

FABULOUS AT FIFTY: THE QUEEN MARY IN LONG BEACH

By Pat Dacey

Friday, October 27, 2017 – 6:00 PM

At the Community Church Assembly Room, 40 East 35th Street, Manhattan

On October 31, 1967, the QUEEN MARY left Southampton for the final time on her “Last Great Cruise” arriving in Long Beach, California on December 9, 1967. Almost 50 years to the day of her final departure, come and enjoy learning about her “encore” career in Long Beach, as we take a photographic journey of her 50 years as a tourist attraction, a movie and television plot and prop and a beloved icon for ocean liner enthusiasts.

Over her fifty-year career in Long Beach, QUEEN MARY has been listed on the National Register of Historic Places, accepted by The National Trust for Historic Preservation as part of their Historic Hotels of America and has welcomed RMS QUEEN MARY 2, QUEEN VICTORIA and QUEEN ELIZABETH to her new home.

QUEEN MARY, although owned by the City of Long Beach, has had many operators, including but not limited to Jack Wrather, Disney and Delaware North, and at times has struggled with success. We will look at many of these operators and their various plans to upgrade, renovate and restore the great ship.

Urban Commons, a real estate company, assumed the lease of QUEEN MARY in 2016 and announced plans to extensively renovate the Queen at a cost of \$250 million dollars while at the same time taking action to stabilize her in response to a 2017 report on the ship’s structural deterioration. Significant repairs are needed at an additional estimated cost of \$300 million dollars.

Currently, many of the repairs are underway and the great renovation has started. It appears that the Queen is on her way to once again regain her title as “The Stateliest Ship.”

Pat Dacey is a long-time PONY branch member whose interest in ships, especially in Cunard Line, goes back 40 years. Pat first visited the QUEEN MARY in Long Beach in the early 1970’s and has been a frequent visitor ever since.



The QUEEN MARY in Long Beach, CA

(Pat Dacey)

NEXT EVENTS: Membership meetings: November 17, “Ocean Liner Sunset” by Ted Scull; January 26, February 23 (programs TBA); Luncheon on the CROWN PRINCESS: November 4. Annual Ocean Liner Bazaar, November 18; Holiday Party, December 9.

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MEMBER PHOTO OF THE MONTH



BLACK WATCH at Helgoland, Germany on September 19, 2017

(Bob Allen)

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
QUEEN MARY 2	New York	Hamburg	Transatlantic	Ron Brodie & John Kennedy	08/17
BLACK WATCH	Edinburgh Rosyth	Edinburgh Rosyth	German Rivers	Bob Allen & Rob Rothberg	09/17
NAVIGATOR OF THE SEAS	Southampton	Southampton	Canary Islands	Larry & Mary Levine	09/17

MUSEUMS, LECTURES AND HARBOR CRUISES

CONTACT THESE INSTITUTIONS BY EMAIL OR PHONE FOR CURRENT EVENTS AND ADDITIONAL INFORMATION:

SOUTH STREET SEAPORT MUSEUM www.southstreetseaportmuseum.org or 212-748-8600.

MYSTIC SEAPORT www.mysticseaport.org or 860-572-0711.

VANCOUVER WSS & VANCOUVER MARITIME MUSEUM www.worldshipsocietyvan.ca for information or if you visit, contact Glenn Smith: 604-684-1240, email glenn.smith@worldshipsocietyvan.ca Per their website, monthly meetings have been eliminated for the foreseeable future.

NEW SOUTH WALES WSS: Meetings are held at the Uniting Church Complex in Lord Street, Roseville. Contact the branch at PO Box 215, Strathfield, New South Wales 2135, Australia for additional information.

MERSEYSIDE WSS: Meetings are held at The Seafarer's Centre, Cambridge Road, Crosby L22 1RQ. Contact the Mersey Log editor for more information at johnthomas23@gmail.com or 01244 34702.

THE NATIONAL LIBERTY SHIP MEMORIAL, INC. www.ssjeremiahobrien.org or liberty@ssjeremiahobrien.org or 415-544-0100. 1275 Columbus Avenue, Suite 300, San Francisco, CA 94133-1315.

PROJECT LIBERTY SHIP www.ssjohnwbrown.org or 410-558-0646. Visit or sail on the World War II vintage Liberty Ship, based in Baltimore, MD. Contact for dates and more information.

NEW YORK WATER TAXI, www.nywatertaxi.com or 866-989-2542. Harbor cruises departing from both South Street Seaport Pier 17 and Pier 84 at West 44 Street. Hop on – hop off service throughout New York Harbor is offered as well. Contact via website or telephone for departure times and prices.

CIRCLE LINE DOWNTOWN, www.circlelinedowntown.com or 866-989-2542. Harbor cruises on the ZEPHYR from April to December, and aboard New York Water Taxi from January to March, departing from Pier 17, South Street Seaport.

CIRCLE LINE, www.circleline42.com or 877-731-0064. Circle Manhattan and other harbor cruises, departing from pier 84 at West 44 Street.

NEW YORK WATERWAY, www.nywaterway.com or 800-533-3779. Trans-Hudson ferry service and special-event cruises.

THE NATIONAL LIGHTHOUSE MUSEUM www.lighthousemuseum.org or 718-390-0040 – **PLEASE NOTE NEW PHONE NUMBER!** Contact for schedule of cruises and other events.

THE WORKING HARBOR COMMITTEE www.workingharbor.com or 212-757-1600. Cruises to both remote and well-travelled parts of New York Harbor - the Hudson River to view tugboat races, Gowanus Bay and Erie Basin in Brooklyn, and a circumnavigation of Staten Island.

THE NOBLE MARITIME COLLECTION, www.noblemaritime.org or 718-447-6490. Maritime lectures and art exhibits at the Sailor's Snug Harbor Cultural Center on Staten Island, NY.

THE BAZAAR IS COMING

The annual Ocean Liner Bazaar will take place on Saturday, November 18, 2017. As usual, it will be held at the Abigail Adams Smith Auditorium, 417 East 61st Street, Manhattan, 10:00 AM until 2:00 PM. For detailed information, please see the flyer at the end of this month's issue of The Porthole.

WSS SHIPBOARD LUNCHEON ON THE CROWN PRINCESS

WSS Pony members will enjoy a luncheon on board Princess Cruises' CROWN PRINCESS on Saturday, November 4th 2017. One of the GRAND PRINCESS-Class, she is an 116,000-ton, 3,114-passenger vessel, which will be based in Brooklyn this fall for a series of Caribbean Cruises. There is still space available, so it's not too late to reserve your place for a memorable afternoon of cruise ship hospitality.

SHIP'S LOG - SEPTEMBER

The first meeting of our new season began with membership secretary Mario De Stefano's introduction of the evening's speaker, charter member Fred Rodriguez, who has held several offices in the PONY Branch including chairman, spent 31 years as a merchant mariner, and been a maritime photographer for close to 55 years.

Fred began with a description of a condition most of us have, namely "shipitis." This led him to meet various educational personages such as the late Frank Braynard and several others who introduced him to ship photography and history, and induced him to go to sea.

He then related how Holland America Line offered him the opportunity to be one of four HAL photographers recording the imminent christening of the m.s. EURODAM. You can guess his response! This was just about the time he was converting to digital photography.

Once arrived in Southampton, Fred was told he had carte blanche to photograph wherever he wanted. And he did! He was also told in no uncertain terms that he was not to walk in front of the queen. And he didn't! Fred's talk was laced with photographs of the entire vessel, from just about every conceivable angle and viewpoint, giving us a very comprehensive tour of the new ship.

What else was going on while Fred was taking pictures? The day of his arrival, there were lots of interviews and conferences for VIP's, and lots of free drinks. Also many spectator boats, and a fireboat salute as the vessel sailed for the HAL pier in Rotterdam. There was an overnight at sea before the EURODAM returned to Rotterdam for the official festivities. Meanwhile, Fred continued his non-stop photography, afloat and ashore, including from the top of the Euromast.

Through his camera's lens, we saw preparations for the christening, the crowds of spectators, the arrival of Queen Beatrix, and the various participants in the ceremony. Fred claimed to be the only one of the photographers to be mobile, and he is the only one to get a shot of the champagne bottle actually breaking against the ship's hull. We also saw some striking night shots of the EURODAM and the fireworks.

Speaking of champagne, someone – we won't say who – spotted an extra bottle of the bubbly and decided it needed a better home, only to find that it was not allowed through customs, and was forced to throw it out. Ouch!

If anyone ever gets the chance to see a christening or take a maiden voyage, Fred says, "go for it!" He also told us to watch for a new STATENDAM and a new HAL logo. As for the EURODAM, "she's a beautiful ship.....that needs to be longer in port" so we can do our own inspections of her.

Thanks to Freddie's great artistry, this was a comprehensive and beautifully photographed view of a great event.

Marge Dovman

A SUMMIT MEETING

Sunday, August 20th was a bright, sunny summer day. The Bermuda-bound 91,000-ton CELEBRITY SUMMIT basked at her Port Liberty (Bayonne, NJ) pier, waiting for some 2,000 or so eager passengers and an equally eager group of 62 PONY Branch members and friends, most of whom arrived from Manhattan by chartered bus.

After boarding, we were promptly divided into two groups and taken on a rather quick tour of the attractively fitted out vessel, which was inaugurated on October 1, 2001. The elegant suites were particularly inviting, as was what appeared to be an outdoor living room on deck 12.

Touring was followed by lunch in the suite-class Luminae Dining Room, where our Concierge Class (according to the menu) repast began with a choice between butternut squash soup or Caesar salad. Then came one of four entrees: roast salmon, braised short ribs, grilled chicken paillard or whole wheat penne pasta. Dessert was either chocolate cake or warm apple pie. The menu even gave wine recommendations (with prices). All were delicious and well-served. Although they didn't appear on the menu, we enjoyed the usual tea or coffee.

There was a bit of exploration time after lunch, and while we ate, word began to spread about some NORMANDIE memorabilia on board. Obviously that extra time was going to be put to good use. The display included a mid-size model of the ship, some dinnerware and menus, the builder's plate and some photos. There was also a soundless video of John Maxtone-Graham moving his lips, presumably talking about the NORMANDIE.

And then, with the usual regrets, we disembarked, with thanks to our organizer, Doug Friedlander.

Marge Dovman

CHARLES WAYNE HOWLAND, 1948-2017

Longtime WSS PONY member Charles Howland died on October 11, following a lengthy battle with cancer. Born in New Hampshire on July 3, 1948, Charlie enjoyed a highly successful, 39-year career at CBS News in New York. He worked closely with legendary anchorman Dan Rather for many years, and was most recently a producer for the "60 Minutes" TV program. Charlie was an Emmy winner as well, for his producing work in 2010. An avid ocean liner enthusiast and collector, Charlie travelled the world by luxury liner and was particularly fond of the ships of the Cunard Line, in addition to just about anything British. His collection of ocean liner furniture and ephemera, particularly from the s.s. UNITED STATES, was truly impressive. His chic apartment on the Upper West Side of Manhattan was furnished with stunning mid-century aluminum furniture and many accessories designed especially for the great American flagship in 1952. On February 17, 2013, he was interviewed at home, proudly showing off his collection for a CBS Sunday Morning episode about the history and fate of the s.s. UNITED STATES. He is survived by sister, Nancy Howland Temple, one niece, and two nephews. A memorial service will be scheduled at St. Thomas Church in Manhattan.

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TEN DAYS ABOARD THE SEABOURN ODYSSEY

THE GOOD, THE BAD AND THE PECULIAR

By Paul Immerman and Ellen Meshnick

Our first cruise aboard the Seabourn Odyssey — and our first experience with Seabourn Cruise Line — took us from Monte Carlo to Civitavecchia with stops in three countries (mostly in this order):

- France: "La Joliette" (which is what Seabourn calls Marseille) and Calvi (Corsica).
- Malta: Gozo and Valletta.
- Italy: Golfo Aranci (Sardinia), Lipari, a sail by Stromboli, Syracuse (Sicily) and Amalfi.

The choice of Monte Carlo as a starting port seemed like a good idea until we tried to make hotel reservations two months before sailing. We discovered that the sailing date was the day after the Monaco Gran Prix and that every hotel in Monte Carlo was either fully booked or ridiculously expensive (on the order of \$4,000 per night). Seabourn had reserved a block of rooms at a 5-star hotel for one night at a mere \$1,278 per night. Instead, we chose to spend three nights in the enchanting town of Saint Jean Cap Ferrat, which is an 11-minute train ride to Monte Carlo. A tonsil of land between Monte Carlo and the Nice Airport, it's prettier, less expensive and although famed for aristocrats and celebrities, is much less glitzy than Monte Carlo.

The Seabourn Odyssey displaces 32,500 tons but carries fewer than 500 passengers — big enough to be stable but small enough for passengers to handily navigate the interior. The ship never seemed crowded and the interior passageways were unusually wide. Embarkation was a breeze with no waiting. They even served champagne in the terminal. While we were able to check our bags prior to sailing so we could walk around Monte Carlo unencumbered, the bag with Ellen's vitamins, medicine, jewelry and such, would not make its appearance in our cabin until 30 minutes after we sailed. (Won't do that again.) Debarkation was a breeze, too. We had our usual breakfast in our usual spot, and before we finished, our group was called and our luggage was waiting for us on the pier.

Our stateroom — which Seabourn refers to as a suite — was very roomy and boasted a walk-in closet and a bathroom with a tub, separate shower and two sinks — even though it was in the lowest category of accommodation. The curtains dividing the sitting from the sleeping areas were functional (unlike all other ships we've sailed on) so we had a double barrier against early morning light. Our cabin was on Deck 4 forward, so we were awakened by the bow thrusters and lowering of the tender platform early every morning.

Our favorite meal of the day was breakfast in the Colonnade restaurant (Deck 7 at the stern). Juices, fruit, yogurt, cheese, bread and the like, were self-service. Our very attentive waiter brought us the hot food: coffee, tea, omelets (cooked to order), French toast and oatmeal. This points up the best thing about Seabourn: the quality of the food and the wait staff service were top notch. The hotel manager regularly circulated to ask if everything was okay.

Dinner was served in one of four restaurants between 7pm and 9pm. In the main dining room (Deck 4 midships) the décor was contemporary, tables were well-spaced and food and service were exemplary. We only dined there twice because we preferred the open-air dining experience available at the outdoor Patio Bar (Deck 7 midships) or the indoor/outdoor Colonnade. We never got to try the specialty restaurant, the Grill, because we waited until mid-cruise to make a reservation and the only time available coincided with the Stromboli volcano sail-by at 6:30pm. We opted for the volcano. (Interesting note: we spotted a low, white building on the side of the volcano which we at first mistook for a scientific station to monitor lava flow, but a telephoto lens revealed that it was actually a "Ristorante, Pizzeria, Bar," no doubt featuring "lava-baked" pizza!)

Our fellow passengers were largely in their 60s and 70s and very well-traveled. There was a very collegial atmosphere on board. It was common for passengers to say "Hello" in the corridors and we found them always ready to compare notes on travels at the drop of a hat.

Most of the ports were tender ports. With a draft of only 21 feet, the *Odyssey* could anchor much closer to port than larger ships, so the tender ride was always fairly short. There was usually a tender waiting when we arrived at the gangway. The two times we had to wait, it was for less than 10 minutes. Seabourn provided free bottles of water and had a supply of umbrellas passengers could borrow. (Fortunately, our entire 10-day cruise was sunny and mild.)

The primary reason we took this cruise was because the itinerary included several unique ports such as Calvi, Corsica. According to legend, Christopher Columbus came from there. At that time it was part of the Genoese Empire and had a reputation as an unsavory place, so Columbus would have been expected to mask his exact birthplace. Times have changed. Calvi is very savory today - our seafood lunch ashore was sensational. Calvi has been invaded many times, giving rise to the popular saying, *souvent conquis, jamais soumis* (often conquered, never enslaved). Not surprisingly, it is centered on a hilltop citadel featuring curious alleyways and beautiful vistas.

Sardinia is a rugged island, parts of which have been developed into posh resorts for rich Italians, Russian oligarchs, wealthy Arabs and their respective yachts. We tendered at **the port of Golfo Aranci**, a resort on the Costa Smeralda. Since there was nothing cultural there, we hired a guide to take us to 3,700 year old Nuraghe ruins. He also showed us a more modern site where Italian Prime Minister Silvio Berlusconi hosted his "bunga bunga" parties.

Lipari, an island north of Sicily has a volcanic history, literally and figuratively. The island changed hands many times and it was not safe to live there until piracy was eradicated in the 19th century. The Archaeology Museum of Lipari is a gem. It has an exquisite collection of Greek terracotta theater masks that were found locally in shipwrecks and excavations. In fact, there are ancient ruins just outside the door of the museum. Another sublime experience was having a seafood lunch in a restaurant in the center of the piazza overlooking the harbor and watching people scurry to and from ferries to the other Aeolian Islands, Sicily and mainland Italy.

Back on board, the lectures, given in the Grand Salon (Deck 6 aft), were intelligent and informative, covering topics from pirates in the Mediterranean (none at present), to the history of Malta, to the current state of the European Union. During the lectures, wait staff constantly circulated to take drink orders — all drinks are included on Seabourn. Unfortunately the Grand Salon features some strategically placed columns that block the view from a number of seats.

Tea was served daily in the Observation Lounge (Deck 11 forward) and proved to be a very relaxing alternative to the frenzied, crowded teas we've experienced aboard QM2. There were always tables available. Waiters brought tea, while the comestibles — cucumber sandwiches, scones and other staples of afternoon Tea — were self-serve. All accompanied by soothing, live background music.

The small gym was jam packed when we visited on the sea day, so we didn't try to wedge ourselves in. There was also a small casino, which we looked at but didn't patronize. Traffic in the casino was very light.

Like most World Ship members, as soon as we sailed, we proceeded directly to the logo shop. What we discovered was not only disappointing but peculiar beyond belief: there were no Seabourn hats for sale! A shop staffer suggested we ask the Cruise Director, who informed us that everybody was asking for hats, but he had given his out as prizes for the trivia tournament. The only other logo items in stock were 100% polyester polo shirts for \$80, Seabourn key chains for \$80, Seabourn cufflinks for \$85 and Seabourn zipper jackets for \$200.

Another thing we found very peculiar was that there was no hot food available in any public venue from 4pm to 7pm or after 9pm. So, when we returned to the ship about 4:30pm after a day of sightseeing, we had to choose between cold finger sandwiches and ice cream at the coffee bar, tea sandwiches and scones at Tea, or ordering room service (available 24 hours). It took many rings for room service to pick up and 30 minutes for food to be delivered — very good but lukewarm. (To paraphrase the song from *Cabaret*, "What fun is eating alone in your room?")

Our voyage was marred by an egregious misstep in scheduling: while Seabourn had promoted the overnight in Valletta (Malta), it scheduled it on a Sunday/national holiday (the day after a national election) when all major sights were closed. And they didn't tell us, so we wandered around until we found two small museums that were open. What was even more galling was that the previous day we had called at Gozo, a smaller Maltese island nearby. Had Seabourn reversed the days, we could have been in Valletta on a Saturday when everything was open. And speaking of Gozo, the itinerary said the ship would dock in Xlendi but it docked in Mgarr. (Seabourn "fool us good" as Chico Marx once said.) According to sources, Seabourn has been docking in the port of Mgarr for over a year because Xlendi's port is undergoing repairs, yet Seabourn never updated its Web site or brochures.

Another miscommunication on Seabourn's part: before sailing we called Seabourn's corporate office to ask if we could post a notice for a meet-up of archaeology buffs in the Daily Program. They told us to ask Guest Reception after we boarded. We did so — twice before they got back to us — and they said they had to ask corporate. Bottom line: they would not put the notice in the Daily Program because, "if they did it for us they would have to do it for everybody."

So our impression is that Seabourn thinks their passengers are more interested in food (at specified hours) and drink than in sightseeing. Given our disappointment over the port scheduling and policy of not serving hot food in any public venue in the late afternoon, this was probably our last cruise on Seabourn.

SHIP NEWS

A NEW QUEEN WILL REIGN: On September 25, Cunard Line announced the news all of their loyal customers were waiting for: a new Queen will be built. The unnamed Queen's 2022 debut will increase fleet size to four ships — the largest since 1998, and she will be the first fleet addition since QUEEN ELIZABETH in 2010. From initial renderings, it appears that the new vessel will be modeled on Holland America Line's KONINGS DAM Class, which is a variation of the Vista platform that has been in use on Carnival Corporation vessels since 2000. The 113,000-ton future Queen will accommodate 3,000 passengers, and will become the 249th vessel to fly the Cunard house flag since 1840.



An eagerly anticipated fourth Queen will join the Cunard fleet in 2022.

(Cunard Line)

AZAMARA IN PURSUIT OF EXPANSION: Azamara Club Cruises, the upscale division of Celebrity Cruises, will expand in 2018 with the introduction of the AZAMARA PURSUIT. Formerly named R8 and ADONIA, She will be a sister to the current fleet, AZAMARA QUEST and AZAMARA JOURNEY - all three were built from the same plans for Renaissance Cruises. The 30,000-ton PURSUIT will undergo a major refurbishment to bring her in line with her sisters' deluxe standards, and will enter service in April, 2018.



The addition of AZAMARA PURSUIT will increase Azamara Club Cruises' fleet of boutique vessels to three identical sisters. (Azamara Club Cruises)

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OCEAN LINER BAZAAR

SATURDAY, NOVEMBER 18, 2017

10:00 AM through 2:00 PM

The Port of New York Branch of the World Ship Society will sponsor an Ocean Liner Bazaar for members and friends at:

Abigail Adams Smith Auditorium
417 East 61st Street, New York City
(between First and York Avenues)

Dealers and collectors of ocean liner memorabilia will offer for sale pins, pendants, prints, posters, paperweights, medallions, models, deck plans, brochures, postcards, china, silverware, ashtrays, key chains and many more rare and unique collectible items from passenger liners past and present. Admission is \$5.00 per person, payable at the door.



For more information, contact David Hume by telephone at (914) 761-6372 or by email at dghume@aol.com.