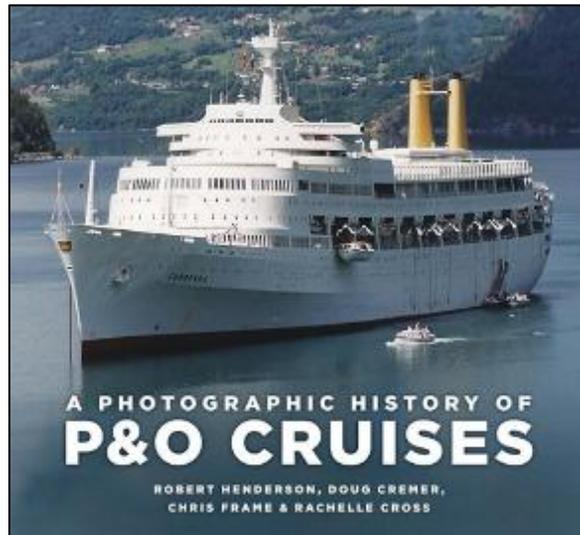




A PHOTOGRAPHIC HISTORY OF P&O CRUISES
PRESENTED BY CHRIS FRAME
THURSDAY, MAY 29, 6:30 PM (ET) ZOOM MEMBER MEETING



2025 is a year of change for P&O Cruises, with its long-established Australian brand ending a long line of P&O voyages to the Southern Hemisphere. But where did it all start? P&O Cruises' heritage can be traced back to the dawn of passenger shipping when Arthur Anderson and Brodie McGhie Willcox formed a shipping company to service the Iberian Peninsula. From the dawn of steam engines to service in two world wars, to becoming a leading cruise line, we will take a fascinating look back at the heritage of P&O.



Chris Frame is an internationally renowned Australian maritime history author who has been fascinated by ocean liners since his first voyage at a young age on Cunard's QE2. Since 2008 he has been a regular lecturer aboard Cunard's ships. He has published 18 maritime history books alongside co-author Rachelle Cross. Today Chris is host of the popular YouTube channel "Cruise News and Ship History" which has attracted over 12 million video views. Chris is a regular maritime history commentator for documentaries and news organizations worldwide, including ABC, CNN, BBC, and Sky News.

UPCOMING MEMBER EVENT

THE STORIED LIFE AND TIMES OF THE SEA CLOUD

By Peter Knego

SATURDAY, MAY 10, 10 AM (ET) ZOOM ENCORE PRESENTATION

UPCOMING MEMBER EVENT (MARK YOUR CALENDAR!)

MARITIME CITY EXHIBITION - GUIDED TOUR & NO-HOST LUNCH
SOUTH STREET SEAPORT MUSEUM, NYC
SATURDAY, JUNE 21, 12 PM – 3 PM

MEMBER PHOTOS



NORWEGIAN AQUA, New York City, NY, April 8, 2025 (Photo: Lawrence Levine)



Phoenix Reisen's AMERA, New York City, NY, April 12, 2025 (Photo: Lawrence Levine)



VIKING POLARIS, New York City, NY, April 23, 2025. (Photo: Justin Zizes)



Victory Cruise Lines VICTORY I alongside in Montreal, Canada, during its inaugural cruise, April 17-27, 2025. (Photo: Denise Dacey)

UPCOMING MEMBER EVENT (*REGISTER NOW!*)

COME ABOARD SEA DART II NEW YORK HARBOR SHIP SPOTTING & LUNCH SUNDAY, MAY 18, 12:45 PM – 6 PM



SEA DART II (Photo: Stuart Gewirtzman)

Come aboard Sea Scout Ship 228's flagship, SEA DART II, a Higgins 1953 T-Boat, and join your fellow PONY Branch members for a four-hour New York harbor tour highlighted by the views of the following scheduled departures:

**CELEBRITY SILHOUETTE
MSC MERAVIGLIA
NORWEGIAN GETAWAY
VIKING NEPTUNE**

A picnic lunch and other light refreshments will be served onboard. Please note that SEA DART II is a working boat with traditional ladders and high steps and has limited indoor accommodation. Plan accordingly for the weather. You may also consider bringing a folding chair as seating is limited on the exterior deck space.

Meeting Location and Times: The National Lighthouse Museum, Staten Island. Check-in Time: 12:45 PM. Boarding is tentatively scheduled for 1 PM, followed by a 1:15 PM departure. The Sea Dart II will return to the National Lighthouse Museum at approximately 5:45 PM. All guests will disembark no later than 6PM.

Cost: \$20 per member; \$40 per non-member guest with a maximum of 1 guest per member.

Reservations: To secure your reservations for this popular outing, watch for an upcoming WSS-PONY Branch special event email message and PayPal link.

(Note: Ship schedules are subject to change.)



WORLD SHIP SOCIETY

Port of New York Branch • Established 1965

60th ANNIVERSARY CRUISE

*with onboard and shoreside
special group events*

OCTOBER 13 - 18, 2025

Questions: wsspony@gmail.com

ALL-INCLUSIVE OFFER: Celebrity Cruises special event all-inclusive fares with taxes and fees are guaranteed until June 15, 2025, or until the reserved special event cabins are sold out. These cabins include the Celebrity Classic Drink Package and the Basic Wi-Fi Package.

\$806 Inside \$859 Oceanview \$1129 Veranda

The included Classic Drinks Package with the Basic Wi-Fi Package is approximately \$400 less when compared to purchasing these packages separately. In addition, the Classic Drinks Package covers all drinks up to \$10 with the option for guests to pay the difference for any amount greater than \$10.

FLEXIBLE FARE OFFER: Celebrity Cruises will allow cabins to be booked outside the ALL-INCLUSIVE OFFER and be counted as part of the WSS-PONY Branch group event by following the reservation instructions. Go to www.celebritycruises.com for prevailing fares and special sale offers.

RESERVATIONS BY PHONE ONLY: Call Celebrity Cruises Groups Department at 800-963-0311 and provide the "PONY" GROUP ID 8313566. Refundable deposits of \$200 per cabin are needed to confirm reservations. Final payments are due no later than July 15, 2025. All group reservations include a \$50 group credit or equivalent per cabin.

GRATUITIES: Cabin fares do not include gratuities and are pre-paid per passenger discretion.

COLLECTORS' CORNER THE DIMINUTIVE SHIP PIN

By Alan Zamchick

Beginning as far back as the 1890's, passengers began seeking a memento to mark their crossings or voyages. They longed for something that featured the ship's name or emblem that they could share with friends and family as a cherished keepsake. The ocean liner souvenir pin was born.

These small items projected prestige and helped passengers publicize their experience as they attempted to showcase the grandeur and elegance of the ships. Line owners seized on the early growing popularity and occasionally presented these small yet colorful celluloids as gifts to first-class passengers. Before ships offered onboard store-bought souvenirs they could be purchased in the barber shops aboard the more luxurious vessels. Maiden Voyages were often celebrated with the distribution of pins to all passengers. It's not documented when Cunard first offered pins – but the earliest versions were small, celluloid pinbacks.



By the 1920's Cunard became quite creative, including a backdrop of brilliant butterfly wings behind detailed artistic views in pins for a variety of their ships.

By the '30s, most promotional pins boasted of cloisonné metallics filled with enamel visuals of larger ships.

As with most things NORMANDIE, hers are among the most valuable of all ship pins. An exception to that style is one of NORMANDIE's special pins that is a simple but rare issue based on the Maiden Voyage medallion including a silver-plated pin with a little tag of blue material celebrating her Blue Riband victory.



(Photo: Worthpoint.com)

In addition to ship-specific pins, the French Line, known for style and creativity, also boasted this lovely generic buttonhole cloisonné enamel pin, no doubt available on its North Atlantic ships during the pre-war and post-war eras.



Atlantique's new crack liner, PASTEUR, created a lovely safety-pin-backed enamel beauty that sadly became decoration only for officers' uniforms since that ship never entered passenger service.



Cunard showed great continuity with their 1920's-1950's ship wheel pins, issued for virtually every one of its passenger liners. Occasionally an oversized version would appear ostensibly before or after wartime that included flags from both sides of the Atlantic. An early version of that issue appears below in the form of a post-WWI CARMANIA pin joining a post-WWII QUEEN ELIZABETH with the standard Cunard-White Star pinback.



Passengers and Officers for the smaller passenger lines also benefitted judging from the two below pre-WWII examples issued for the Italian Adriatica Lines. Dating from the late 1930's their small ships offered passengers the small buttonhole pin on the left for their white-hulled ships GALILEA, CALITEA, GERUSALEMME, and PALESTINA for their Cyprus/Palestine service. The strange thing is that no Adriatica Line passenger ship ever had two smokestacks! Officers of the line enjoyed the large enamel house flag buttonhole variations which were issued in both large oval and diamond formats.



Less decorative pins are equally desirable today as evidenced by the relatively scarce MS JOHAN van OLDENBARNEVELT metal safety-pin version shown below. I am guessing this pin to to be a pre-war issue. If anyone knows, please let me know!



There was a set of beautifully designed 18k gold and enamel safety-pin backs for the pre-WWII Canadian Pacific ships the DUCHESS OF ATHOLL and the DUCHESS OF YORK. These may have been post-WWII issues to memorialize both ships lost during the war. I have been unable to find versions of these pins for their two sisters that survived the war for further service.



In the postwar era right through the 2000's there was a plethora of ocean liner and cruise ship souvenir pin designs from full hull, double butterfly clutch enamels to line logos, from tiny to large, pinbacks and butterfly clutch variations. Loyalty pins for repeat passengers included stack designs and line logos. In 2001, Norwegian Cruise Line issued an ornate "Farewell Season" butterfly clutch pin for the beloved NORWAY. They were a bit premature. She continued until the tragic engine room explosion that ended her cruising career in 2003.



Private issue pins sold well up through the 2010's either celebrating the exit of a ship from service as was the case for a butterfly clutch pin for CANBERRA and the 50th anniversary of the launch of the UNITED STATES. Special occasions called for special creativity such as the lovely double butterfly clutch pin created for the tandem QUEEN MARY 2 and QUEEN ELIZABETH 2 sailing of 2004.



Finally, you have a whole special realm of crew merit pins awarded to crew members usually upon completion of specialty or basic training. For years Cunard awarded staff with its White Star Service pins. These came in two sizes, the smaller with a plastic butterfly clutch pinback, the larger, metal backed. More recently, and as I understand a bit more difficult in the training – they have moved to a much heavier pin with a magnetic backing. Evidently, these pins are much harder to obtain from crew members onboard, but I was able to negotiate one from a willing crew member on the QUEEN ELIZABETH (2010 version) during a recent Alaska cruise. All it took was a comparatively flimsy aluminum reproduction (ca. 2004) of a QUEEN ELIZABETH (1940) butterfly clutch pin in trade.



Many liner and cruise ship traditions have gone the way of the dodo. Chimes no longer ring for dining onboard. Skeet-shooting off the starboard-quarter has been eliminated. Midnight buffets have disappeared from ship programs with food now available 24 hours a day. Even the venerable lifeboat drill has been brought inside, off the decks and away from any lifeboats. Similarly, although available via some cruise line loyalty programs, it appears ship pins have disappeared from onboard shops. None of the ships in which I've sailed since 2018 have offered any kind of pin for passenger purchase. And that, my friends, makes me very sad.

(Photos: Alan Zamchick Collection except as noted.)



worldshipny.org

Members may submit the following for consideration for publication in The Porthole: member photos with descriptions and dates taken, 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.

WSS-PONY ADDRESS: PO Box 384, New York, NY 10185-0384
E-MAIL: wsspony@gmail.com WEBSITE: www.worldshipny.org

SHIP'S LOG
A REVIEW OF BILL MILLER'S
"GRAND AND GLORIOUS: THE GREAT CUNARD LINE"

By Pat Dacey



(Image: cunard.com)

This year, Cunard celebrates a milestone, the 185th year of continuous shipping service. In addition to a celebratory year for Cunard, it is also a milestone that very few shipping lines ever achieve, especially considering that the legendary shipping line has been continuously providing transatlantic passenger service ever since the historic crossing of the BRITANNIA in 1840. On February 28, 2025, the PONY Branch was delighted to once again welcome former PONY Branch Chairman, Bill Miller, for his program "Grand and Glorious: The Great Cunard Line."

Known as "Mr. Ocean Liner," William Miller is considered an international authority about ocean liners and cruise ships. He has written over 100 books on the subject. Bill, a world traveler with hundreds of sea voyages, is a much sought-after presenter and blogger. He is also a career educator. Bill is a founding member of the WSS-PONY Branch. Bill was named Outstanding American Maritime Scholar in 1994 and received the U.S. Maritime Preservation Award and the Ocean Liner Council's Silver Riband Award in 2004. Additionally, Bill was the 2017 recipient of SSHSA's Samuel Ward Stanton Award for Lifetime Achievement.

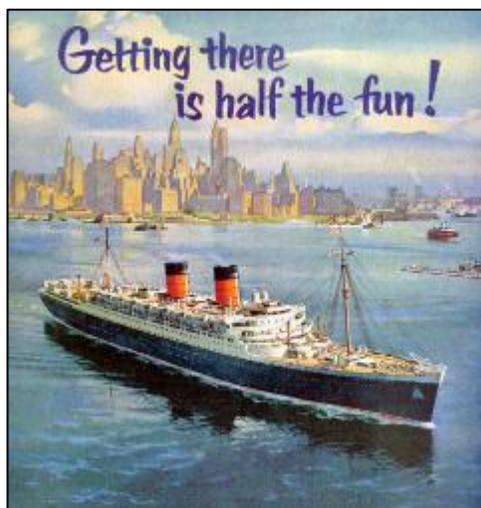
Bill opened his presentation with a reference to maritime notable, Frank Braynard and his comment regarding Cunard line "Not only were they a great company, they taught us what great ships should be." Bill then shared that Cunard is one of his favorite shipping lines and traced his own personal history with Cunard through his time spent as a boy visiting the Cunard Office at 25 Broadway, NYC during his frequent visits to the shipping offices in lower Manhattan via ferry from Hoboken, NJ.

Fast forward to the late 1930's and the eve of World War II, where Bill begins his grand review by focusing on the exceptional wartime service of both the QUEEN MARY and QUEEN ELIZABETH, providing images, insight, and anecdotes about their significant efforts as troop transports.

When the War ended, Cunard resumed passenger service. From 1946 onward, the amount of business and tourism-related travel continued to grow with Cunard playing a leading role. Supporting this was the fact that Cunard had two designated piers, Pier 90 and 92, in New York, which allowed it the opportunity to schedule additional ships to augment the increasing demand.



A rare appearance in NYC in December 1948 with both QE and QM together.



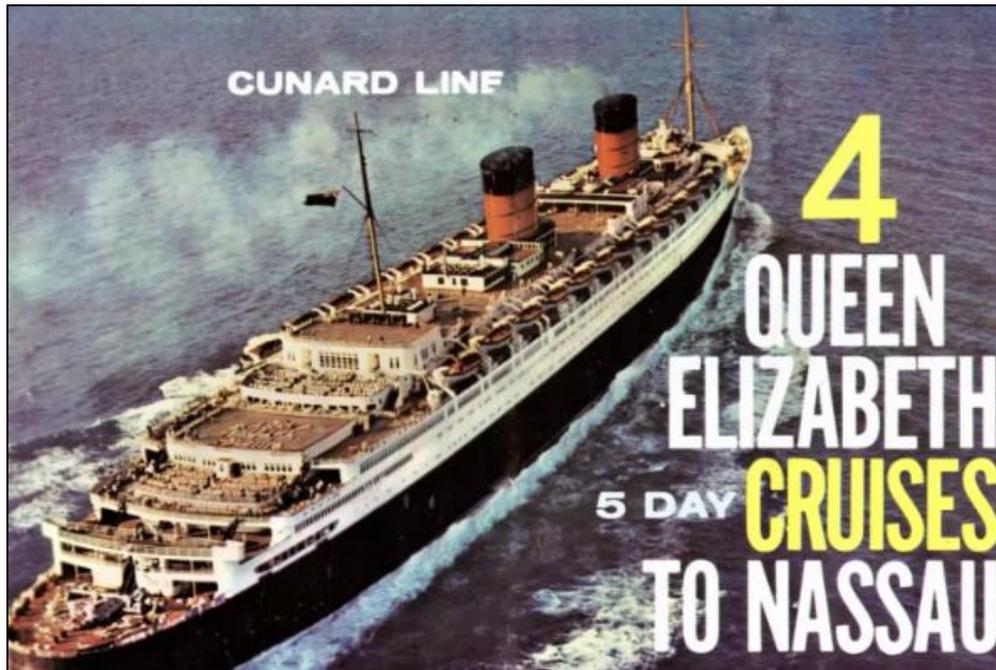
As Bill shared, "Getting there is half the fun!" was a popular advertisement for the post-war Cunard Line and reflected the excitement of a post-war crossing. With colorful interior and exterior images and details of "life at sea" with Cunard, meeting attendees could almost imagine that they were about to embark on the ships after a Tuesday overnight in NYC and departure on Wednesday. An interesting note from Bill was that the Wednesday departure times were not set in advance and determined on the day of, by the tidal conditions and draught of the liners.

(Left: RMS MAURETANIA (1939) in a colorful period Cunard advertisement.)

During the early 1950's, Cunard was winding down with post-war immigrant travel and began to see a new opportunity with sailing some of their ships on cruising itineraries on a part time basis. Many beloved ships, such as the AQUITANIA, BRITANNIC and GEORGIC were leaving Cunard service during this period with the introduction of four new liners to support the UK – Canada service as well as the introduction of MEDIA and PARTHIA which were to be used as combination cargo and passenger liners.

CARONIA was already a success as a dedicated cruise ship which had a very devoted fan base and was used for worldwide cruising.

As the 1960's ushered in an era of non-stop transatlantic travel by airplane for the masses, transatlantic crossings by ship drastically reduced. Both QUEEN MARY and QUEEN ELIZABETH were withdrawn from service and sold during this period but a new liner, QUEEN ELIZABETH 2 was introduced in 1969 to carry on transatlantic service and part time cruising. QE2, after some initial economic concerns through the early 1970's, became successful and a fan of many cruise enthusiasts. She sailed until 2008.



A 1960's advertisement depicting QE prior to being modified for cruising.

With the future of Cunard Line dependent upon worldwide cruising with transatlantic crossings secondary, Cunard gradually expanded its' cruising fleet between the 1970's and 1990's to include both new builds and secondary acquisitions such as the VISTAFJORD and SAGAFJORD.

Following the acquisition of Cunard Line by Carnival Corporation, Cunard set course on a dedicated newbuild plan that was kicked off with the launch of QUEEN MARY 2 in 2003. Brand cohesion and consistency followed with each later Cunard newbuild using the name of a queen regnant from the United Kingdom with similar public spaces on each ship identified by the same name.

This formula has been successful for Cunard line which now has four "Queens" sailing on worldwide itineraries and scheduled crossings on QM2 and is evidence that Cunard Line has not only had a glorious past but an exciting future.

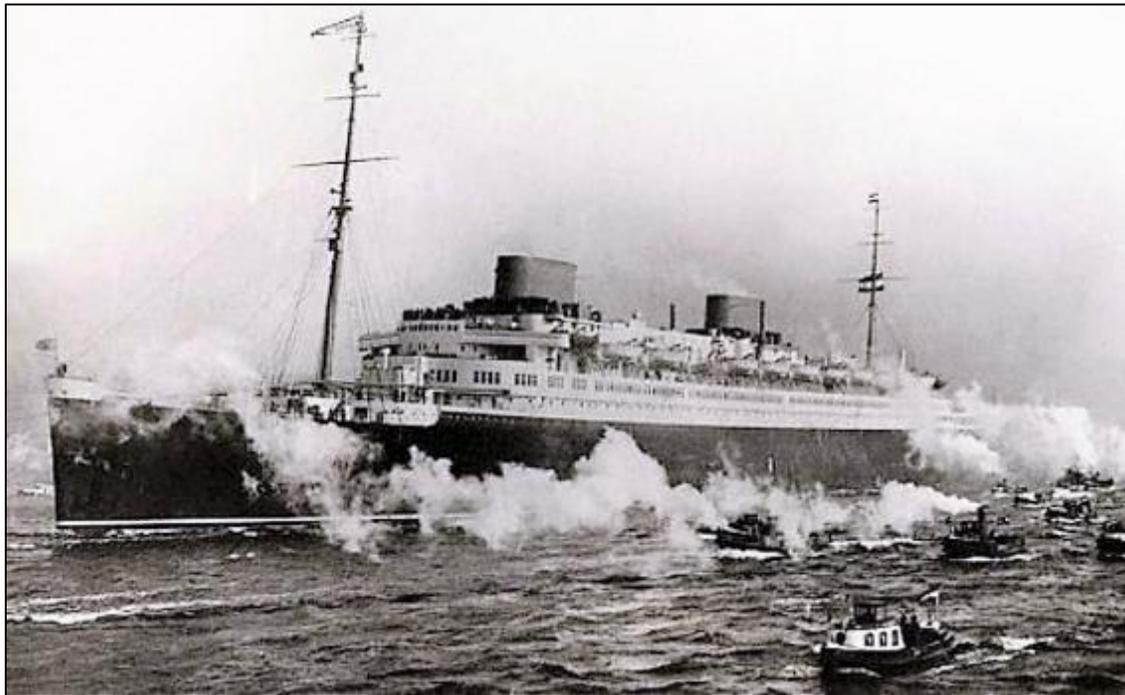
As always, Bill concluded his excellent presentation by participating in a robust Q&A session where he continued to share his insights and answer questions for our audience members.

The World Ship Society – PONY Branch thanks Bill for an entertaining and enlightening evening and for his 60 years of dedicated service to our PONY Branch.

(Images: Bill Miller Collection except as noted.)

SHIPS IN PORT CANCELLED VOYAGE FOR THE EUROPA

By Bill Miller



Ready for service, the giant EUROPA departing from Hamburg in 1930.

In September 1939, Europe was suddenly at war – or under the threat of war. Liner schedules to and from Northern Europe had suddenly been greatly disrupted if not canceled or scrapped altogether. Some liners had been yanked from service and laid-up in the safety of neutral America, in the secure waters of New York harbor while others were called-up to duty, to secretive wartime duties.

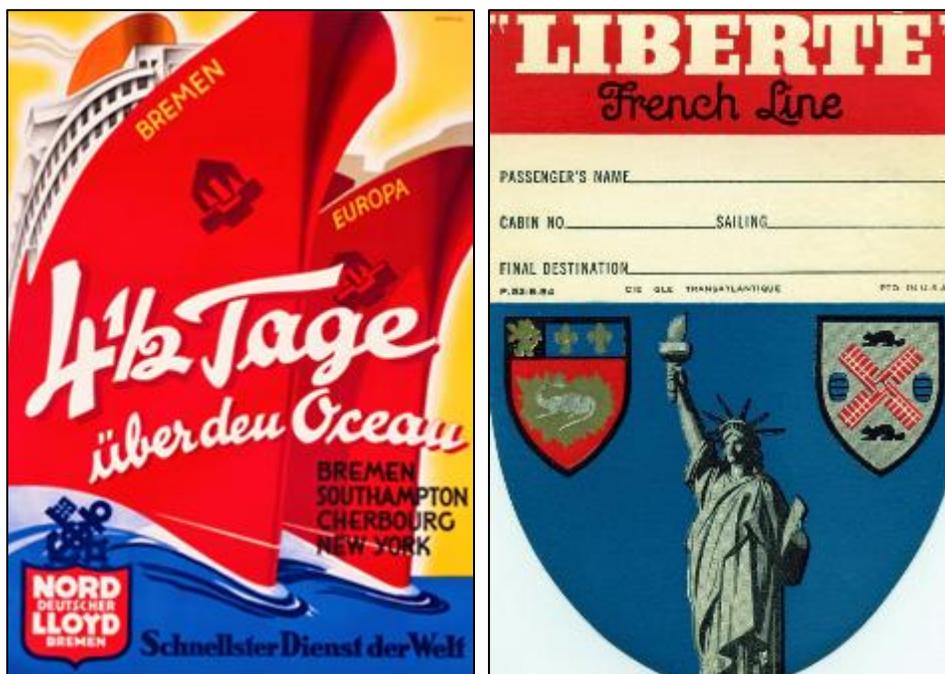
In late August, the big Nazi German liner EUROPA was heading for New York from Bremerhaven when it was suddenly ordered to reverse course and return to home waters. Hitler was about to invade Poland on September 1st and so the political situation might well escalate. He did not anticipate Britain's declaration of war on the 3rd and so the start of World War II in Europe. The 49,000-ton EUROPA returned to Bremerhaven, offloaded her 2,000 passengers and itself would not sail again for 5½ years.



(Left: EUROPA arrives at Pier 86, New York -- with the DEUTSCHLAND in the foreground.)

That December, the EUROPA was joined by its near-sister BREMEN along the Bremerhaven waterfront. But thereafter, the fate of the two giant liners was unclear. It was rumored that they would be converted to big aircraft carriers, but more likely become troopships for the intended invasion of Britain planned for 1940. Huge doors

were in fact cut into the sides of the EUROPA and berthing directions for up to 10,000 troops were found drawn on stateroom doors and in companionways. Another plan was to use the two liners to transport German Jews to faraway relocation and internment camps in Madagascar and in East Africa. None of these plans came about and instead the EUROPA sat out most of the war years unused other than for accommodation and dockside training – and, in the end, to house refugees from the Eastern Front.



*Left: Crossing the North Atlantic in a very swift 4½ days!
Right: French Line LIBERTE luggage tag.*



The LIBERTE (on left) and ILE DE FRANCE together at New York in 1957.



A fine sketch by noted artist Carl Evers of the inbound LIBERTE.

Much of EUROPA's high-quality fittings were removed as the war regressed for the Nazis and were replaced by inferior parts. When two US Navy officers and 24 blue jackets boarded and then seized the 936-foot long ship on May 8, 1945, it was claimed as a prize of war and the American flag raised onboard. Just a day before, the last of the Nazi regime ordered that the liner be destroyed, but then, as Germany surrendered, the order was rescinded.



Postscript: The EUROPA was later awarded to the French as reparations for the loss of the NORMANDIE, and later sailed as the LIBERTE in 1946 until scrapped in 1962 after accidentally sinking at LeHavre during a storm.

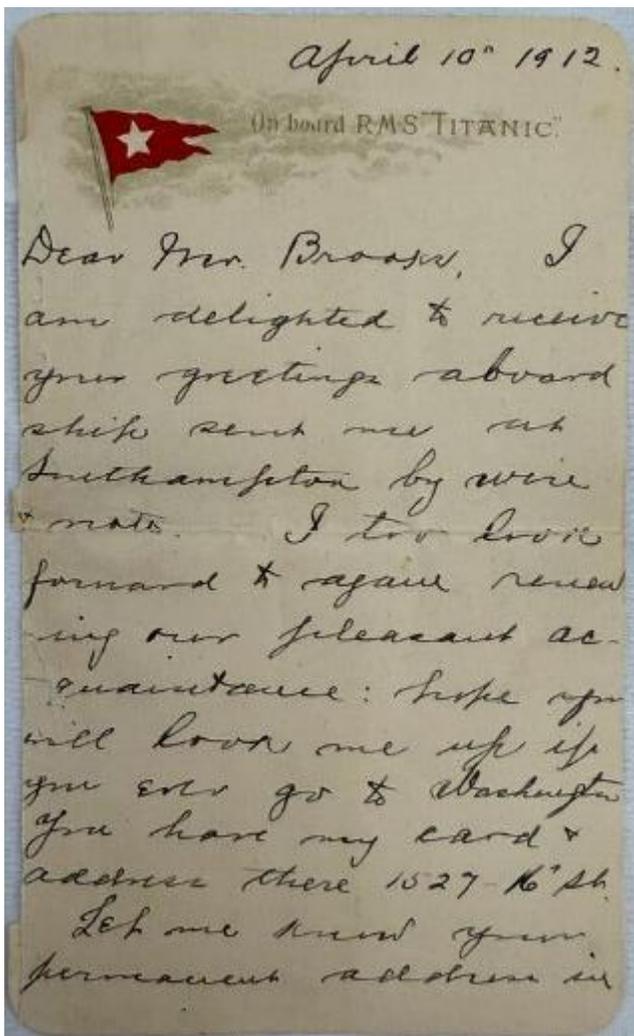
(Images: Bill Miller Collection)

SHIP NEWS

Compiled By Pat Dacey

LETTER WRITTEN ABOARD TITANIC SELLS FOR NEARLY \$400,000

On April 26, 2025, in Wiltshire, England, the auction house of Henry Aldridge and Son sold a letter from Colonel Archibald Gracie to an unidentified European Ambassador for nearly \$400,000. The letter was dated April 10th, 1912, and was postmarked Queenstown, Ireland, TITANIC's last port prior to her tragic sinking on April 14, 1912. The letter was sold to an unidentified buyer in the United States. Perhaps a PONY Branch member?



Archibald Gracie was a member of the wealthy Scottish – American Gracie Family of New York City and was a namesake and direct descendant of Archibald Gracie, who built Gracie Mansion, the current official residence of the mayor of New York City.

Gracie occupied first class cabin C51 during the voyage and survived the sinking of TITANIC. It is said that he never recovered from the ordeal and died less than eight months after the sinking, becoming the first adult survivor to die. His death was attributed to diabetes which were severely affected by the hypothermia and other physical injuries incurred as a result of the sinking.

Before he died, Gracie wrote the book, "The Truth about the Titanic" published in 1913 and was said to have been so preoccupied with TITANIC that his last words were reportedly, "We must get them into the boats. We must get them all into the boats." Gracie is buried in the Gracie family plot in Woodlawn Cemetery, Bronx, NY. (Photos: Henry Aldridge & Son)

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