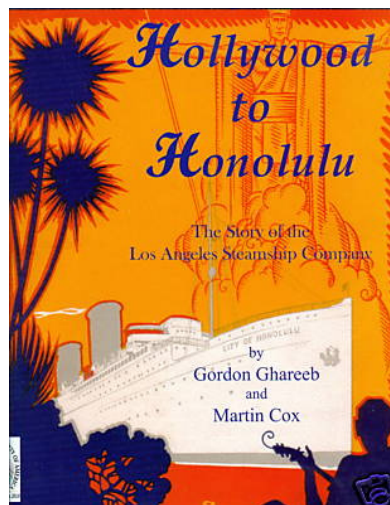


Ocean Times

Chapter Notes

Southern California Chapter of the Steamship Historical Society of America **Bruce Vancil, Chairman**

Greetings all! I hope you are getting summer off to a good and enjoyable start. Spring was a fascinating time for the Chapter with the long awaited release of Hollywood to Honolulu by Martin Cox and Gordon Ghareeb – two of SoCal's most talented maritime historians. Being years in the making, this scintillating tale of local maritime ventures in the 1920s and 1930s helps bring not only the maritime history of the southland come more into focus, but places it in the social, economic and political context for a complete and informative story. Available online (SSHSA on eBay) and at the San Pedro Maritime Museum's gift shop, this is a beautifully illustrated, well written volume that I am sure you will treasure. Congrats to Gordon and our own 2009 Local Commodore of the Year, Martin, for their outstanding contribution to preserving maritime history. This is a story that might well have been completely forgotten if not for them.



The “Waves of the Past” education program continues, although at a slower pace than we had planned. The economic slowdown has taken a toll on

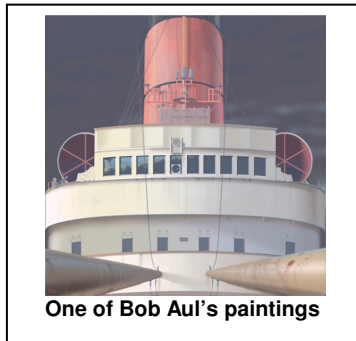
about being a beneficial participant in the SoCal community. It is hoped that this will help in our fund raising efforts as we reach out to perspective funders. Fund raising strategies have been shifted to focus the effort toward a large number of small gifts ranging from \$1 (the Adopt-A-Rivet campaign begun under RMS Foundation – see flyer in this newsletter) and a “**sponsor a student**” effort for a gift of \$25 – the cost per student to produce the sessions.

NEXT MEETING: Saturday, August 1, 2009
1:00 - 3:00pm aboard the RMS QUEEN MARY

The Maritime Art of Bob Aul

Bob Aul

Caronia Room (former 3rd class cinema) "B" Dk Fwd.
= = = RSVP to (949)454-8849 = = =



One of Bob Aul's paintings

the fund raising efforts, though volunteer keep trying. The summer break for schools has led to a shift in focus away from the classroom to the community youth programs like Boys and Girls Clubs. We did have an opportunity to present our program for some children from a Long Beach women's shelter. The Executive Director from the shelter thanked us quite enthusiastically at a meeting of Directors at the Long Nonprofit Partnership's E.D. roundtable meeting at the end of June. The kids from the shelter even made us a “card” with each child's handprint stamped in paint with the names next to each hand as a thank you card. Knowing that we can offer such services to these people in need has only reinforced my belief in the program's value. Doing these sessions also makes SSHSA more of a community asset for Long Beach. Now it's not just about the members, but

Using last year's survey of members, we are moving ahead to schedule some fun evening events to supplement the regular quarterly programs. These will be completed this year with a possible re-showing of the QE2 presentation that wowed the audience at the May meeting. We will keep you advised when dates are selected. Tom Nicolai has been restoring the Parthia model that was damaged a couple of years ago. It will be restored to its look before the accident and will soon be sporting a new plexiglass case. It is hoped that it can be put on exhibit somewhere aboard the QM where guests can enjoy it. We have also done some cleaning of exhibits aboard including the artifacts display in the “Rivals and Running Mates” exhibit in the museum's historic exhibits and the model ship display in the Caronia Room. We are proud of our contributions to the Queen Mary's displays about other liners and want to keep them as attractive as possible.

There is a new effort to promote the SSHSA SoCal and our activities using new media and social networking with such modern conveniences as Facebook and YouTube. Videos have been

produced for YouTube presentation Go to:

<http://www.youtube.com/watch?v=w6vV2nJmCfc>

to see the SSHSA promotional video. Also, go to:

<http://www.youtube.com/watch?v=Uj5TEjCj6xY>

to see a video shot during SSHSA group cruises aboard the Queen Mary 2. More than that, share these links with friends and family. Let them see the SSHSA for themselves – who knows, maybe they will want to join or donate. Let them see the kind of fun we have “playing boats”.

THE LATE, GREAT “NORWAY”

by Bill Miller

Cato Christensen was staff captain, between 1999 and 2001, of one of the greatest ocean liners of all time, the Norway. She was the world's first mega-cruise liner, the longest passenger ship afloat for many years and was, of course, the illustrious France in her previous life. As Captain Christensen sat together in the warm, blue waters of the Eastern Caribbean, aboard the Crystal Symphony, we recalled the great Norway. Her last remains had been chopped-up by scrappers out in India just the month before, in October 2008. The Norway had been around for 43 years, since her initial commissioning as the pride of the French merchant marine in late 1961.

“As the Norway, she still had this great ambience. It was very special. She had a different feeling than other ships,” recalled the Captain. “There was history, even great history, in the walls. Even in some of her public rooms, such as the Club International, there was a special tone. Simply, she was like no other ship.”

Built at St Nazaire in western France for the final years, the twilight, of the great and grand North Atlantic run, the ship as built as the France carried 2,000 passengers --- 500 in fancy, upper-deck first class and 1,500 in tourist class.

She had vast public rooms, an array of luxurious penthouses & suites, a chapel



NORWAY at dock in NY Sept. 2001

and dog kennels complete with miniature New York City fire hydrants. While her food was often said to be beyond compare and coupled with the finest wine cellar at sea, even the dogs had menus while the dog biscuits were specially made. She sailed for about 9 months of the year on regular relays between Manhattan's Pier 88, Southampton & Le Havre; for the rest, she cruised --- to the Caribbean, the Mediterranean, Carnival in Rio. In 1972 and '74, she also made winter cruises around the world. But, as passengers declined, her operational costs rose and while the French Government pulled the plug on her operating subsidy, the France was decommissioned in October 1974. For almost 5 years, she sat idle, at a backwater berth near Le Havre, and just waited. She might even have been scrapped. But Norwegian Cruise Lines bought her in '79, gave her a costly \$150 million makeover as a cruise ship and then introduced her as the Norway in May 1990. Her new role: weekly 7-night cruises from Miami to sun-filled ports in the Eastern Caribbean.

“The Norway was strong and solid, and built like very few other ships,” added Captain Christensen. “Her watertight doors, for example, could be individually operated and closed in 30 seconds. They were so advanced for a ship designed in the '50s and built in the early '60. Although the forward engine room had been removed by NCL, she

had her original steam turbines. But I think Kloster [then the owner of NCL] regretted not converting her to diesel during the big refit in '79-80. She was, of course, quite a different ship to handle and to experience. She had delayed maneuvers. There were 45 second delays. It was always quite an experience to handle this 1035-foot long ship in, say, the Miami turning basin.”

“But she was a great ship to the end,” continued the Captain. “Of course, we needed extra staff in the engine room because of those steam turbines. The crew liked, but mostly loved her. They felt, quite rightfully, that she was a ship of history. They worked extra hard to make her work. We had one man continuously painting, for example, in the galley just to keep it looking spotless and fresh. About 85-90% of the crew always returned to her.

Her US Public Health Scores were sometimes on the edge before her age and we'd always lose 2 points just because of that.

Most of Deck 5 was still original, for example, and so were many of the suites. In the Captain's office, there was still a button on the desk that connected directly to the pantry for instant service. As Vice Captain, my cabin had been the 'dog house' when the ship had a large kennel.

The kennels themselves and that New York City fire hydrant were gone, however. By 2001, we still had great passenger loads and lots of repeater passengers. One guest came with his butler and had a big suite for 4-6 cruises at a time. But once the butler sent the chauffeur & the car off, but with all the luggage as well. So, the chauffeur had to fly to the first port of call, to St Thomas, with the luggage and the clothes.”

The Norway had a serious boiler explosion at her Miami berth in May 2003. Six crew members were killed and others seriously injured. “NCL lost almost all interest in her

after the explosion," concluded Captain Christensen. "Star Cruises, the new, Malaysian parent of NCL, lost interest as well.

Everything actually changed with Star. The mood was different. There was no chance of seeing her getting expensive repairs and returning to service.

Of course, now it is very sad that she has been scrapped. She should have been saved, possibly as a museum and hotel, and like the QE2 in Dubai. This would have been better. Her steel hull was still so strong. It was 2 inches thick below the waterline.

We once had a problem undocking. But in the end, there was more damage to the pier than to the ship."

James Taylor "Rocks the Boat" during *Cunard Command Performances* aboard *Queen Mary 2*

Article and Photos Contributed by Jackie Chase, Cunard Line



June 25, 2009 – Legendary singer/songwriter James Taylor had them dancing at sea aboard *Queen Mary 2*'s June 19 eastbound Transatlantic Crossing where he

performed two *Cunard Command Performances* to standing-room-only audiences in the ship's 1150-seat Royal Court Theatre. During the voyage he participated in a Q&A and autograph session.

Taylor and his band arrived today in Southampton, England, having sailed the six-day voyage from New York en route to begin a 10-week, 22-concert tour visiting nine European countries.

Before the evening concerts, guests got an intimate glimpse inside the life of the American music icon during a live Q&A interview with Entertainment Director Ray Rouse. Taylor graciously greeted, signed autographs for and took photographs with hundreds of adoring fans, some wearing special t-shirts in honor of this beloved entertainer.

On the day of his last performance Mr. Taylor posed for photos and signed autographs for more than two hours with hundreds of *Queen Mary 2* crew members. The Transatlantic Crossing fulfilled a lifelong dream of Taylor's, who has said his favorite place to be is in the middle of the North Atlantic.

"It is such a civilized way to go, and *Queen Mary 2* is the last word in first class travel," said Taylor. Joining Taylor on this special voyage were his wife Kim, twin sons Rufus and Henry, and his mother Trudy Taylor.

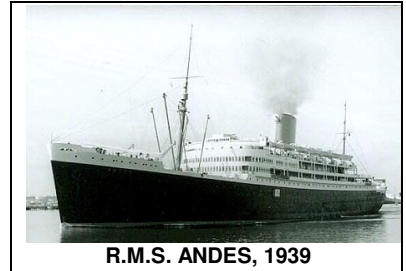
James Taylor now becomes part of *Cunard's* illustrious history of welcoming world-famous entertainers including Elizabeth Taylor, Rita Hayworth, Rod Stewart, Carly Simon, Shirley Bassey, Harry Connick, Jr. and Lenny Kravitz.

Photography is always available online at www.cunardimages.com

R.M.S. ANDES; Flagship of Royal Mail Lines

By Shawn J. Dake

The origin of the Royal Mail Lines dates back to September, 1839 when James MacQueen incorporated the Royal Mail Steam Packet Company. Exactly 100 years to the month later, their finest ship was set to depart on it's maiden voyage. But like so much of what was to come



R.M.S. ANDES, 1939

during her career, the ANDES was affected by the times and world events, which would irrevocably alter the original vision of what this lovely ship would be.

The Twin Screw Turbine Steamer, ANDES was constructed in the Belfast shipyards of Harland & Wolff, as yard number 1005. The principal dimensions of the ship, as built were 669 feet, 3 inches in length, with a breadth of 83 feet, 6 inches, and a draft of 29 feet, 3 inches. Gross registered tonnage was 25,689. The powerful engines gave the ship 30,000 SHP for a cruising speed of over 21 knots. Designed for the South America route from England, the ship had a large cruising radius of 12,000 miles, along with a large capacity for carrying cargo. Unusual for this service, the ship carried only First and Cabin (Second) class passengers, but neither Tourist nor Third. As originally planned the ANDES would carry 403 in First Class and 204 in Cabin, with a crew of 451.

Launched on March 7, 1939 the ship was outfitted for completion with the maiden voyage set to depart on September 26, 1939. Registered in London, the ANDES was the largest British ship built for the South America run. By way of comparison, the French, Compagnie Sud-Atlantique intended to compete with their new PASTEUR, while the German competition was the elegant CAP ARCONA of the Hamburg-South America Line. The ANDES was already freshly painted in her attractive color scheme of a black hull, white superstructure and yellow funnel, when World War II broke out, just weeks before the maiden voyage. Most of the fittings were already in place. Instead of a

gala maiden trip, the ship was requisitioned as a troop transport and hastily painted grey all over. Instead of staterooms for First and Cabin class, bunks for 4,096 military passengers were installed. The first voyage sailed from England on December 9th to Halifax, Nova Scotia. The return trip brought the first contingent of Canadian troops to England for the War. During May, 1940, the ANDES took part in one of the largest convoys of the War sailing to Fremantle, Australia in company with the QUEEN MARY, AQUITANIA, MAURETANIA, EMPRESS OF BRITAIN, EMPRESS OF CANADA and EMPRESS OF JAPAN. War service took the ship to diverse ports throughout the world, where she served with distinction. Two more important events were to occur during this phase of her career. In May of 1945, the ship carried the Norwegian Government back to Oslo following their war-time exile in London. This was a tremendous event for Norway after being under Nazi occupation. At the close of the War, the ANDES made the fastest round-the-world voyage ever, departing from Liverpool, going through the Panama Canal to Wellington, Karachi and Suez in just 72 days.

Throughout 1946 and into the following year, the ANDES continued to carry troops. In 1947 the ship was returned to Harland & Wolff for reconditioning as a passenger liner. The First Class passenger capacity was reduced to 324, while Second Class remained at 204. The ship which emerged was a very handsome liner, both externally and in her high standard of accommodations. Nearly nine years after her original construction, the ANDES was finally ready to depart on her true maiden passenger voyage. The trip left Southampton on January 22, 1948. With her rivals lost to the War, or to continued trooping, the ship was the largest and fastest vessel on the River Platt service to South America. Normal voyages were 16-days, one-way, with port calls at Cherbourg, Lisbon, Las Palmas in the Canary Islands, Rio de Janeiro, Santos and Montevideo. With a turn-around at Buenos Aires, the trip could be booked as a roundtrip cruise for 32-days. In addition, with her large bunker capacity, the ship was well suited to cruising. This proved to be a very good thing, as the demand for voyages to South America would only

last 11 more years. In June of 1953, the ANDES represented the Royal Mail Line at the Coronation review for newly crowned Queen Elizabeth at Spithead. While on the line service to South America, the ANDES was paired with the older 22,000 gross ton R.M.S. ALCANTARA of 1927, both catering to the more well-to-do passengers, while what was left of the immigrant trade was handled by the four remaining 14,000 ton, "Highland" class liners. With the advent of jet aircraft and the changing demands of her route, the ANDES became surplus to the requirements of Royal Mail Lines. She closed out the South America service of the company in November, 1959.

While the older ships were sold off, fortunately, the company had the foresight to convert the ANDES to a full-time cruise ship. Work was done in two stages, from December 1959 to January 1960 and again from March to May, 1960 by the 'De Schelde' shipyard at Vlissingen, Netherlands. Sandwiched between the work, a 46-day cruise to the Caribbean and Florida took place; A most unusual circumstance. With the final portion of her refurbishing completed, the ship left on her official inaugural cruise on June 10, 1960. The hull was painted cruising white, and 480 passengers were accommodated in one class. Gross tonnage increased slightly to 26,435 tons. While the former color scheme with a black hull and huge raked single funnel gave the impression of a very powerful ship, the new white livery presented a pleasing yacht-like appearance. The aft decks were rebuilt and much of the cargo capacity was eliminated. The two masts were retained and two kingposts added aft to facilitate loading of supplies. The new cruise liner look presented a very pleasing profile.

Internally, the ship presented some of the finest and most up-to-date accommodations offered at the time. With less than 500 "First Class Only" passengers on a ship of this size, the space ratio was tremendous. The majority of cabins were outside, and all had private toilet facilities with bath or shower. The ship was fully air-conditioned and stabilized. The luxury of single seating dining was provided in the beautifully appointed Restaurant on B-Deck, with its domed center section and balcony. Just forward of the

restaurant, the foyer area acted as a lounge, complete with cocktail bar, for guests waiting to go into dinner. Aft of the galley, there was the intimate Galleon Grill, an alternative, gourmet restaurant, that carried a small cover charge and could accommodate private parties. Fine dining was a major promotional focus of advertising for the ANDES, which claimed that "lunch and dinner can both stretch to nine courses. Typically, there would be some 30 or so different dishes to choose from, all of them well up to five star hotels standards."

Passengers were free to roam over 10 decks. At the top of the ship, forward of the funnel was a large Sun Deck area, with the wheelhouse all the way forward. A few steps down, beside the funnel and ventilation hatches were areas for deck games including four deck tennis courts. In a reverse from the norm, G-Deck was at the top and was also known as the Boat Deck. Decks then alphabetically descended to A-Deck, which contained 21 inside and outside cabins in a small section of the port side aft. The majority of public rooms were up on F-Deck, also known as the Upper Promenade Deck. The forward portion of this promenade was glass-enclosed, while the aft was open air. Stepping indoors, a comfortable lounge in the front, was divided by an elevator and stairs descending to the main entrance below. The area opened into what had been the beautifully wood paneled Grand Lounge topped with an oval shaped dome. In the 1960's this area was renamed the Princess Lounge with the décor somewhat diminished by ill-advised, modernization attempts. Mid ship, a small writing room graced the port side, while its counterpart was the library to starboard. The original First Class Smoking Room was decorated in "Spanish Medieval" style with heavy oak beams and paneling, and retained much of that look after the refit, as the Warwick Room. A contemporary publication described the decoration with just a hint of condescension: "Generally speaking it is a little more ornate

than English taste is accustomed to, but this is natural enough when the tastes of the Spanish and Latin Americans have to be considered." That aside, the ship was one of the finest examples of wood paneled elegance, with beautiful veneers, inlaid wood and carvings throughout the public areas and corridors.

Like F-Deck, E-Deck also featured a wrap around walkway that was known as the Lower Promenade Deck. Only the forward-most portion was enclosed. Two very modern shore tenders were nested above the bow, with a golf driving net erected in between them. Most of the forward and midship interior was given over to cabins, with the smaller ones being offered as singles. Aft, the very attractive Lido Cocktail Bar could be opened up with folding glass partitions onto the Lido Café and Swimming Pool. The pool was surrounded by tables with colorful umbrellas, and so no one would get thirsty, the little Mermaid Bar served sunbathing guests on deck. The amount of open deck space was vast, estimated at 400 square feet of space per passenger. The next two decks below were given over primarily to the most luxurious passenger staterooms. D-Deck had four very large, permanent suites, named after previous "A" named ships of the Royal Mail Lines. A number of other cabins could be converted to suites according to demand. The Purser's Office was in the forward lobby. All the way aft on the port side was a barber shop and a children's playroom with adjacent playground complete with a sandbox and wading pool. C-Deck also contained many large cabins, along with the main embarkation entrance, the dome over the dining room with balcony, the shore excursion office and the hospital. The layout of A and B decks was previously described. At the very lowest levels a two-deck high, 35 millimeter, cinema with balcony, spanned the Lower Deck and the Orlop Deck with the name Ocean Theatre.

At the time the ANDES was converted into a permanent cruise liner, her main competitor was Cunard Line's CARONIA. Since that ship still did occasional liner voyages in addition to cruising, the ANDES claimed the title of the world's largest full-time cruise ship. While that interpretation might seem a bit grandiose, there is no doubt that she

was one of the most popular vessels in the world, for her clientele of wealthy, primarily elderly, passengers who loved the ship's club-like atmosphere. But much newer, larger and more luxurious competition was right around the corner. In 1965 in particular, Norwegian America Line introduced their stunning new ship SAGAFJORD, while Home Lines completed "the largest ship ever built especially for cruising" the superb OCEANIC. Almost instantly, vessels like the ANDES seemed like relics from the past. The cost of a replacement vessel was deemed too high, while operating expenses for the old ship were mounting. Like some other long-established companies, Royal Mail Lines decided to get out of the passenger business completely. The ANDES sailed on her last cruise in February, 1971. As if a reminder of her age, the ship experienced engine trouble on the voyage. After years of exemplary service as a liner and a cruise ship, the ANDES was sold for scrap. She arrived at the Van Heyghen Freres scrap yard in Ghent, Belgium on May 7, 1971 for demolition. The ANDES had a truly remarkable career in both war and peace, and deserves to be remembered among the great British passenger ships of her day.

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Collector's Corner

By Bruce Vancil

Its funny how often a passion for one subject leaks over into another subject. When this happens to me I feel duty bound, as a collector, to follow it and see what new but related tangent waits for me. I guess that's how an ocean liner guy also has books and models and such related to planes, airships, trains, antique cars – all of these items had a place in the world of the liner.

Trains and cars took people to and from the docks, planes and airships were competition. Even trains could be seen as competition for some coastwise runs. And, at least in one case, planes were a subsidiary of the ships (?). Yes, Cunard Eagle Airways. I was intrigued when I first heard of this many years ago and the interest has stayed with me, and pops up in my head ever now and again.



I have seen and collected the postcards from Cunard Eagle. I have been looking for a model plane with the company markings. I have been attending and airline collectibles show held near LAX every June and January in hopes of finding something from this interesting venture with not much luck – OK, no luck.



It is interesting to see how close Cunard came to keeping their place in Trans Atlantic travel. I have heard a story (not sure how accurate it is, but the facts of history seem to suggest that it was likely) that Cunard's board actually evaluated air travel as a fad and decided that people would never give up the ships I favor of those noisy things with the uncomfortable seats and cramped conditions. And in the early days of air travel, they were not the most comfortable or luxurious means of travel. I know families that, during that time, always preferred ships when traveling to Europe.

But to me it is a deeper message for business of any sort. How does a company define itself? Cunard decided it was a steamship company, like the name implied. Of course the name was written before planes were around, but maybe it is just habit. Had they seen themselves as a transport company first, maybe they would have held that innovative place across the Atlantic that they created in 1840. At the very beginning they used a

new technology to displace the traditional technology of sail in winning those lucrative mail contracts. And how many companies today could benefit and even progress with a simple adjustment of identity and clarification of purpose (i.e.; oil companies could be energy companies and keep their lead with new technologies). And it is to me a sad story when Cunard went to steep decline in the 60s leading to the sale of the Queens and the creation of one more Queen destined to bankrupt it's builder and serve out its career under many different owners.

Now all that is left of the attempt that maybe should have been given another chance are the artifacts left behind and kept by some caring person who had a greater appreciation of their meaning than the average citizen.

It's funny how simple items, once understood for their history, can teach us so much and make us think about how we think. He who does not understand and appreciate history, may very well be doomed to repeat it.



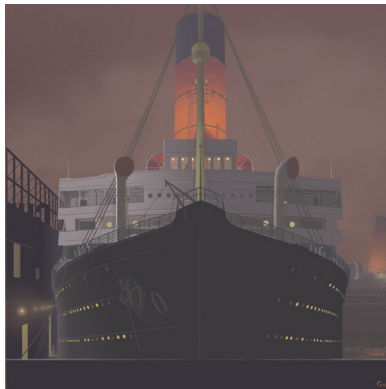
Cunard Eagle Bristol Britannia 324 with 1960s color scheme - 1:400 scale die cast Aeoclassics

Another passion I have discovered is art – ocean liners make great subjects for the artist's brush. We here in SoCal have much to be proud of. Of course there are the international luminaries like Ken Marschall. There are some fine artists with their own unique styles – evocative and even brain teasing, provocative works coming from right here in our own back yard, so to speak.

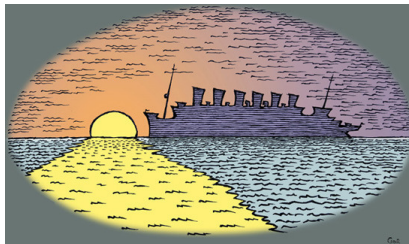
Our August 1st meeting will feature one such artist, Bob Aul. Bob's unique focus on the detail of a ship mimics the very real experience of being up close and personal with a great liner. The trouble with visiting a ship is that the closer you get, the less you can see of its totality.

Bob uses this very fact to tease us with

tempting glimpses of portions of a ship, often one from history, leaving us with the sense that we might actually be there and dying to see more. Come to the August presentation and you'll see what I mean. I have been fortunate enough in recent years to collect a couple of the original pieces. And they are prized possessions, every one. Bob also has a talent for doing cartoon works that tickle the funny bone in ways that only a true ship-nerd can appreciate. I have featured some of his cartoon works in past editions of O.T. and have gotten some rave reviews of his humor. OK, you people are as odd as me. Keep up the good work.



Bob Aul's bow-on view of the Aquitania

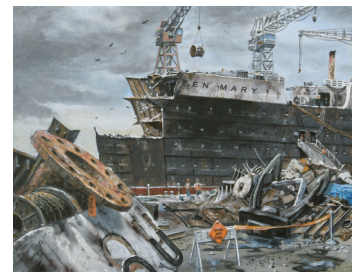


Bob Aul's 6 funneled liner cartoon

Another fine example of a SoCal original is the one and only John Christopher (Chris) Butler. In the days of the RMS Queen Mary Foundation we were proud to have Chris as our Artist In Residence. His superb works have included the delightfully festive QM Maiden Voyage painting reproduced as posters and note cards. The original is on view at the entrance to the Queen Mary's Historic Exhibits area at the stern of the ship.

Chris has something of a dark and provocative side as well. When people write letters to the editors of local newspapers complaining that the Queen Mary is too old and not worth anything and better off scrapped, Chris produced

a delightfully grim image of the QM being scrapped in situ starting at the bow. Huge pieces of machinery litter the wharf along with the letters from her name on the bow. Like watching a friend's autopsy it begs the question "... is it really better off that way?..." (below)



'Victory at Sea' Cruises of the SS Lane Victory WWII cargo ship



Steam back to the 1940's aboard the 455' fully operational WWII cargo ship, the *S.S. Lane Victory*. Enjoy a daylong adventure and breath-taking views as we sail toward Catalina Island. Dance on the deck to the sounds of the Yellow Hound Dawg Band. Help the crew hunt down an escaped German spy and re-live the hair-raising drama as the ship's gunners ward off an exciting Luftwaffe aerial attack! Take time to explore the ship and it's museums on your own, or as part of one of the many guided tours. Its a perfect way for ship aficionados, history buffs, and families alike to spend the day! (Aerial attack weather permitting)

VOLUNTEERS ARE NEEDED

2009 Cruise dates

July 18, August 15 & August 16, September 26 & September 27 To

Order Tickets: www.lanevictory.org
\$125 per adult, \$75 for children age 15 or younger - Special Group rates are available. ****Unfortunately, we cannot accommodate wheelchairs or strollers**