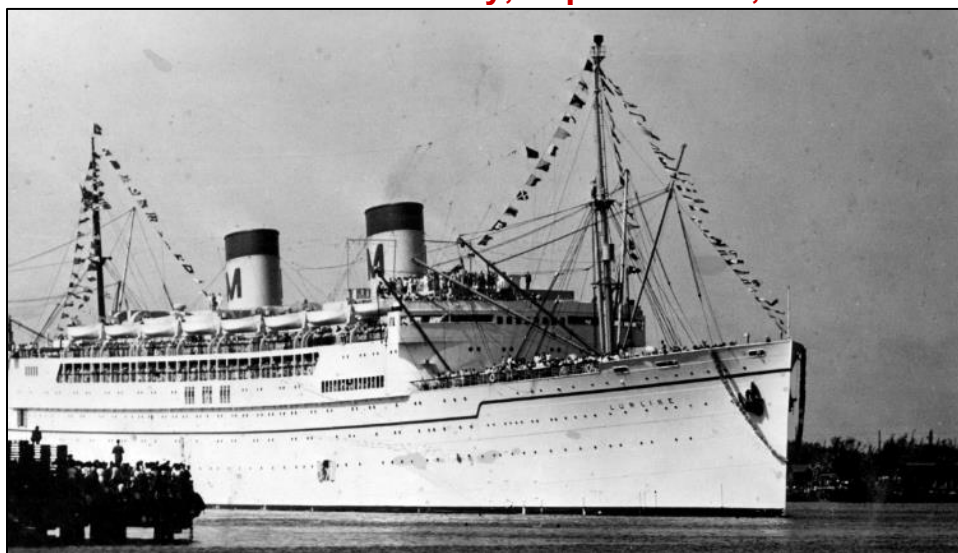




THE ART & DESIGN OF MATSON'S POSTWAR LINERS

By Wayne Yanda

JOIN US VIA ZOOM Friday, September 27, 6:30 PM



LURLINE (Photo: Wayne Yanda Collection)

Aloha! During the post-war era, the iconic white ships of Matson Lines were the way to travel to Hawaii and the South Seas. The quartet of LURLINE, MATSONIA, MARIPOSA, and MONTEREY were practically rebuilt from the keel up to become icons of luxury travel in the Pacific. Their modern interiors, by designers Raymond Loewy and Harry Neafie – crafted to ensconce the traveler in Polynesia the moment they stepped aboard – showcased murals and sculpture inspired by the destinations. Artists selected hailed from both coasts, including Edna Andrade, Esther Bruton, Helen Bruton, Marion Cunningham, Francesco di Cocco, Sargent Johnson, Peter Ostuni, Emmy Lou Packard, Anton Refregier, Louis Ross, and Jacques Schnier. Join maritime historian Wayne Yanda for a look at the modern-primitive stylings of these “Pacific Playgrounds.”



Wayne Yanda is a freelance graphic designer. He is also Editor and Contributor to the Ocean Times, the quarterly journal of the Steamship Historical Society of America's Southern California Chapter. He has catalogued the bulk of the art commissioned for American liners built between 1927 and 1962 on his website www.muralsontheseas.com.

UPCOMING MEMBER EVENT

UNVEILING QUEEN ANNE: THE NEXT IN A FINE LINE by Pat Dacey
SATURDAY, SEPTEMBER 7, 2024, 10AM ENCORE PRESENTATION

ROYAL VIKING LINE - BEFORE AND BEYOND

By Clive Harvey

JOIN US VIA ZOOM Friday, October 25, 6:30 PM



Left: BLACKWATCH and Right: ROYAL VIKING STAR (Photos: Clive Harvey Collection)

While the origins of Royal Viking Line can be traced back to 1967 its true origins go back much further. Bergen Line, the initial company behind what would become Royal Viking Line, had made a name for itself by operating cruises during the inter-war years with the luxurious yacht-like vessels STELLA POLARIS and METEOR. After World War II, Bergen Line made a return to cruising operations using the 1931-built VENUS on winter cruises from Plymouth to Madeira and the Canary Islands and with the then new METEOR on cruises further afield.

Bergen Line looked to expand its cruising operations. The Line worked with Knud E. Hansen A/S on a cruise ship design with the intention to offer world-class cruising that was just that little bit more special than all other luxury ships at the time. Once the order had been placed, Bergen Line was approached by two other Norwegian shipping companies, Det Nordenfjelske and A F Klaveness, and in 1970 they founded Royal Viking Line.

Royal Viking Line achieved all that Bergen Line had envisaged and probably more. Its first three ships ROYAL VIKING STAR, ROYAL VIKING SKY, and ROYAL VIKING SEA became synonymous with worldwide luxury cruising. Although the life of Royal Viking Line itself was not long it became legendary. The ships themselves lead diverse careers though ending with companies that lavished care upon them and thus earning them legions more loyal followers. They sailed for almost 50 years, yet even at the end they seemed to remain timeless. This is their story.



Clive Harvey has a lifelong love of ocean liners. He is a former longtime editor of *Sea Lines* magazine and has written numerous ocean liner related articles and books, including *R.M.S. QUEEN ELIZABETH, THE ULTIMATE SHIP*. Clive currently resides in the UK and is the owner of a boutique B&B.

MEMBER PHOTOS



Cunard QUEEN ANNE at twilight in the English Channel. Photo taken from Brittany Ferries' Mont St Michel while sailing from Ouistreham (Caen) to Portsmouth, May 16, 2024.
(Photo: Paul Immerman & Ellen Meshnick)



Norwegian Joy docked at the Manhattan Cruise Terminal, Pier 88-Berth 2, June 23, 2024.
(Photo: Nick Smith)



Nobel Caledonia's ISLAND SKY with a beautiful Ireland backdrop as she circumnavigates Ireland and as enjoyed by Pat and Denise Dacey, August 2024. (Photo: Denise Dacey)



CARNIVAL VENEZIA outbound in New York Harbor. WSS-PONY members will be on board for an afternoon tour and luncheon on September 14, 2024. Enjoy! (Photo: Justin Zizes)



Cunard QUEEN ELIZABETH in Vancouver soon to be sailing to Alaska. (Photo: Thomas O'Reilly)



RMS TITANIC's historic "Little Sister", SS NOMADIC, in dry dock in Belfast, Ireland, adjacent to the immersive TITANIC EXPERIENCE museum located on the site of the former Harland & Wolff shipyard where the RMS TITANIC and SS NOMADIC were built. (Photo: Denise Dacey)

SHIPS IN PORT

TWO SHIPS FROM RIJEKA - THE HRVATSKA & SRBIJA

By Bill Miller

I recall seeing the HRVATSKA and on several occasions at the very dock head of Port Newark. It would sit at a berth quite close to the ever-busy New Jersey Turnpike and a mere stone's throw from Newark Airport. But what, you might ask, was the HRVATSKA? It was a Victory ship, one of some 550 wartime transport/freighters which had 5 hatches, steam turbine propulsion, single screw, and a service speed of up to 17 knots. It was an interesting ship, distinctively flying the Yugoslavian colors, but one now long forgotten. Her claim to fame, at least within this column of recollections, is that HRVATSKA carried up to 75 passengers. It wasn't the QUEEN MARY, but a ship noted in the shipping schedules in The New York Times and the New York Herald Tribune. It and another Yugoslavian passenger-cargo ship, the SRBIJA, were regular callers at New York in the 1950s and into the 60s. In addition to Port Newark, they were often berthed over in Brooklyn – at Pier 3 in the Eire Basin or at the long terminal at the foot of Columbia Street.



The HRVATSKA at Port Newark, New Jersey. (*Port Authority of New York & New Jersey*)

Owned by Rijeka-based Jugolinija (the Yugoslav Lines to many), the two ships – along with several 12-passenger freighters – were routed on the Mediterranean run. The general itinerary was from Rijeka via Trieste, Naples, and Casablanca to New York (and then on the so-called “coastwise swing” for additional cargo – to Boston, Baltimore, Philadelphia, and Norfolk). While the HRVATSKA carried up to 60 and sometimes as many as 75 passengers in one class, the SRBIJA was rather oddly divided – 44 passengers, but in two classes: first and tourist class.

Both ships came out of the Second World War. Built at Richmond in California in 1945, the 455-ft long HRVATSKA was completed as the ST. LAWRENCE VICTORY and was run by the War Shipping Administration. On March 25, 1947, she struck a mine 8 miles off Dubrovnik. In its sinking condition, she was abandoned by her crew. She was claimed by the Yugoslavian Government and towed by Yugoslavian trawlers to the port of Korcula and then to Split. She was renamed ZAGREB to be repaired and rebuilt with passenger quarters included. In September 1949, she set off for New York on its first voyage as the renamed HRVATSKA.



The SRBIJA could carry up to 44 passengers but was divided into two classes. *(Bill Miller Collection)*

The SRBIJA was under construction in a small Dutch shipyard when the War in Europe began in September 1939. Construction was halted until 1944 when Nazi occupation forces ordered that the 6,600-ton ship should be launched as the CROSTAFELS for wartime management by the Hansa Line. It was not completed, however, and remained idle until 1949 when it was allocated as reparations to the Yugoslavians and then renamed DRVAR, but which was rather quickly changed to SRBIJA. It entered New York service a month after the HRVATSKA, in October 1949.

The two ships ran a steady service for almost twenty years. In the end, however, both were reduced to 12-passenger freighters. The HRVATSKA was sold off in 1967 to Swiss-based owners but flying the flag of the African kingdom of Burundi. Things changed quickly for the ship, however. It was soon transferred to Costa Rican owners and, in 1968, to owners who used the Somali Republic flag. It had been renamed ARMELLE and was being used in general tramp service. No doubt rundown and exhausted, it was finally sold to shipbreakers at Bilbao in Spain in September 1972.

The SRBIJA endured under the Yugoslavian flag until as late as 1980, by then running cargo sailings to the Persian Gulf. It was finished-off by scrappers in China in 1983.



Another view of the 455-ft long HRVATSKA. *(Bill Miller Collection)*

It might be interesting to note that Jugolinija remained interested in passenger-cargo service to New York and, in 1964-65, built four 6,700-ton ships – the VISEVICA, KLEK, TUHOBIC and ZVIR. Each carried up to 50 passengers – and again rather curiously separated – 20 in first class and 30 in tourist class. They continued, although irregularly, on the Rijeka-New York run until 1980.

SEABOURN OVATION ANCIENT SEAFARER ROUTE CRUISE

By Tim Dacey



SEABOURN OVATION

On May 4, 2024, my wife Lisa and I flew to Lisbon, Portugal from Newark Airport to join a 10-day cruise on the SEABOURN OVATION. We stayed at the Lisbon Marriott for three nights to rest and relax before joining the cruise. Lisbon is a beautiful city with many historic sites to see and restaurants to enjoy. During our stay we saw the QUEEN ANNE arrive on her maiden voyage and got to visit most of the famous monuments around the city. A sunset sailboat cruise with cocktails was a great way to see the city and get my bearings of the harbor.

We boarded SEABOURN OVATION on May 8. Boarding was amazing, as we went from the taxi to our suite in about ten minutes. While we boarded, we were approached by a member of the cruise staff who asked if we would consider sitting at a “hosted table” for dinner. As dinner is open seating and wanting to meet new people, we said yes. This turned into a highlight, as we dined with the first officer, the destinations services manager, the chief engineer, entertainment manager, a singer, and the cruise director. There were ten different people at the table each night, and we all got to enjoy each other and learn about the duties of the staff.

SEABOURN OVATION entered service in April 2018. She is 40,350 gross tons, 690 feet long, has a breadth of 92 feet, and carries 600 passengers. On our cruise there were 550 passengers and 430 crew members. The ship is very spacious, beautifully decorated, and passengers never have to wait in any lines. We visited Porto, Portugal; Ferrol, Spain; Waterford, Ireland; Greencastle, Ireland; Holyhead, Wales; St.Malo, France; and Cherbourg, France, before ending the cruise in Dover, England.

While this was a port intensive cruise, Seabourn did give us two full days at sea to enjoy the ship. This was our first cruise on an “all inclusive” ship and it was wonderful. Meals in the main dining room were excellent, as was the service. SEABOURN OVATION also offers a sushi restaurant, an upscale lido-type restaurant, and a Mediterranean restaurant, Solis. The meals in Solis were wonderful and somehow lasted almost three hours, finishing with cheese and dessert wines. Passengers can eat in Solis once per cruise, so everyone can experience it.

It was easy to get into our routine. We would watch the ship sail from our veranda and get ready for dinner. Suits and jackets were not required for men, so most of the men wore dress shirts and dress slacks for the evening. The women wore nice dresses and pantsuits, but none worn gowns. Fortunately, unlike some mass market ships, nobody wore jeans, ball caps, or shorts in the dining room. We dined

typically from 7:00 to about 9:45. For us, dinner was followed by the 10pm show. The entertainment was surprisingly good, with singers and dancers, a comedian, a magician named Jamie Raven who made magic happen, and two live bands. After the show, dancing at The Club. Each night the two bands rotated so the music never stopped. After that, we had a good sleep in our comfortable suite, ready for the next day of touring.



The Colonnade, SEABOURN OVATION



The Club, SEABOURN OVATION

The suites are large, about 375 square feet. Each has a veranda, a sitting area, a large bathroom with a tub, walk-in shower, and double sinks. They also have a dining table suitable for two people which was perfect for room service breakfasts. Passengers tell Seabourn in advance what beverages they want stocked into the in-room bar, and it is refreshed daily by the two staff members assigned to the cabin.



Solis, SEABOURN OVATION

The shore excursions, which had to be booked online, in advance, were all enjoyable and serviced by an exceptional staff. The passengers were generally in their 60s and 70s. All seemed very well traveled, with many staying on the ship for two or three cruises. On our cruise, 366 were from the US, 88 from Australia, 26 from the UK, 14 from Canada, with the rest mainly from Europe.

Lisa and I enjoyed the experience so much that we booked a 14-day cruise on the SEABOURN ENCORE sailing in September 2025 from Dubrovnik, Croatia, to Croatia, Greece, Slovenia, Italy, and Albania. Our trip ended in Dover, England where we had a car booked through Seabourn, taking us to Oxford, England for a four-night stay. As an example of the staff's concern, when we got off the ship, the shore excursions manager was waiting by our van to make sure that it suited our needs. It was our first time in Oxford, which is a very historic city, and we loved it. We flew back to Newark on May 22, 2024, after a terrific vacation.

(Photos: Tim Dacey)

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WSS-PONY ELECTION SEASON IS HERE! It is time for The World Ship Society – Port of New York Branch Executive Board elections. Your nominations for Chairman, Vice Chairman, Branch Secretary, Membership Secretary and Treasurer are welcome. Nominees must be current members for at least one year prior to the election. All nominations must be received by October 25, 2024. Please send your nominations to World Ship Society, PO Box 384, New York, NY 101085-0384, Attention: Nominations or send by email to wsspony@gmail.com.

**JOIN US for regular meetings with speakers on maritime topics,
local outings, group cruises, friends & more! www.worldshipny.org**



TRAVEL MEMORIES FROM MALLAIG, SCOTLAND

By Charles Crawford

There ahead! I can see it! There's the dock for the ferry. We have arrived at Mallaig, a village in the Highlands of Scotland. Looking at the clock on the dashboard I see it's five minutes before nine. We just made it!

We had to be there by 9pm. Getting close I see a chain across the gangway with a sign on it. Getting closer yet I can read it. Oh no, it says NO ADMITTANCE. I stopped the car and got out. Not only is it dark, but it is also starting to rain once again, making everything very dreary. Standing at the sign I look toward the ship for the individual who is supposed to meet us. The only stipulation was that we had to be there before 9pm. No one in sight. It took all we had to do to make it here by 9:00. Important because this is to be our hotel for the night. But there is no one around. Not much of anything in town, only the pub is open. It would take hours to get back to any place where there MIGHT be accommodations available. I look at the car and there is my wife Catherine, my daughter Christine, my Uncle Gordon and his sister, my aunt whom I've met for the first time only a couple days ago. They are all looking at me as if to say, Now What? I had no idea what we were going to do. Now look what I have done, because of my love of ships. But let us back up and I'll explain how I got us into this mess.

Well, my folly began in the spring of 1989 when Cathy and I started talking about going back to England and Scotland. This time we would go up into the Scottish Highlands. I was researching everything, which was quite a job back before the internet. I found out there was a ferry, MV IONA, that left Mallaig in the Highlands of Scotland. It had staterooms onboard where you could spend the night and first thing in the morning it departed for the Island of Skye. This is right up my alley! We'll have a place to stay at a really good price, on a ship, and then we'll be on the first ferry over in the morning. Fantastic! We would be coming from Fort William. We would drive 50 miles, three and a half hours, on the A380, which is a narrow, winding road. Remember we are driving on the left side of the road. What could possibly go wrong?

As all the plans are coming together my Uncle Gordon said he'd like to go with us and wanted to include my aunt. I said Aunt Betty? She doesn't travel. No, it was my Aunt Wanita. An aunt I never knew I had, which is another story. After I got over the shock of it, what better way to get to know my new-found aunt than our trip up into the highlands of Scotland. An adventure which would include a night on the MV IONA before continuing to the island of Skye.



On September 1, 1989, we flew to England for the first part of our adventure. My aunt and uncle then set off by train to do some touring on their own. Cathy, Christine, and I took the opportunity to visit friends, ride the paddle steamer Waverly and tour around the Lake District. We met back up with our two travel mates and it was on to Scotland. The weather was glorious we traveled up to Loch Lomond where we took a cruise on the COUNTESS FIONA (built in 1936), from Balloch pier. We also got to visit the MAID OF THE LOCH (built in 1953) which had not run in years. She was in a sorry state then, but now in 2024, a restoration group is working to get her sailing again. On up into the Highlands, we drove. We stopped for a very nice lunch on our way to Mallaig. After our meal we drove along Loch

Linnhe making our way to Fort William. It was a beautiful sunny afternoon with wonderful scenery. Out of the blue Gordon called out "I need to pull over." I said "OK, as soon as there is a spot with a nice view I'll stop." I thought he wanted to take a photo, but he said "No, we need to pull over NOW. I'm gonna be sick." Turns out there was horseradish in something he had for lunch and Gordon was highly allergic to it. We made many stops on the way to Fort William which put us very close to missing our 9pm arrival at Mallaig. Getting to Fort William we turned onto the A380. Darkness soon fell and with the darkness came the rain on this winding road. The air was tense. Everybody stopped talking. I just watched the road just wanting to get there. Watching the minutes tick by on the clock. Now, back to where this story began.

Catherine now gets out of the car and stands next to me as we both stare at the no admittance sign. The rain, intensifying. "What do we do now? I think I've done it this time." I mumbled to her. Then both of us, at the same time, said "We go aboard and look for someone. We have rooms here tonight". Once aboard the ship we find there is no one at the pursuer's office. We call out... no answer. Then we do



something that to this day I cannot figure out why we did. We split up. I know, I know it's not the smartest thing to do. We all know what happens to people when they do that in the movies. I head up to the upper decks and Catherine heads down to the car deck. Wandering around on the upper decks there was nobody. I mean no one anywhere. I made my way up into the wheelhouse and there's not a soul about. As I stand in the darkness of the wheelhouse with only the

red glow of the instruments. I call out "Is anybody here?" Only silence answers. (Years later I found out that there were no Crew quarters onboard therefore everybody went into town to sleep for the night.) So, I headed back down to meet up with Catherine, anxious to see if she had found someone.

She had made her way down to the car deck. While descending the open stairs she saw a few cars parked along the outer sides of the ship. In the middle of an open area there was a car with the front wheels up on ramps and sticking out of the front were the legs of what seemed to be a man in overalls. Motionless. Was he dead? Was he the victim of foul play? This could very well be an episode of The Twilight Zone. An empty car ferry with only one victim aboard. She quietly backed up the stairs to find me.

We both retraced her steps and, yes, there was the victim under the car, motionless. But wait, what was that strange noise, it sounded like, yes, it was snoring! The man wasn't dead but asleep! We called out to him and his legs jerked up as he hit his head on the front bumper. He was doing some repair work on his own car during his downtime and had fallen asleep. But wait, he wanted to know what we were doing there. We explained we were looking for someone to register us into our rooms. He explained as he wiped his greasy hands on his work rag, that everyone had gone into town for the night. Also, the purser had gone into town for a wee pint. He figured we wouldn't be here until late because of the weather.

We returned to our car and waited for the purser to return from town. It wasn't long before we saw someone staggering down the road toward the ship. As he got closer, I got out of the car and told him why we were there. He replied "no problem" with his thick Scottish accent and we headed onto the ship. That is except for my uncle who was still quite sick and wanted to just stay in the car until we got the room set up. The rain was letting up and I was starting to feel a little better. At least now I knew that we wouldn't all be sleeping in the car.

We all filed into this area which was a combination of the purser's office and a food counter. Catherine gave him our names and reservation number. He says "Let me write down your room numbers" but he can't find his reservation pad in one of the many pockets of his jacket, so he picks up a Styrofoam plate, turns it over and starts writing on it with a ballpoint pen. In short order the pen goes through the plate. After a few tries he gives up and looking at my wife he asked if she really needs a receipt at this moment or could it wait until morning? Of course it could wait. "Okay now everyone, walk this way." as he staggers toward the door. Of course, you know what happened next, we all fall in line and start walking "this way."



All of us staggering and laughing as we followed him. Stepping outside we head towards the stern where the entrance to the rooms is located. The rain had started again, but just lightly. We pass a lifeboat hanging from its divots with water running out of the drain hole in the boat. He stops and points at it then looks at my aunt and says "this is your lifeboat in case the ship goes down tonight. I put a hole in the bottom to let the water out for you" and he smiles. He did not get a smile in return, so he just shook his shoulders, and we continued. We enter the guest quarters area which was added after the ship was built. Resembling a rectangular box this addition was set on the top of the ship. There is no way to access these rooms from inside the vessel. As he opens the entry gate it springs close before he can get through. He attempts to enter a few more times before he is successful, meanwhile we are all standing outside in the rain just wondering if we would ever get out of the rain and into a room. Finally, we are all through. The rooms consisted of two sets of bunk beds, a steam heater, and one window above the sink. Two toilets and a shower are located at the end of the hall. Very basic you could say. Our room was nothing more than a metal box with a window. There was just a sheet of metal that separated our room from the next. When I hit it, it flexes and makes a bong sound.



I was tempted to bang Morse code to my aunt, but I figured it would not be the best thing to do at this time. The purser tells us to turn on the heater and in just a "tick" the room will be warm and cozy. Also, when we get settled in come on down and he'll make us a little light dinner. We had mentioned that we hadn't had anything to eat since lunchtime, remember lunchtime, by now it was after 10pm. My aunt asked for her key and was told "oh there's no keys, don't worry I know where you are, and everything is cared for. We don't use keys up here." She was not happy about that. But we have a room. We settled in and then headed down to get something to eat. By this time my uncle, feeling much better, had gotten out of the car and was sitting with us in the lounge. The purser was pretty much sobered up and was quite friendly. He made us great ham and cheese on rye sandwiches while looking oddly at my uncle trying to figure out where he came from.

We talked a little bit then we said we should get some sleep. I thanked him for the sandwiches and said we'll see him in the morning. He mentioned that he might go back up to the pub and have a wee pint. He invited my aunt to join him, but as you might imagine, she politely declined the invitation.

After everything that took place, I was having a hard time falling asleep. My mind was just racing. I lay there trying to forget the hassles of this day, thinking about tomorrow. Things will be better. I finally started to doze off when

I heard voices, someone coming up the stairs. I could tell it was the purser with two men. On no, he probably forgot which rooms we were in! Please don't let him open my aunt's door! I just know it; he's going to put the two men into the first room! My aunt's room! I heard the door open, then I heard her scream "Get out! Get out! Get Out!" Well, he apologized, closed her door, putting the two businessmen across the hall. After a while everything settled down. Finally, I fell asleep. Before I knew it, the alarm was going off and it was time to get up.

We had a nice breakfast of tea, toast, and even some Scottish porridge with cream. At breakfast the purser told me that the ship was built in 1970. She was 243 feet long, held 546 passengers and 47 cars, and had a top speed of 16 knots. He talked about the history of the ship through the years, and oh yes



it was not that reliable. I was told the weather can get rough because of how high the waves can get. Fortunately, that was not a problem on this trip. He also gave me a postcard of the ship. Things were looking good.

Everybody was in a much better frame of mind as I went out and got the car. To bring it on board was quite scary. You drove onto the main deck. Then the car with you in it was lowered by this open elevator down a level into the hold of the ship. They turned the car in the direction they wanted you to drive while on the turntable. Next, they pointed out where they wanted you to park.

Soon we were set to sail. We were all standing by the railing waiting to leave. It was a beautiful day with the sun shining in the Scottish Highlands, a rare weather in this part of the United Kingdom.

The horn blows three times right on schedule. We started to move. But then we stopped. The captain comes over the PA system and with a very thick Scottish accent announces that there is a problem with the bow thrust. He was talking about the bow thrust-er not working properly. He assured the passengers that the difficulty would be sorted out in a few minutes. It wasn't. The captain announced that the passengers could leave the ship to walk into town if desired, *but* the drivers of the vehicles had to stay on board because when the problem was solved the ship would get underway without notice. Who would want to get off with the realization that they could be left behind? Nobody left the ship. Someone must



have talked with the captain about that logic, or lack of, because after a bit more time he returned to the PA to announce that the difficulty may take longer than first expected to rectify so you can go into town if you want. When the problem was corrected, he would sound the horn giving everyone 20 minutes' notice that the ship was leaving. More than enough time to get back down to the ship. We all looked at each other and said, "Let's go shopping."

We all got off and walked up to Slate Hill in town. After everything that had transpired the night before, and now this, I didn't really feel like shopping. So, I did something that would make me feel better. I found a bakery and picked out a pastry, found a bench and sat overlooking the harbor while I enjoyed this delicious treat as everyone else went shopping. Eventually my family joined me on the bench, enjoying the hustle and bustle of the harbor. Then the horn blew! Down the hill we went with all our packages in tow to reboard the ship.

As we were pulling out of the dock, we all stood at the rail watching. My aunt was going on and on about what a great town this was and how glad she was that we got to spend time there. This time the bow thrust-er worked and we sailed off. It was a beautiful day!



When we reached our destination, I retrieved the car from the hold. We loaded up the suitcases and items acquired on our delayed departure. I sat down and put my left hand on the gear shifter of our rented car, a 1989 Ford Sierra 1.6L. which I had by now fallen in love with and off we again set off on the left side of the road. The rest of the trip went smoothly, although no more side trips that included a ship. Honestly, I don't remember much about the rest of the trip. I need to look at photos to remember where I've been. But I do remember how it ended.

Back in New York, when my aunt was saying goodbye, she emphasized how she had such a great time. How she enjoyed being with us so much. She added that the best part was that time we had the adventure on the ship! How Mallaig was the best place to shop on the whole trip and how it wouldn't have happened if things hadn't gone wrong, and how she will always most fondly remember that part of our trip.

Travel plans don't always turn out the way we expect or want and yet can become the basis of our favorite travel memories!

(Photos: Charles and Catherine Crawford)

SHIP NEWS
Compiled by Pat Dacey
QM2 NAMED SHIP OF THE YEAR



Pictured L to R: Don Leavitt (Past President, SSHSA), Captain Andrew Hall (Master QM2), Stephen Payne, Pat Dacey (President, SSHSA) and Tim Dacey (Past President, SSHSA)

On August 23, 2024, members of the Steamship Historical Society of America (SSHSA) gathered onboard QUEEN MARY 2 at the Brooklyn Cruise Terminal (BCT) for a reception to honor the QM2 as their 2024 Ship of the Year. This prestigious award was presented in recognition of her 20th Anniversary in service as the only true ocean liner in the world in regular service today as well as honoring her historic 400th transatlantic crossing beginning August 23.

In addition, SSHSA presented the naval architect of QUEEN MARY 2, Stephen Payne, OBE with its 2024 Samuel Ward Stanton Award for Lifetime Achievement for his illustrious ship design career and his continuing efforts as an educational advocate for engineering careers.



QM2 on August 23, 2024, prior to the start of her 400th transatlantic crossing. (Photo: Don Leavitt)

IS THE FATE OF THE SS UNITED STATES FINALLY SEALED?



SS UNITED STATES berthed in Philadelphia, PA. (Photo: SS UNITED STATES CONSERVANCY)

After repeated appeals, the US District Court denied the request from the SS United States Conservancy for additional time to move the UNITED STATES from its Philadelphia, PA pier and instead has upheld the June 2024 eviction order following a long legal battle between the conservancy and Penn Warehousing. By September 12, 2024, the conservancy either must have a contract for a new berthing plan, or the 1952-built ship must be removed from her current berth in Philadelphia.

While the conservancy has been discussing options with the United States Navy as well as private pier owners in South Carolina, Massachusetts, New York, New Jersey, Maryland, Virginia, Georgia, Florida, and Alabama, late on August 30, 2024, breaking media reports emerged from Okaloosa County, Florida. Okaloosa County has signed an agreement to purchase the SS UNITED STATES, with plans to create the world's largest artificial reef off the coast of Destin-Fort Walton Beach.

The Okaloosa Board of County Commissioners will meet on September 3, to ratify the executed contract. According to county documents, the Tourist Development Department is requesting approval for a budget allocation of up to \$9 million. The project also includes plans for a land-based museum dedicated to the ship. If ratified, the county will proceed with finalizing agreements for remediation, transport, deployment, and museum development. Environmental due diligence is ongoing, with favorable initial test results being reported. County staff have identified potential funding partners and expect significant cost-sharing to reduce the overall expense. To date, they believe they have secured \$5 million in partnership contributions.

Following the breaking news, the SS United States Conservancy put out a statement confirming the ongoing negotiations and contract with Okaloosa County, while emphasizing that the proposal remains

subject to various contingencies, including a successful negotiation with pier operator Penn Warehousing to extend the ship's stay beyond the September 12 deadline to work out complex moving logistics. The conservancy has also added that "unfortunately, some media outlets have published misleading stories suggesting that such a deal is a *fait accompli*. It is not. There are multiple discussions underway and many unresolved matters that make both the outcome and timing uncertain at this point."

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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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