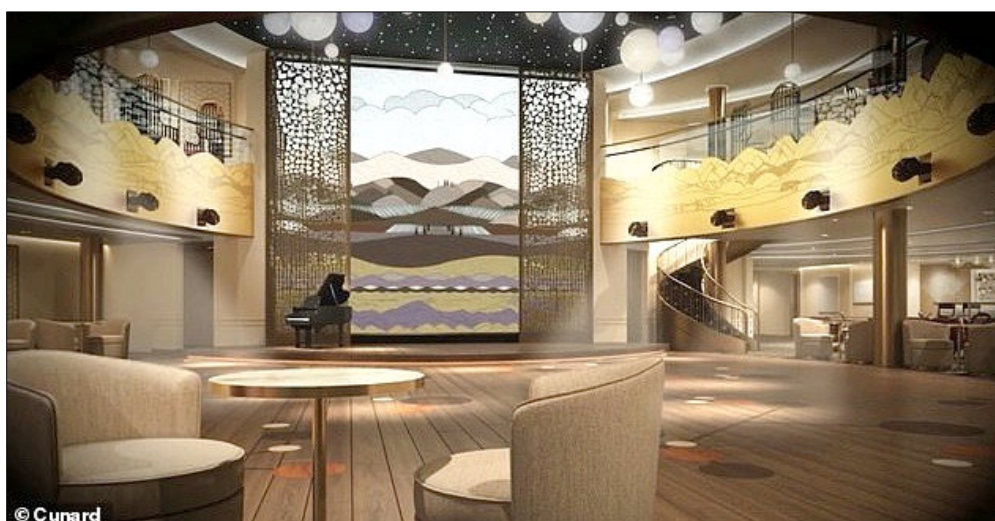
Turning to the current Cunard fleet, in 2003, QUEEN MARY 2, was named after the original RMS QUEEN MARY, which, as discussed above, was named after a queen consort.

Cunard returned to its legendary original plan with QUEEN VICTORIA in 2007. Thus, that ship became the second Cunarder to be named after a Queen regnant.

For its next ship, Cunard announced that the new ship would be named after the first two QE ships. The fact that these two ships were named after different people was not mentioned. Once her majesty Queen Elizabeth II agreed to name the ship,

Cunard's emphasis shifted to the fact that the ship would bear the name of the monarch. In any event, the current QUEEN ELIZABETH can be said to be named after both a queen consort and a queen regnant.

Thus, Cunard's forthcoming ship could have been named after any of Britain's queen consorts. Indeed, it could be argued that the name "QUEEN BERENGARIA" had a better claim than "QUEEN ANNE" as a name for a Cunarder inasmuch as Berengaria of Navarre was the queen consort of Richard I and because BERENGARIA was the name of a Cunard liner in the early 20<sup>th</sup> century. However, QUEEN BERENGARIA does not have the same box-office appeal as QUEEN ANNE.



The Interior design of QUEEN ANNE is still in progress, but Cunard released images of her main staircase (top) and ballroom (bottom) that hint at her design direction. Whereas Art Deco influenced QUEEN MARY 2 and QUEEN ELIZABETH, and QUEEN VICTORIA was appropriately Victorian, QUEEN ANNE appears headed towards a more restrained, contemporary aesthetic. (Cunard Line)

## SHIP NEWS

By Bob Allen

**SHATTERED CRYSTAL:** The cruise industry was devastated by the demise of one of its most prestigious brands, Crystal Cruises, which ended operations in February. The failure was precipitated by the financial collapse of Crystal's owner, the huge leisure and casino operator Genting Hong Kong. Genting suffered significant losses during the pandemic, from both retail operations and financial problems with its German shipyard, MV Werften. The shipyard had been on shaky financial footings for several years. Genting was unable to secure sufficient assistance for MV Werften from the German Government, which led to bankruptcies of the shipyard, Crystal, Genting-owned Dream Cruises and potentially Genting-owned Star Cruises as well. Before resigning, Genting's billionaire chairman Lim Kok Thay blamed the debacle on the German Government, which unsurprisingly holds the opposite view. The "winding up petition" filed in Bermuda in late January ended operations for Crystal, but not without drama. Arrest warrants were issued for CRYSTAL SYMPHONY and CRYSTAL SERENITY due to unpaid fuel bills, so the vessels headed for the Bahamas to avoid US Marshalls. Crystal assisted passengers with homeward travel arrangements, after which its Miami office staff was terminated and the office closed. In early February the vessels were arrested, and V.Ships Ship Management was appointed to maintain the Crystal fleet during the bankruptcy proceedings.

Thay's father founded the Genting leisure empire, which includes Genting Singapore and Genting Malaysia; neither have cruise operations. Thay entered the cruise business in the early 1990's to diversify the company. A few years earlier, the Japanese freight line Nippon Yusen Kaisha (NYK) also decided to diversify its operations by entering the cruise market. It had been a



major operator of transpacific liners between the world wars, but emerged as a freight-only carrier after World War II. NYK built one ship, ASUKA (1990), for the Japanese cruise market. NYK's far larger foray into the cruise market came with the formation of US-based Crystal Cruises in 1988, developed by a team of industry professionals with extensive experience in luxury cruise brands. Mary Tyler Moore christened its first vessel, the 50,000-ton, 960-passenger CRYSTAL HARMONY, in 1990. No ordinary vessel, CRYSTAL HARMONY was a lavish, light-filled floating resort with a country club ambiance. Onboard venues included a Palm Court, an Observation Lounge with a towering forward-facing glass bulkhead, a wood lined piano bar and the Crystal Court central atrium featuring a clear Lucite grand piano. CRYSTAL HARMONY also had understated décor (for the 1990's), spacious cabins and suites, and wide-open decks, adding up to a dazzling debut ship. Oddly, the decision was made for two-seating dining, unheard of on other luxury lines. Although the culinary experience was first-rate, table arrangement was somewhat tight in the low-ceiling dining room. But that didn't seem to matter, as Crystal Cruises became an instant success due to its superb crew and sophisticated programming of onboard activities and lectures, which generated tremendous passenger loyalty.

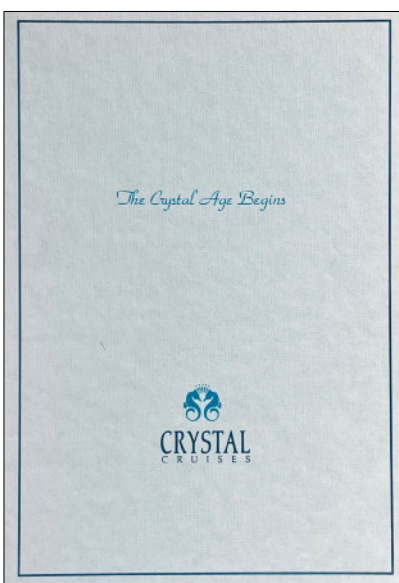
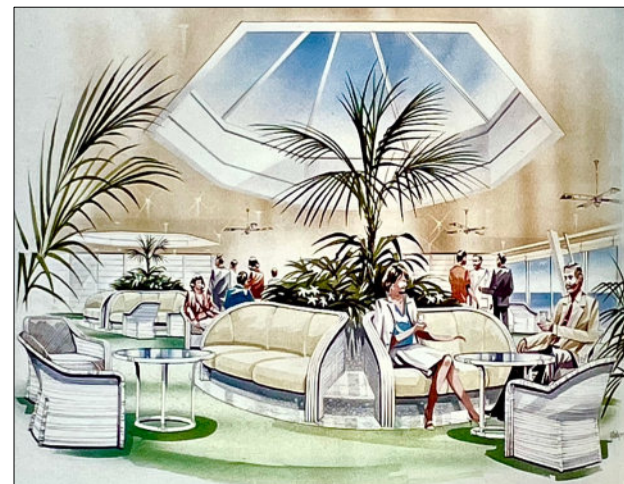
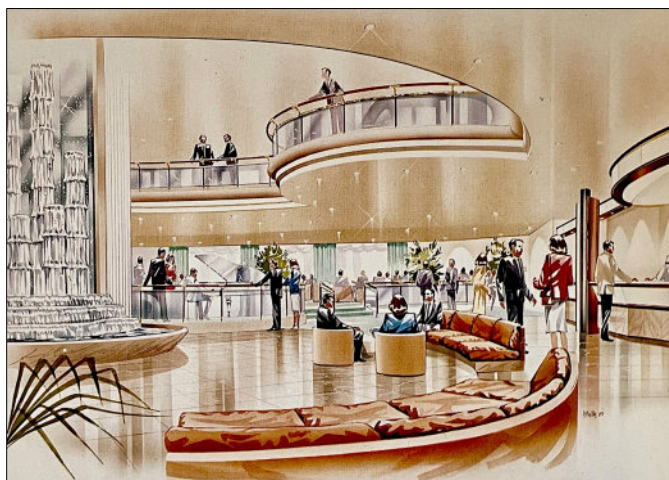
The next step for Crystal was expansion. In 1995, it introduced the 51,000-ton CRYSTAL SYMPHONY, built at Kvaerner Masa Yards in Finland. A lavish introduction and christening ceremony took place at Manhattan's Pier 88 on May 3, 1995. In keeping with Crystal's wealthy, of-a-certain-age market, Broadway legend Angela Lansbury starred as the ship's godmother. CRYSTAL SYMPHONY modified HARMONY's successful design only slightly. The Palm Court and Observation Lounge were combined, and the earlier ship's few interior cabins were removed, so Crystal could advertise all-outside accommodations on the SYMPHONY. Several a la carte dining venues were added, taking some pressure off the single seating dining which was retained for fleet consistency. With two superb vessels in worldwide service, Crystal was highly successful in the luxury market of the mid-1990's, competing with well-established Royal Viking Line and Cunard-NAC. In 2000, a third vessel was announced. Christened by Dame Julie Andrews in July 2003, CRYSTAL SERENITY was significantly larger than her fleet mates at 68,000-tons, but carried a similar passenger capacity of 1,040. Again, changes to the winning original design were modest. Notably, CRYSTAL SERENITY's lifeboats were stowed in alcoves in the hull. This permitted the Promenade Deck, just above the boats, to be free of safety equipment and completely open to the sky. The lifeboats' placement required rearranging the layout of several public rooms, but the flow and feeling of the ship remained compatible with the HARMONY and SYMPHONY.

By the mid 2000's, Royal Viking Line and Cunard-NAC were no longer in business, their older vessels sold to multiple cruise lines. Crystal was at the peak of the luxury market, with three vessels in service and a long mailing list of fiercely loyal passengers. However, rather than expand, NYK decided to move the CRYSTAL HARMONY out of the US market to its NYK division. She was renamed ASUKA II for Japan based service in 2006. Other lines competing for the luxury market - Silversea, Seabourne and Regent - expanded dramatically during the decade. These companies had started with small boutique ships, and gradually increased size and amenities while retaining intimacy. Another competitor, Viking Ocean Cruises, introduced the 47,000-ton VIKING STAR in 2015. She was the first in a class of 15 for the line.

In 2015, NYK announced it was selling Crystal Cruises to Genting Hong Kong; closing took place in May 2015. Genting had tremendous expansion plans for 25-year-old Crystal. Equally important, MV Werften was acquired by Genting after a long and complicated negotiation and involvement from the German government. The shipyard would be instrumental in the renovations, conversions and new building projects that Genting was planning for Crystal.

The CRYSTAL SYMPHONY and CRYSTAL SERENITY received a series of substantial cosmetic and structural makeovers to bring them more in line with contemporary luxury vessels. Surprisingly, capacity actually decreased as smaller cabins were combined to form new luxury suites. Plans began for a fleet of river and expedition vessels, as well as luxury aircraft. By the end of 2015, the 3,370-ton MEGASTAR TAURUS (ex-AURORA, 1991) was renovated and transferred from Genting-owned Star Cruises to launch expedition service as CRYSTAL ESPRIT. Planning began for newly constructed expedition ships too. In February 2016, Crystal shocked the cruise industry, and announced it had taken an option to buy the derelict, fabled transatlantic liner s.s. UNITED STATES from NCL Holdings. A six-month feasibility study followed. Unfortunately, it concluded that technical and financial hurdles would prevent the UNITED STATES' transformation into a successful cruise ship. Despite this disappointing news, running mates (or replacements) for the original Crystal ships were on the drawing boards. A trio of 100,000-ton EXCLUSIVE-Class vessels would accommodate 1,000 passengers, matching the capacity of the current, much smaller fleet members. Each ship would offer 48 "Crystal Residences" condominiums for sale, ranging in size from 600 to 4,000 square feet. 2016 saw the introduction of river cruising on the refurbished CRYSTAL MOZART (ex-MOZART, 1987). Four new river vessels -- CRYSTAL BACH, CRYSTAL MAHLER, CRYSTAL DEBUSSY and CRYSTAL RAVEL -- followed over the next two years.

Crystal seemed to be poised for renewal and continued success under Genting control. Yet there were some signs that all was not well. The construction start date for the EXCLUSIVE-Class ships was delayed multiple times. In 2018, Crystal announced that the project, renamed DIAMOND-Class, was scaled back to 67,000-ton, 800-passenger ships, similar in size to CRYSTAL SERENITY. Still, the 2022 introduction date was overly optimistic, and construction never began. Once the pandemic hit in early 2020, the MV Werften Shipyard was severely impacted, and Crystal shut down all operations, as did the entire industry. Despite labor and financial issues exacerbated by the pandemic, work continued on numerous projects at the shipyard. These included Dream Cruises' 204,000-ton GLOBAL DREAM, and a new expedition ship, CRYSTAL ENDEAVOR. ENDEAVOR's delayed completion took place in mid-2021, and late in the year she debuted as the world's largest Ice-Class PC6 passenger vessel. As the cruise industry reopened, Crystal cleverly positioned CRYSTAL SYMPHONY and CRYSTAL SERENITY in New York, Miami and the Bahamas for short (7-day) cruises. Capitalizing on US-based customers and a reluctance to fly in the continuing pandemic, the cruises sold extremely well. Unfortunately, it was too late. With the catastrophic financial decay of MV Werften, the German Government issue and the lost revenue during the pandemic, Crystal could not survive. Apparently, massive cash infusions from Thy's other businesses were never a realistic option. Rumors within the cruise industry pointed to a possible sale of the Crystal operation and its long mailing list of loyal cruisers, but it seems like an extremely remote possibility. Current industry analysts predict that only Crystal's newer river and expedition vessels have significant market value, and will most likely be sold piecemeal. It looks like a very sad ending awaits this much-loved and innovative luxury cruise line.



Clockwise from top left: CRYSTAL HARMONY during builders trials off the Japanese coast in 1990; CRYSTAL SYMPHONY docked in New York, 2018; several glass canopies dotted the Palm Court ceiling on CRYSTAL HARMONY, evoking an updated Edwardian shipboard space; the turquoise seahorse logo seen on CRYSTAL HARMONY's funnel, before it was hoisted aboard; the cover of the introductory book for CRYSTAL HARMONY says it all: "The Crystal Age Begins;" CRYSTAL HARMONY's Crystal Cove embarkation lobby featured a two deck high crystal fountain and a Lucite grand piano.

(Crystal Cruises / Bob Allen Collection)

#### EXECUTIVE OFFICERS

Chairman: Pat Dacey  
 Vice Chairman: Bob Allen  
 Branch Secretary: Doug Newman  
 Membership Secretary: Stuart Gewirtzman  
 Treasurer: Marjorieann Matuszek\*

#### BOARD OF DIRECTORS

Bob Allen  
 Denise Dacey  
 Pat Dacey  
 Mario De Stefano  
 Stuart Gewirtzman

David Hume\*  
 Marjorieann Matuszek\*  
 Carol Miles\*  
 Doug Newman  
 Ted Scull\*  
 CAPT James R. Zatwarnicki Jr.

#### COMMITTEE HEADS

Finance:  
 Membership:  
 Newsletter:  
 Special Events:  
 Website:

Marjorieann Matuszek\*  
 Stuart Gewirtzman  
 Bob Allen  
 Pat Dacey  
 Stuart Gewirtzman/Ted Scull

\* Past Chairman