



“GENESIS OF A QUEEN: QUEEN MARY 2”

By Dr. Stephen M. Payne, O.B.E.

Designer of the Cunard transatlantic liner QUEEN MARY 2

FRIDAY, JANUARY 26, 2024, 6:30 PM

LIVE FROM THE UNITED KINGDOM VIA ZOOM

Stephen Payne will present an illustrated lecture celebrating the 20th anniversary of the commissioning of the great ocean liner, QUEEN MARY 2. Stephen will present his very personal journey on the design of QUEEN MARY 2. This is considered the definitive lecture about QUEEN MARY 2.



Stephen Payne with Cunard's QUEEN MARY 2 during her construction.
(Stephen Payne Collection)

About Our Presenter: Stephen M. Payne graduated with a degree in ship science and started his illustrious ship design career with a position at Marconi Radar where he advised the company on aspects of ship motions and ship design. While at university he also enrolled in the University Royal Naval Unit (URNU) to experience how ships responded at sea. Since that time, he has worked on the design of approximately 40 Carnival Corporation passenger ships including Cunard's ocean liner, QUEEN MARY 2. He is an independent maritime consultant and is an educational advocate for engineering careers.

Queen Elizabeth II honored Stephen Payne with the Excellent Order of the British Empire (O.B.E) for his service to the shipping industry. He has been additionally recognized with numerous academic and professional honors and awards. Stephen is the author of four books to include *RMS Queen Mary 2 Manual: An insight into the design, construction, and operation of the world's largest ocean liner.*

ADDITIONAL MEMBER EVENT

SATURDAY, JANUARY 6, 2024, 10 AM ENCORE presentation via ZOOM
“Immigration by Ocean Liner” by Ted Scull

“GRACE LINE PASSENGER-FREIGHTERS IN THE 1950’s”

By George Gillow

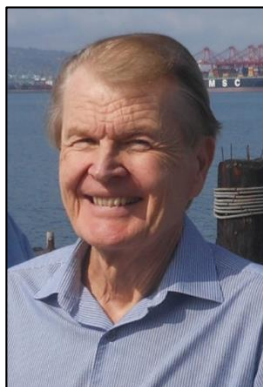
**FRIDAY, FEBRUARY 23, 2024, 6:30 PM
LIVE FROM CALIFORNIA VIA ZOOM**

Growing up in an American mining town in northern Chile was quite an adventure. One of the most exciting times for George Gillow was traveling to the US on Grace Line passenger-freighters thanks to the Anaconda Mining Company who sent their employees’ families to the US for vacations every three years. This presentation is about what it was like traveling on these passenger-freighters. It was very different than traveling on modern cruise ships.



Grace Line Painting by Carl Evers

(George Gillow Collection)



About Our Presenter: George Gillow completed a 39-year career as an Electronic Engineer and Technical Manager. He spent the next 20 years working on maritime systems such as GPS, ship handling simulators and vessel traffic services. In the 1980’s, George played a key role in getting the first cruise ship, SS Azure Seas, to visit and establish regular cruise ship service to San Diego, CA. He also supported the establishment of the Port of San Diego Cruise Ship Consortium.

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MEMBER PHOTOS
Photos by Justin Zizes



SEVEN SEAS MARINER outbound from New York Harbor



EUROPA 2 at the Manhattan Cruise Terminal



CRYSTAL SERENITY at the Brooklyn Cruise Terminal

SHIPS IN PORT: ALCOA FREIGHTERS & THE RUN TO SURINAM

By Bill Miller

Owned by the Aluminum Company of America, Alcoa Line freighters carried up to 12 passengers in West Indies & South America service from New York. The 6,500GRT ALCOA PILGRIM was assigned to the South American run, usually departing from New York for La Guaira, Puerto Cabello, Guanta, Trinidad, Georgetown, Surinam and Trinidad. Including a return to a US East Coast port, this itinerary was timed to 27 days.



The 6,800-ton ALCOA PILGRIM arrives off Lower Manhattan.
(CAPT James McNamara Collection)

Back in the ship-busy 1950s in New York, the port area in Weehawken, New Jersey was known primarily for its railways. The old New York Central Railroad controlled a good part of that waterfront from 32nd to 60th streets. There were huge freight yards, machine and repair shops, piers for tugs and others for barges (both covered and open) and even for ferries (that crossed to Manhattan's West 42nd Street until 1957) and a special dock with two sturdy cranes that handled bigger, bulkier cargos. There was even a huge grain elevator, itself something of a landmark on the western shore of the Hudson. It was finally pulled down in 1964. Occasionally, deep-sea freighters came to call. They were usually worked by steam-powered, floating derricks known locally as "goose-neck cranes". These cranes worked with buckets. The ships were often offloading bauxite that had come up from Trinidad and Surinam. Often, it came aboard the fine-looking freighters of the Alcoa Line or from chartered ships, often flying Scandinavian colors.



Alcoa ships were painted largely in silver, a reminder of the Company's main product.
The 15-knot ALCOA PEGASUS is seen outbound off Jersey City. (CAPT James McNamara Collection)

Alcoa was a fascinating company back in the fifties. Back in earlier times, well before the Second World War, they were known as the Aluminum Line. They were and remained an arm of the giant Aluminum Company of America and thus the subsequent name Alcoa. Their ships were often painted as a product reminder with lots of silver coloring. By the 1950s, they had amassed a good-sized fleet of freighters, mostly 6,800GRT, C1-Class ships that had 5 holds and carried up to 12 passengers. They had names grouped by the letter "P" – ALCOA PURITAN, ALCOA PEGASUS, and ALCOA POINTER. They also had some larger, C2-Class ships, that used an "R" nomenclature. These included the ALCOA RANGER and ALCOA ROAMER.



*Left: The ALCOA PARTNER is being docked at Pier 11 in Lower Manhattan.
(Spanton Ashdown Collection)*

Alcoa freighters sailed from Weehawken, Lower Manhattan, then Brooklyn and finally Port Newark (then a fledgling, pre-container marine facility in New Jersey) as well as from Philadelphia and Baltimore on 16-day to 21-day itineraries. One service went to San Juan, Mayaguez, and Ponce while the other called at San Juan, Ponce, St Thomas, and St Croix. The larger C2-Class ALCOA RANGER ship was used in the Puerto Rico & Virgin Islands trade – sailing from New York to San Juan, Mayaguez, Ponce, St Thomas, St Croix, and a sugar port in Puerto Rico. This itinerary was an 18-day roundtrip service.

Alcoa's chartered ships, bearing such names as BELLAVIA, MAAKEFJELL, and RIKKE SKOU, were generally used on the more extended, 30-day roundtrip service to Venezuela, Trinidad, and Surinam. These were called the "long cruises" and sailed from New York as well as Baltimore. Ports of call included the likes of La Guaira, Puerto Cabello, Maracaibo, Guanta, Paramaribo, Paranam, and Moengo. Curacao and Aruba were sometimes added as well.

Alcoa also ran freighters from Mobile and New Orleans, but increasingly relied on chartered, less expensive, foreign-flag tonnage. Soon following were trips on ore carriers, larger vessels that sometimes carried as few as 4 passengers. Like many US-flag operators, Alcoa turned fully to freight in the 1970s.



A colorful Alcoa brochure. (*Bill Miller Collection*)



The larger ALCOA RANGER is seen departing from the Bush Terminal in Brooklyn.
(*CAPT James McNamara Collection*)

Today, the Weehawken waterfront has been totally rebuilt and gentrified with a bustling ferry service to and from Manhattan, restaurants, sports facilities, and lots of luxury housing. Near the very site where Alcoa freighters once berthed, newly constructed, riverside town houses are now (2024) selling for \$1 million and up.

POSTSCRIPT: Alcoa stopped carrying passengers in the 1970s and not long after pulled out of the shipping business altogether.



2024 Membership Renewal

Please renew your annual membership to the World Ship Society - Port of New York Branch!!

Don't miss out on the interesting programs, special activities and issues of *The Porthole* newsletter that are in the works for the coming year. The deadline for 2024 membership renewal **is past due**.

Please renew now via our website at <https://worldshipny.com/> by clicking the "Become a Member" button and then select "Membership Renewal" from the drop-down menu. Payment via the PayPal website can be made using a debit card, credit card or PayPal account. **You can also send the completed membership form shown below with a check payable to: World Ship Society - Port of New York Branch, Attn: 2024 Membership, P.O. Box 384, New York, New York 10185-0384.**

As in the past, Family membership at both the Regular and Patron levels includes one additional person in the same household. Members renewing at the Patron level will have priority access to special events with capacity limitations. Our member dues and printing fees have not increased for the 2024 membership year.

Communications from the PONY Branch, including issues of ***The Porthole***, are sent via email. Make sure that we can reach you by providing your email address. If you do not have an email address, correspondence can be sent to members via U.S. Mail for an additional \$15 fee to offset printing and postage.

If you would like to additionally renew or apply for membership in our parent U.K. organization: the **British World Ship Society** and receive its monthly ***Marine News***, please go to <https://www.worldshipsociety.org/> for details.

Thank you! The World Ship Society - Port of New York Branch

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For U.S Postal Service membership members and for those renewing by mail:

Member Name _____

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Telephone _____ (Please check one: home cell work)

We will not disclose or otherwise disseminate anyone's email address or personal information to any other person, group, organization, or agency, except as required by law.

Regular Single (\$45)

Patron Single (\$65)

Regular Family (\$70)

Patron Family (\$90)

***The Porthole newsletters and other PONY Branch correspondence are sent via email.**

+\$15 for printing and USPS mailing costs if you don't have an email address.

Total amount enclosed: \$ _____

SHIP NEWS
Compiled by Pat Dacey

CTMA VACANCIER RETIRED AND SOLD TO BE DISMANTLED



CTMA VACANCIER

(CTMA Photo)

After a career spanning eighteen years operating week-long cruises on the St. Lawrence River from Montreal to the Islands, with stops in the Gaspé Peninsula and elsewhere in Quebec, Coopérative de Transport Maritime et Aérien (CTMA) recently sold their ship, CTMA VACANCIER, to a company from the Marshall Islands for more than two million dollars (CDN). The ship will now travel to India, where she will eventually be dismantled.

She was built in 1973 by J.J. Sietas Schiffswerft in Hamburg, West Germany as AURELLA for SF LINE for use on Viking Line routes. Between 1982 and 1998 she sailed as SAINT PATRICK II, between 1998 and 2000 as EGNATIA II, in 2000 as VILLE de SETE and between 2001 and 2002 as CITY OF CORK, before being sold to CTMA.

When the maritime service contract for CTMA was renewed in April 2023, the Société des Traversiers du Québec required that CTMA divest itself of the vessel and to end its cruise service. With the cruise service not renewed, CTMA will only provide regular ferry service between Souris, Prince Edward Island and the Îles de la Madeleine, a five-hour crossing onboard CTMA TRAVESIER.

The last cruise aboard CTMA VACANCIER was on October 6, 2019, with over 300 Magdalen Island passengers onboard for a special cruise. The remaining seasons were cancelled due to the pandemic, but from 2002 to 2019, CTMA VACANCIER operated carrying more than 4,000 passengers each year while generating jobs and considerable economic impact to the islands.

Sources: ilesdelamadeleine.com and Wikipedia

TRINITY HOUSE' S DEPUTY MASTER CAPTAIN IAN McNAUGHT TO RETIRE



Known to many members of the WSS-PONY Branch from his distinguished service with Cunard Line, Captain Ian McNaught will retire as the Deputy Master of Trinity House on February 13, 2024, after 12 years of service to the corporation. Trinity House is the official authority for lighthouses in England, Wales, the Channel Islands and Gibraltar. Trinity House is also responsible for the supply and maintenance of other navigational aids, such as lightvessels, buoys, and maritime radio/satellite communication systems. Additionally, it is also an official deep sea pilotage authority, providing expert navigators for ships trading in Northern European waters and a maritime charity, funds for the welfare of retired seamen, the training of young cadets and the promotion of safety at sea.

“Captain McNaught has a long and distinguished maritime career, joining the BP Tanker Company as a Cadet. He served as a Cadet on product tankers and VLCC oil tankers before he joined Bibby Line and worked on general cargo ships and LPG tankers. His next move was to work for Hullgates Shipping of Grimsby who operated mainly short sea trade tankers.

While serving on those ships he found himself operating in the Iran-Iraq war working in the Persian Gulf, and in the Lebanese Civil War running in and out of Beirut. He joined Cunard Line as a Second Officer and joined ocean liner Queen Elizabeth 2 (QE2) in 1987. After two years there he joined Cunard Princess in time to serve on her during her service for nine months in the first Gulf War, after which it was back to QE2. Working through the ranks he was eventually promoted to Captain in 2001, becoming the youngest Captain in the history of Cunard Line at the time. Captain McNaught stayed with QE2 until she was decommissioned, and then transferred to command Queen Victoria. He later moved within the Carnival group to command Sea Goddess II and Seabourn Spirit, two small luxury cruise ships.

After 40 years at sea the opportunity arose to become Deputy Master of the Corporation of Trinity House, and after a rigorous interview process, Captain McNaught was appointed Deputy Master in 2011, bringing four decades of maritime experience to Trinity House. He is a Fellow of the Nautical Institute, serves on the board of the Standard P&I Club, is a trustee of the Marine Society and Sea Cadets, a Council member of the RNLI and represents the UK on the Council of IALA, where he is also the Treasurer.”

Sources: Flash, The Trinity House Journal; No. 39 Autumn 2023 and Wikipedia

S.S. KEEWATIN MOVES TO THE GREAT LAKES MUSEUM KINGSTON, ONTARIO



The S.S. Keewatin at the Toronto waterfront, on October 25, 2023
(Timothy Pilgrim photo, original format, <https://creativecommons.org/licenses/by-sa/4.0/deed.en>)

On Thursday, October 26th, 2023, one of the last surviving Edwardian era passenger vessels was towed to The Great Lakes Museum in Kingston, ON to be used as a permanent museum display. KEEWATIN has a long history serving the Canadian Pacific Steamship Company since her launch in Scotland in 1907. KEEWATIN sailed on her maiden voyage docking at Levis, Quebec to be halved because the canals below Lake Erie, specifically the Welland Canal, could not handle ships as long as KEEWATIN. The ship was reassembled at Buffalo, NY where she resumed her voyage under her own power to begin her career where she continued in passenger service until 1965 and cargo service until 1967. Along with SOUTH AMERICAN and MILWAUKEE CLIPPER, KEEWATIN was among the last of the turn-of-the-century style, overnight passenger ships of the Great Lakes.

After becoming a static display and museum ship in Michigan in 1968, KEEWATIN was towed back to Canada and arrived in Port McNicoll, her original 1912 homeport on June 23, 2012, to continue serving as a museum. Donated to The Great Lakes Museum, KEEWATIN was moved to Kingston and will be moored in the historic 1890 dry dock adjacent to the museum and home to the former Kingston Shipbuilding Company which operated the shipyard until 1968.

Visitation to KEEWATIN will begin in May 2024.

(Source: *The Great Lakes Museum and Wikipedia*)

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Members may submit the following for consideration for publication in The Porthole: photos, news, cruise details, and articles that may be of interest to your fellow members. Please direct submissions to wsspony@gmail.com. Please note published materials are subject to editing and are not necessarily the opinion of the WSS-PONY Branch.

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