



FAREWELL MARCO POLO
PRESENTED BY DAVID TREVOR-JONES
FRIDAY, JUNE 27, 6:30 PM (ET) ZOOM MEMBER MEETING



Cruise & Maritime Voyages fell victim to the pandemic in June 2020. Its eclectic fleet of classic cruise ships including the venerable MARCO POLO, formerly the Soviet ALEXANDER PUSHKIN, was arrested and later auctioned by the UK Admiralty Marshall. MARCO POLO languished in lay-up at Avonmouth, the port of Bristol, until November that year. David gained privileged access and was the last ship enthusiast/photographer allowed on board and was also on the dockside to watch her sail. This is his story of how that happened and what he saw.



In Spring 1966 **David Trevor-Jones** was with his father on an excursion boat trip round Southampton Docks at the peak of the British seamen's strike. A sudden squall drove the boat to seek shelter in the lee of the QUEEN MARY. David reached out and plucked a flake of paint from the liner's hull. He was hooked as a ship-enthusiast for life! A family cruise on the new MIKHAIL LERMONTOV in 1973 sparked his fascination with the Soviet "author" liners. Now Dorset WSS Vice-Chairperson and program organizer of the Ocean Liner Society, David has written about and lectured on the Soviet class of "author" liners and their key role in the UK cruise market.

(Photos: David Trevor-Jones Collection)

UPCOMING MEMBER EVENT

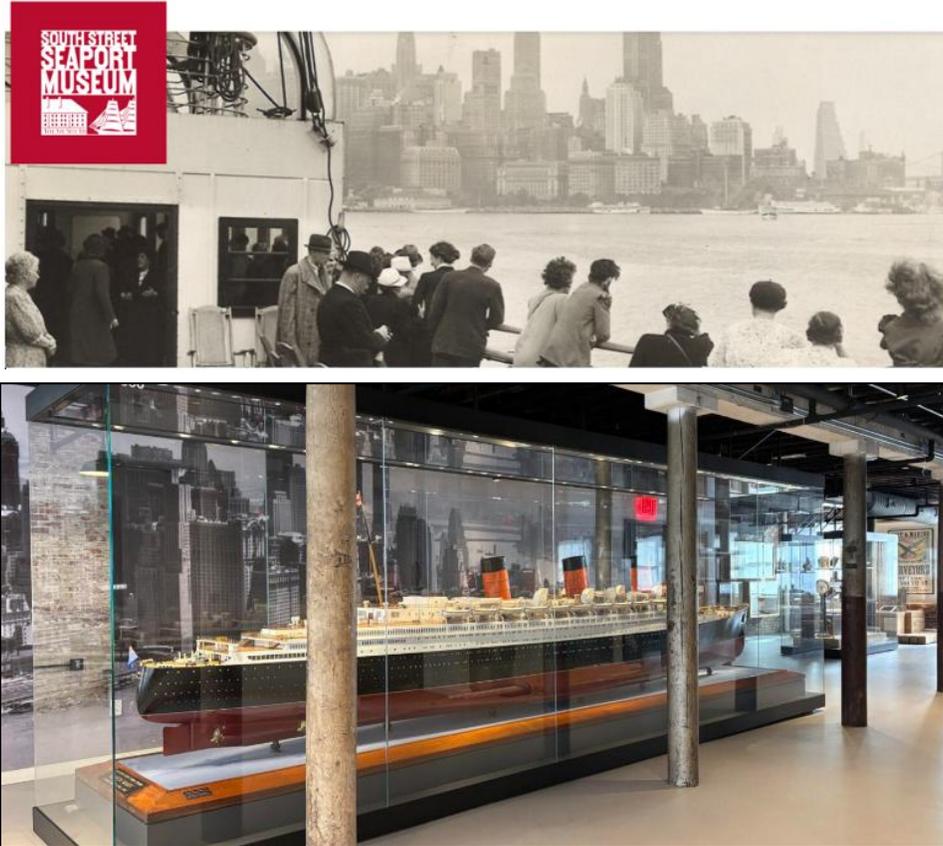
A CONVERSATION BETWEEN FRIENDS – THE SSUS TOW TO ALABAMA
CAPTAIN MIKE VINIK AND CAPTAIN JIMMY ZATWARNICKI
SATURDAY, JUNE 14, 10 AM (ET) ZOOM ENCORE PRESENTATION

UPCOMING MEMBER EVENT

MARITIME CITY EXHIBITION GUIDED TOUR SOUTH STREET SEAPORT MUSEUM, NYC & NO HOST LUNCH AT COBBLE FISH (PIER 16)

SATURDAY, JUNE 21, 11:15 AM

REGISTER NOW AT www.worldshipny.org



PONY Branch members and guests are invited to a 90-minute guided tour of the South Street Seaport Museum's latest exhibition, *Maritime City*, in the historic 1868 A.A. Thomson & Co. warehouse. *Maritime City* highlights how New York City, as we know it today, arose from the sea. Throughout the extensive three-floor exhibition, 540 deliberately selected objects from the museum's collections and archives on view underscore how the city's identity as a global capital of culture and finance is rooted in its origins as a seaport. Featured in the exhibition is the newly restored, 22-foot builder model of RMS QUEEN MARY that was displayed for decades in the ticketing hall of the Cunard Building at 25 Broadway and for many additional years and most recently aboard The Queen Mary Hotel in Long Beach, CA. *(Images: South Street Seaport Museum)*

Following the tour, those attending are invited to join us for lunch at the Cobble Fish restaurant on nearby Pier 16. The optional lunch is at each attendee's own expense.

Meeting Location: The A.A. Thomson & Co. Building at the South Street Seaport Museum, 213-215 Water Street, New York, NY 10038.

MEMBER PHOTOS
SEA DART II WSS-PONY New York Harbor Ship Spotting Cruise
Photos by Stuart Gewirtzman



MSC MERAUIGLIA



Norfolk Tug Company JAMES WILLIAM



NORWEGIAN GETAWAY



NORWEGIAN GETAWAY and CELEBRITY SILHOUETTE

UPCOMING MEMBER EVENT

A PHOTOGRAPHIC HISTORY OF P&O CRUISES

By Chris Frame

SATURDAY, JULY 12, 10 AM (ET) ZOOM ENCORE PRESENTATION



SEA DART II returning home after a great day ship spotting with WSS-PONY Branch members.



Port of New York Branch • Established 1965

MEMBER ACTIVITY – RESERVE NOW!

60th ANNIVERSARY CRUISE - OCTOBER 13 - 18, 2025

with onboard and shoreside special group events

Questions: wsspony@gmail.com

*Day 1 Fort Lauderdale, FL - Day 2 At Sea Cruising - Day 3 Key West, FL
Day 4 At Sea Cruising - Day 5 Nassau, Bahamas - Day 6 Fort Lauderdale, FL*

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.

MEMBER ACTIVITY REVIEW

SHIP SPOTTING HARBOR CRUISE WITH LUNCH ABOARD SEA DART II

By Stuart Gewirtzman and Denise Dacey



On Sunday, May 18, 2025, WSS-PONY Branch members and guests embarked on Sea Scout Ship 228's historic 1953 Higgins T-Boat, SEA DART II, to view four cruise ships in port that day. Departing from the National Lighthouse Museum on Staten Island under sunny skies, we first headed to the Cape Liberty Cruise Port in Bayonne, NJ, to view CELEBRITY SILHOUETTE before continuing up the Hudson (North) River to the Manhattan Cruise Terminal where NORWEGIAN GETAWAY and VIKING NEPTUNE were berthed. Enjoying a plentiful lunch along the way, the next stop was the Brooklyn Cruise Terminal for a close look at MSC MERAVIGLIA as she set sail for the Bahamas. We were then treated to a view of the GETAWAY AND SILHOUETTE, both Bermuda-bound, passing each other sailing in opposite directions as the NCL ship headed out to sea while the Celebrity ship headed upriver to give guests a view of the Statue of Liberty and Manhattan skyline. Numerous ferries and harbor craft added to the spectacle of a busy day in New York harbor. The WSS-PONY Branch kindly thanks Captain Jimmy Zatwarnicki and the Liberty Nautical Education Center whose goal is to "inspire and educate tomorrow's leaders through maritime-oriented programs." Learn more about this valuable organization at www.libertynautical.org.





(Group photo: Stuart Gewirtzman. Other photos: Denise Dacey.)

WHAT WAS...IS AGAIN! A VISIT TO THE GOLDEN JUBILEE BAR ON CARNIVAL CELEBRATION By Alan Zamchick

In early April I enjoyed my first visit to a Mega-cruise ship, Carnival Cruise Line's 183,521 GT CARNIVAL CELEBRATION, joined by my good friend and SSHSA PowerShips Editor Rich Turnwald. Our visit was thoughtfully arranged by longtime Carnival executive – and longtime World Ship Society–PONY Branch member (he joined originally at age 13!) – Glenn Aprile, to attend the “Carnival Innovation Itinerary Media” presentation hosted by Carnival Cruise Line President, Christine Duffy. The visit, thanks to Glenn's hospitality, became so much more!



CARNIVAL CELEBRATION. (Image: Carnival Cruise Line)

First, a word about Carnival's Excel ships and CARNIVAL CELEBRATION's place in the fleet. She is the second Carnival Excel-class ship having entered service in November 2022. She followed the MARDI GRAS, which set the class standard when she arrived in July 2021. The third Excel-class ship, CARNIVAL JUBILEE, followed in December 2023. It should be noted that the MARDI GRAS, taking her name from the very first Carnival ship, the 1972 MARDI GRAS (the former EMPRESS OF CANADA), is currently the only Carnival ship without the “CARNIVAL” prefix. During the media presentation, Carnival released the names of their next two Excel entries continuing to honor their earliest vessels with the names CARNIVAL FESTIVALE and CARNIVAL TROPICALE slated to debut in 2027 and 2028. All current and future Excel vessels will be built with the LNG (liquefied natural gas) propulsion platform.

We had a bit of a time constraint to our visit, so it was after the media presentation and a quick, flavorful lunch in the Cucina Del Capitano that we set out to tour a very special section of this vast and attractive ship.

Glenn is Carnival's AVP of Brand Experience and Product Development. In this role he was able to make design recommendations to Carnival's leadership team. For this particular ship, Glenn was able to make recommendations I think most of us as WSS–PONY Branch members could only dream of doing. This was how the Golden Jubilee, a very special bar on the CARNIVAL CELEBRATION, came to be. Glenn explained, “The Golden Jubilee is one of several new ideas that we pitched to commemorate Carnival's 50th birthday on CARNIVAL CELEBRATION. Concepts were presented and approved by Carnival's leadership team.” They started with what Glenn describes as a “concept brief,” and this particular “brief” included recommendations to incorporate fittings from Carnival's earliest cruise ships.”

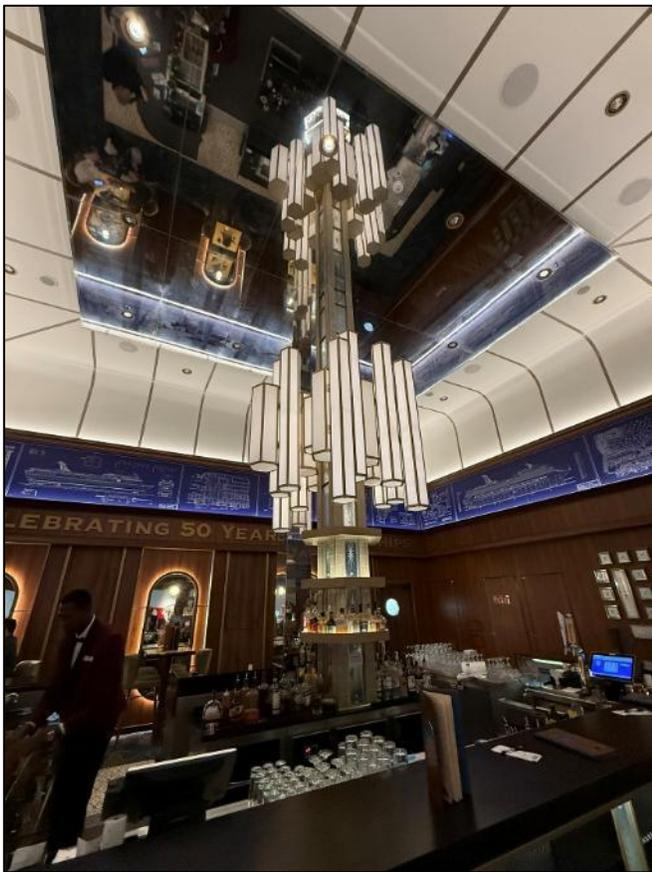
Where to go for possible fittings from previous ships? I think we all know the answer to that. You go to the man that has made a lifetime saving precious artifacts from so many of the ships we, and Glenn, have loved: Peter Knego. Glenn shared, "I first contacted Peter back around 2003 when he approached members of Carnival's leadership to offer items he was salvaging from the original MARDI GRAS. While I was not involved in ship design at that time, Peter's pitch was passed along to me by an executive aware of my enthusiasm for ships. I kept in touch with Peter and 15 years later, I approached him when we were conceptualizing The Golden Jubilee to see what he still had in inventory. We acquired several items from Peter after obtaining approval from our senior leadership on the concept." I asked Glenn about the difficulty of transporting the collection of "antiquities" (my word). According to Glenn, "The items were collected from Peter's storage locations in California and trucked to a Miami, FL warehouse near Carnival's headquarters. We visited the warehouse regularly with our design team to evaluate the items and determine how to best incorporate them into the design. We then arranged to ship the items that we were ultimately going to use to the outfitter assigned to the Golden Jubilee in Finland near the shipyard in Turku." Largest of the installed relics, "the mahogany and glass partition was in excellent condition overall with relatively few signs of age (*below left photo*). We cleaned it up a bit and replaced a few panes of damaged glass. While we considered refinishing it entirely, we decided to leave it as is, authentic for guests to admire."



And admire it we did! The partition is being used to great effect for noise abatement in the table-seating area of the Golden Jubilee Bar. It runs along the Deck 6, port side passageway from the "Carnival Restaurant" to the "Celebration Central" 3 deck high balcony on the other side of the re-installed, Knego-provided, original CARNIVALE Mardi Gras Nightclub doors, themselves replete with wonderful etched glass. And there was so much more. The CARNIVALE, second of Carnival Cruise Line's original three (she was originally the EMPRESS OF BRITAIN and later QUEEN ANNA MARIA) contributed more than just that doorway but added several glass etchings now prominently displayed on the Golden Jubilee walls (*above right photo*).



(Left photo) An original CARNIVALE Engine Telegraph stands in the center of the corridor with Glenn Aprile (left) & Rich Turnwald (right) and in its original position aboard CARNIVALE (Right photo by Carnival Cruise Line).



(Left and top right photos) Copies of Joe Farcus' original blueprints beautifully line the top of the bar walls with two blueprints specific to the CARNIVAL ECSTASY and CARNIVAL SENSATION. (Lower right photo) Bar tabletops from the CARNIVAL FASCINATION's Hollywood Boulevard Bar feature Al Hirschfield drawing reproductions.

Time grew short and it was time to disembark from our walk down memory lane in the midst of this thoroughly modern ship. A sincere thank you to Glenn Aprile and the Carnival Cruise Line for the opportunity to attend the Carnival Innovation Itinerary media presentation and for their hospitality throughout our visit.

(Photos: Alan Zamchick except as noted.)

SHIP'S LOG
THE STORIED LIFE AND TIMES OF THE SEA CLOUD BY PETER KNEGO
A Review by Denise Dacey



The majestic and beautiful SEA CLOUD.

At the WSS-PONY Branch March member meeting, WSS-PONY members and guests happily welcomed back Peter Knego, ocean liner historian, journalist, photographer, videographer, blogger and lecturer with a life-long passion for mid-century modern ocean liners and the treasures that filled them. During nine trips to India, Peter salvaged container loads of materials from a number of ocean liners in the throes of scrapping on the beaches of Alang and simultaneously took the opportunity to record their “last breaths” in a series of documentaries: “The World’s Passenger Fleet,” “The Sands of Alang,” “On the Road to Alang,” and “Torn Castle.” Ever busy, Peter also operates the website MidShipCentury.com which offers up artwork, furniture and fittings from various ships scrapped at Alang.

Peter’s premiere presentation at the March meeting, “The Storied Life and Times of the SEA CLOUD” was a highly enjoyable treat.

Peter began his presentation by noting that the SEA CLOUD is currently sailing for Sea Cloud Cruises as a luxurious boutique cruise ship, but that status will change in October when she will be converted for Sea Cloud Cruises private charter yachting. This is like when she was first built in 1931 and launched as HUSSAR V by the heiress, world’s richest woman of the time, businesswoman and socialite, Marjorie Merriweather Post, and her husband, Francis Edward Hutton, of financial fame and fortune. Not surprising for this power couple, at the time HUSSAR V was the world’s largest private yacht. Peter noted that the renowned Mar-a-Lago (Spanish for Sea-to-Lake) in Palm Springs, Florida, the world’s largest private residence when built, was also a Post and Hutton creation and home until 1973. During World War II, now SEA CLOUD, painted grey and masts removed, guns added, served as a U.S. Navy and U.S. Coast Guard IX99 weather ship (chartered by Post and Hutton to the military for \$1 per year) when she notably

became the first racially integrated U.S. Navy ship. She was also responsible for discovering a German U-boat during her military service and provided critical weather data for the Normandy D-Day invasion. After the war, under private ownership, and after a 3-year full restoration SEA CLOUD returned to her white hull with gold eagle crest and her 4-masted glory.

Later, following an 8-year dormancy, SEA CLOUD entered luxury cruise ship service after spending 8-months in the same German shipyard where she was built when it was the Germania Shipyard. From then, SEA CLOUD provided for 64-passengers, pampered by 60-crew.

Peter weaved his presentation with many engaging old and new SEA CLOUD photos, stories and details. For instance, Peter detailed the protection measures taken on board for the young Post and Hutton heiress, Nedenia during the time of the Lindbergh baby kidnapping and murder. Peter also shared that Nedenia Hutton grew up to become the beautiful and successful actress, Dina Merrill, even at a somewhat Hollywood-rare 6-foot height! Quite interestingly, in 1955, SEA CLOUD was renamed ANGELITA when she was traded for a used airliner owned by the Dominican Republic. ANGELITA would serve their dictator Rafael Trujillo as a government office and for his personal use. In 1961, Trujillo was assassinated and in a failed attempt his family used SEA CLOUD to try smuggling themselves and his corpse out of the country. SEA CLOUD was a vacation retreat for the early royal Windsor family and at one point became a “floating embassy” for Marjorie Merriweather Post’s later husband, U.S. Ambassador to the Soviet Union, Joseph E. Davies. Of course, no intriguing ship history would be complete without several more owners, name changes (PATRIA, ANTARNA) and a ship arrest just prior to SEA CLOUD’s turn in history to cruise ship service.

Lucky for members, Peter shared photos and wonderfully described details of every interior and exterior public space, spotless engine and control rooms, and each stunning suite, as well as “cozy” cabins found on the glorious SEA CLOUD. Members “traveled” from the Sundeck to the Bridge with its original helm complemented by modern-day navigational equipment, the aft Bridge Deck, the “Blue Lagoon,” the Lido, the Promenade Deck with its swimming off the side experiences (and additional climb the mast and bow



sprit experiences), and the fire-proofed (at great expense) wood-paneled dining room, suites, lounge, and library.

In 2011, SEA CLOUD underwent extensive renovations and generally has run 8 and 9-day cruises for fancy-casually dressed guests. According to

Peter, the SEA CLOUD atmosphere is both wonderfully warm and relaxing. Maybe not surprisingly, the massive and beautiful sails currently on the four ship’s masts are manually furled by the SEA CLOUD crew and although complemented by the availability of engines, the sails are used as often as possible, creating an extraordinarily special sailing cruise experience. In summary, the SEA CLOUD was designed and fitted as Peter would aptly describe as “elegance at its finest.”



Aft Promenade Deck and "The Blue Lagoon" — 1930s



The Smoking Room — 1930s



Suite #1



Suite #1 Bathroom



The Lido

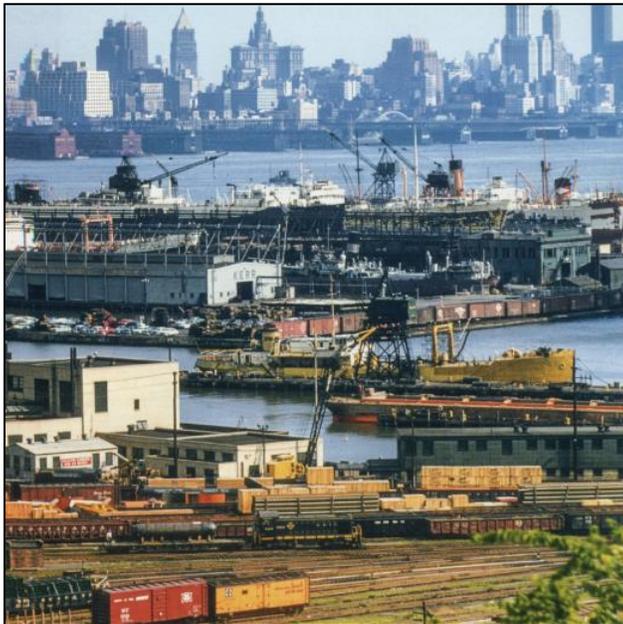


Afternoon Tea

Although SEA CLOUD will soon only offer group and private charters, Sea Cloud Cruises will continue to offer the SEA CLOUD II and SEA CLOUD SPIRIT cruises that employ the luxurious and extraordinary cruising experiences inspired by SEA CLOUD. If of interest: Setting Sail: The Story of Sea Cloud exhibition runs until Sunday, June 15, 2025, at the Hillwood Museum in Washington, D.C. (www.hillwoodmuseum.org). Additionally, to learn more about the SEA CLOUD and Peter's other highly entertaining and informative presentations and more check out the following: www.seacloud.com, www.youtube.com/@midshipcinema and www.quirkycruise.com. The WSS-PONY Branch extends a generous thanks to Peter for a truly special presentation. *(Images: Peter Knego Collection.)*

SHIPS IN PORT TODD SHIPYARDS OVER IN HOBOKEN

By Bill Miller



In the foreground, Todd Shipyards as seen in 1953.

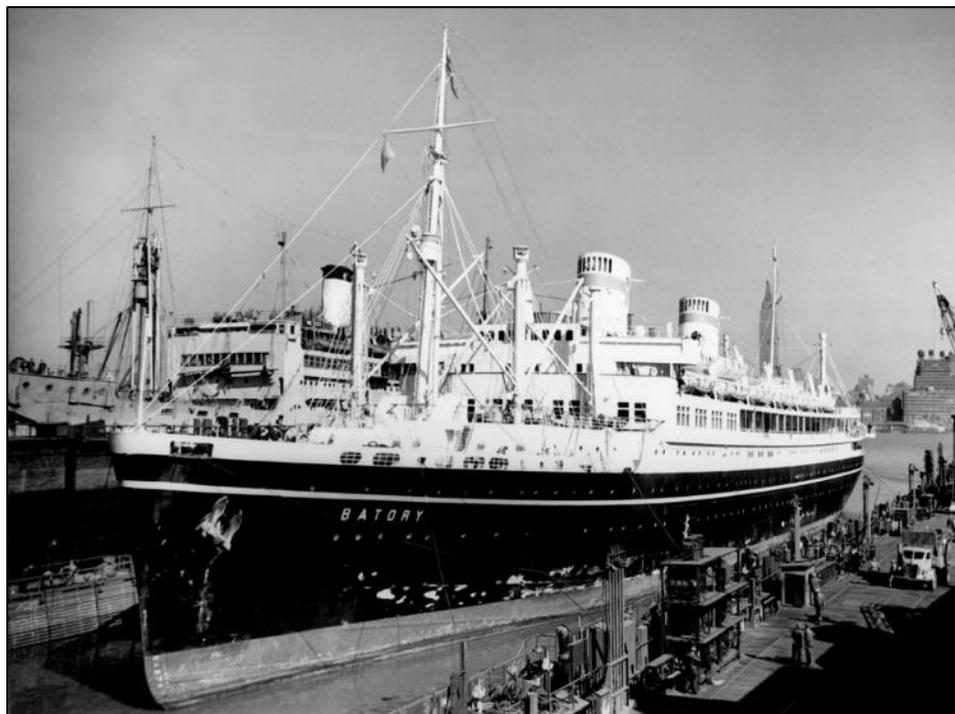
I had the good fortune to grow up in Hoboken, on the banks of the Hudson and just across from New York City. Myself, I had the added advantage of my family living in the northeast corner of an otherwise small, mile-square Hoboken and just streets away were the Bethlehem Steel and adjoining Todd shipyards. In my boyhood, in the 1950s, those plants boomed, rattled, pulsated. Work, meaning repairs, and mostly on cargo ships, sometimes went on around the clock. Ships came from every corner of the Port of New York for attention and care. There were American Export and American President freighters, others from United Fruit and Moore-McCormack, but also the likes of more distant Hellenic and Zim lines. Alone, Bethlehem Steel could handle up to 15 ships at one time and so the mixed gatherings of these ships were fascinating. Todd could handle up to 10 larger ships with dry docks for at least three. Often these ships moved about within the shipyard, going from dry dock to wet dock. Added to the scenes, tall cranes hovered over the ships like surgeons at work.



In the fall of 1963, I well remember a special occasion: the liner AMERICA was carefully guided by Moran tugs to a berth on the north side of Todd shipyards. It was very rare to see such a big liner in a local shipyard. Caught in an industrial dispute, the 723-ft long AMERICA would sit, lifeless and dark, at that berth for six months. At night, as I recall, the ship was little more than a silhouette.

(Left photo): Commissioning Day for a converted bulk carrier at Todd's in 1963.

Previously, passenger ships came to Todd, but only occasionally. Soon after World War II, both the famed ILE DE FRANCE and then the giant EUROPA called at Todd's. The little FORT TOWNSHEND of the Furness-Bermuda Line was restored there in 1946-47 after wartime service. The equally small American liners MONTEREY and MEXICO were transformed into the ADANA and ISTANBUL for their new owners, the Turkish Maritime Lines, in 1947.



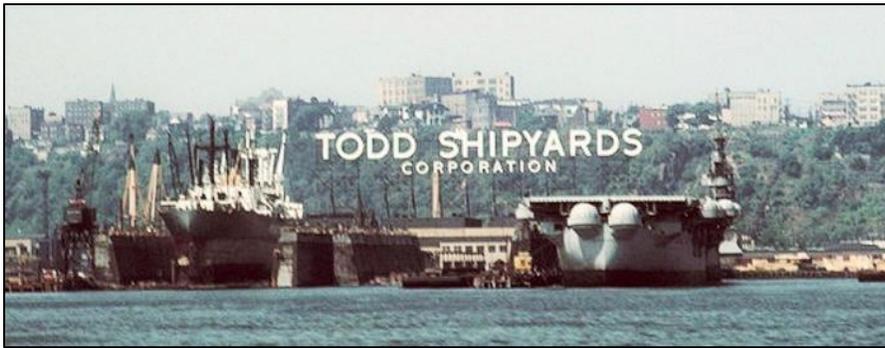
The Polish liner BATORY at Todd's in Hoboken in 1947.

A visit by Poland's BATORY made some news. While having its annual refit, news broke, in January 1951, that a known Communist spy had previously escaped aboard the ship (and with the captain's knowledge no less) and was returning to Soviet Russia. Todd workers protested and refused to complete the refit. Soon afterward, the BATORY itself was banished from American waters.

Meanwhile, the brand-new ARGENTINA called in December 1958 with so-called "teething problems" just prior to its maiden cruise to South America. Strike-bound American passenger ships also sat out idle stints at Todd's and at least two ships, American Export's EXETER and EXCALIBUR, quietly waited there while awaiting sales to the Orient Overseas Line.

Later passenger ship visitors included the ARGENTINA and BRAZIL, RIO DE LA PLATA, PRESIDENT MONROE and PRESIDENT POLK, and the PANAMA. I also recall Zim Lines' JERUSALEM needing attention for engine troubles in 1959 and the OCEAN MONARCH being unexpectedly drydocked with rudder damages.

Todd had been the Tietjen & Lang Shipyard until the late 1930s when Todd bought the property and facilities. The earlier yard specialized in smaller, mostly coastal passenger and cargo ships as well as harbor craft of mostly tugs and barges. During World War II, with Todd now at the helm, the plant surged to thousands of employees, larger dock spaces and expansion to handle ships of almost any size. In late 1945, when the USS EUROPA visited, it ranked as the third largest passenger vessel afloat.



A huge sign flashed across the Hudson to Manhattan



Busy times in World War II: Bethlehem Steel is in the foreground; Todd is behind.

However, business went increasingly to less expensive foreign shipyards by the early 1960s. Todd decided to concentrate on its Brooklyn facility. Equipment, dry docks and even dockside cranes were shifted in 1965. Todd in Hoboken was no more. The property endured for some twenty years as berthing for largely aged tugs and barges, and even a veteran Liberty ship that had been reworked and later served as a floating dredge. Finally, the property was sold – to land-hungry developers. First, a Sheraton Hotel rose where those ocean ships had once berthed and then pricey condominium apartment towers.

These days, some sixty years later, there's barely a trace of the Todd Shipyards that I once knew – and watched!

(Images: Bill Miller Collection)

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
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SHIP NEWS

Compiled by Pat Dacey

SSHSA AWARDS NY-BASED MIRIAM MORAN “TUG OF THE YEAR”



MIRIAM MORAN docked at the Moran Yard in Staten Island on May 9, 2025.

On May 9, 2025, the Steamship Historical Society of America (SSHSA) awarded MIRIAM MORAN as the 2024 “Tug of the Year.” The prestigious award was presented to Moran Towing at their yard in Staten Island, NY, with the crew as well as the general manager of Moran for NJ/NY present to accept the award.

MIRIAM MORAN was built at McDermott Shipyard in Morgan City, Louisiana, in 1979, for Moran Towing Company of New York. Hull number 253 from this well-known tug builder, she was one of six sister ships built for Moran, between 1975 and 1979. Purpose-built, the MIRIAM and her sister ships’ design represents the zenith of conventional ship docking tugs and was considered state-of-the-art when first introduced.

The tugs’ excellent handling capabilities, combined with her narrow deckhouse, made her ideal for any ship docking assignment tasked. The MIRIAM and her sisters quickly became favorites of Moran docking pilots in ports along the east coast and remain so today.



The MIRIAM is remarkable, as she approaches fifty years of service, in that she is still considered an excellent tug for the job for which she was originally designed even though much has changed in the world of ships and ports over the past half century. Ships have dramatically increased in size and generations of tractor tugs have all but taken over the jobs of handling ships in today's major ports. Today the MIRIAM MORAN and her crew, working alongside Moran docking pilots, continue to provide excellent service to the Port of New York.

From left in front of the MIRIAM MORAN: Pat Dacey - SSHSA President, Ben Moll - Mate, Taylor Hobbs- Captain, Eric Takakjian - SSHSA Board Member (Photos: Stuart Gewirtzman)

CUNARD'S 185TH ANNIVERSARY CELEBRATIONS BEGIN



(Left photo) QUEEN ANNE arriving in Liverpool, May 26, 2025, (Right photo) Princess Anne and QA Officers on the bridge of Queen Anne on May 27, 2025. (Photos: Left: Liverpool ECHO and Right: Liverpool Daily Post)

On May 27, 2025, Her Royal Highness Princess Anne opened Cunard's 185th Anniversary Celebrations in Liverpool, England, as the luxury cruise line marks 185 years of maritime heritage. Additionally, The Princess Royal was welcomed onboard Queen Anne arriving in Liverpool for its first royal tour.

According to the Cunard press release, British Army Band Catterick signaled Princess Anne's arrival, and Her Royal Highness celebrated Cunard's years of maritime history, the ship's bond with Liverpool and the leadership of her Captains, Dave Hudson and Inger Thorhauge.

Following, Cunard opened its 185th "Sea of Glamour" exhibition at Liverpool's Royal Liver Building, joined by Queen Anne's Icons, five Liverpool women chosen to represent the city when Liverpool was named in a world first as Queen Anne's godparent. The exhibition is curated by British photographer and filmmaker Mary McCartney and features 185 images sourced from the Cunard archives and a collection of guest pictures submitted by guests worldwide. The company said that the archive images include rare shots of Hollywood icons, musicians and politicians at sea, alongside historic moments with royalty. McCartney shared that "Curating 'Sea of Glamour' for Cunard has been such a brilliant project for me as a photographer. To delve into 185 years of photographic history, I had the privilege of exploring not only Cunard's iconic legacy but also the real, heartfelt moments shared by its guests on board." She continues, "As I reflected on these stories, I was reminded that glamour isn't only found in images of royalty or Hollywood stars, but in the shared experiences of all Cunard passengers."

The "Sea of Glamour" exhibition is open to the public until June 17 before it sets sail aboard the Cunard fleet.



www.worldshipny.org

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