



APL freighters, unlike the line's passenger ships were rarely seen at Honolulu, Hawaii. This picture of the President Hayes was taken in December 1968. States Marine Lines' Hoosier State is partially visible at the left. C4s like the Hoosier State were the largest of the Maritime Commission's 1940's standard freighter designs; but were more than 40 feet shorter than Mariners like the President Hayes.

Round the World in Style: American President Lines' Deluxe Mariner Freighters *President Adams, President Coolidge, President Hayes, and President Jackson*

by David Hendrickson

Thirty-five Mariner class freighters were completed by shipyards on the Gulf, East, and West coasts of the United States between 1952 and 1955. The design evolved from that of the C3-S-DX1 freighter *Schuyler Otis Bland** completed in 1951. Principle commercial operators of Mariner freighters would be United States Lines, American President Lines, the Pacific Far East Line, Pacific Transport Lines, the States Steamship Company (after it bought PTL), and later the Waterman Steamship Corporation, American Export Lines, and Farrell Lines.

Like the *Schuyler Otis Bland*, Mariners were handsome vessels with raked stems, raised forecastles, and cruiser sterns. Overall length was just under 564 feet (almost 100 feet longer than the *Schuyler Otis Bland*) and 76 feet wide. They had tall, tapered funnels topping superstructures situated just aft of amidships, and seven holds. Each had *continued on page 4*

also in this issue ...

Tugboat *Koos No. 2*

The Greatest & Grandest *Empress*

The *Queen* Begins Her Reign

*Editor's note: The *Schuyler Otis Bland* was covered by Terry Tilton in the April 2020 issue of the *Ocean Times*, and reprinted in *PowerShips* #316, Winter 2021.

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MEETING NOTICE

The May 4, 2024 Chapter Meeting will be on the *Queen Mary*.
(1 p.m., Pacific)

Captain Richard Abele will discuss the exhibition to find the USS *Grunion*, sunk off the Aleutian Islands during World War II.

If you cannot attend in person, a Zoom meeting link will be sent out in advance.

(Details subject to change.)



Call for Speakers!

If you have a topic you'd like to present to the membership, at our meetings aboard the *Queen Mary*, we'd love to hear it!

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Chapter Notes

Kate Vescera,
President

Greetings Everyone!

Thank you so much to everyone who attended our February 3, 2024 meeting on board the *Queen Mary* and on Zoom. Chapter Member Tom Varney built large models of the *Queen Mary* and *Queen Elizabeth* at his home on Anchorage, Alaska, and they have now been installed on the *Queen Mary* for public view. Tom did a fabulous presentation for the Chapter about the process of building the models and their transportation to Long Beach. If you can make it to the *Queen Mary*, definitely check out the models.

We recently welcomed two new Board members who have been appointed for the remainder of 2024- Peter Knego and David Tew. Peter Knego, who is a well-known ocean liner historian and journalist, has already served the Chapter for many years and is now helping us to promote Chapter membership and leadership.

David Tew is also the Chapter's new Treasurer and Membership Chair, so please direct all questions regarding membership and renewals to him. Our long-time Treasurer and Membership Chair, Sherrill Smith, stepped down this year, and we want to give a huge "Thank You!" to Sherrill for her years of commitment to the Chapter and all that she did to keep the Chapter running smoothly. She will be missed, but we are excited to have David on board to help keep us moving forward.

We also have a new Chapter address, which is 65 Pine Ave., P.O. Box 349, Long Beach, CA 90802, so please send all mail to this new address going forward.

We are still endeavoring to expand our online presence so please follow our Facebook page @shiphistorysocial and our Instagram page @ship_history_socal.

Please note that our November Chapter meeting will be held on November 9, 2024 to coincide with the SSHSA National meeting which will be held on the *Queen Mary* from November 8-10, 2024. This will be the first time a National meeting has been held on the West Coast since 2013. We hope that you will attend both our November Chapter meeting and the National meeting. There will also be a cruise on the *Carnival Radiance* immediately following from November 11-15, 2024. Non-SSHSA members are welcome to attend, so please invite anyone who you think would be interested. You can find additional information on SSHSA's website at [http://www.sshsa.org/media/Events/SSHA 4Day Cruise and annual SSHSA meeting.pdf](http://www.sshsa.org/media/Events/SSHA%204Day%20Cruise%20and%20annual%20SSHSA%20meeting.pdf)

In connection with the National meeting, we are looking for people who have interesting ship related items or collections who would be willing to open their homes to hosting an event during that weekend. So if you live in Southern California and would be interested in discussing, please let anyone on the Board know.

We are continuing our efforts to expand our membership and develop new Board of Directors members and new program/project committee members. We are particularly looking for someone to assist with scheduling presenters for our meetings and someone to handle the raffle, so please contact any Board member if you are interested in helping with those roles, or any other leadership position.

Hope to see all of you soon!

Best,
Kate Vescera

Coming up in 2024 ...

Across the Pacific with Alice Chong
The USS *Texas*
The Versatile C3
Not a Chinese Junk

OCEAN TIMES SUBMISSION GUIDELINES

We enjoy a mix of stories involving Pacific and/or Atlantic liners/lines, military ships, and first person narratives.

Images need to be at a resolution of 300 dpi in JPG/JPEG format.

Please send your completed text and image captions (and citations) in a Word document to: editor.oceantimes@gmail.com.

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Hello, and welcome to April's "stateroom reading." For this issue, our focus is on several globe-trotting *Presidents*, a notable *Empress*, and a long-lived *Queen*. Well, let's face it, the latter two made their way around as well.

David Hendrickson returns with one of American President Lines' last forays into the passenger trade: the Deluxe Mariners *Presidents Adams, Coolidge, Hayes, and Jackson*. They were heavy on the cargo, but made sure up to a dozen passengers could travel in yacht-like splendor.

Member Bill Miller brings us *The Greatest & Grandest Empress*: the famed pre-war Canadian Pacific liner *Empress of Britain*. A precursor to the "ships of state," she was sadly one of the largest liners lost during World War II, second only to the *Normandie*.

In our latest *Ship Shot*, member Jim Shaw shares the story of the tugboat *Koos No. 2*, a century-old vessel currently on display in Oregon.

Thank you to our roving photographers, Jim Shuttleworth and Shawn Dake, who visually documented our last meeting for those of us who couldn't be there.

My high school geometry teacher recently took a cruise to Panama on Oceania Cruises' *Sirena*. (Yes, I'm trying to get them to write it up.) In the meantime, we'll make do with a shot of the *Bremen* in one of the locks. This would be from 1939, during her South America cruise. She would be the largest ship to go through the canal until the 1970s.

Now, if any of you would like to do a photo essay of a cruise you've taken, do reach out; my email is at the left. Don't think you can write? Half the time, neither can I. It'll be fine.

Until next time,
Wayne Yanda



continued from page 1 accommodations for a dozen passengers and they were powered by steam turbines. Their service speed of 20 knots made them the fastest freighters then afloat.

Mariners proved to be adaptable. Five were acquired by the U.S. Navy and reconfigured for military purposes. Of the remaining thirty, aside from the *Cornhusker Mariner* and *Pioneer Muse* (ex-*Nutmeg Mariner*), both lost due to stranding, eight would be lengthened and converted into container ships, and three rebuilt as passenger ships. Others had their passenger accommodations upgraded to where they were as good as, or better than, those of most contemporary passenger ships. Four of those upgraded freighters owned by American President Lines are the focus of this article.

Mariners and American President Lines' Round the World Service

American President Lines' westbound Round the World passenger and cargo service was inaugurated in early 1924 with the departure from San Francisco of the 502-class passenger ship *President Harrison* of APL's precursor the Dollar Line. At the start of World War II, sailings were re-routed around Africa and eventually suspended all together. As a result, the seven new C3 passenger-cargo ships *Presidents Jackson, Monroe, Hayes, Adams, Van Buren, Garfield, and Polk*, built at Newport News to take over the RTW route, were thus repurposed as troopships. One, the USS *Thomas Stone* (APA-30, ex-*President Van Buren*) was seriously damaged by a torpedo in 1942 while off the Algerian coast and was eventually declared a Constructive Total Loss and scrapped. Only *President Monroe* and *President Polk* would sail for APL after the war. The *President Adams* never sailed for APL.

Round the World service resumed in 1946, initially by the *President Monroe* and *President Polk* of 1940-41 and a mix of standard C3 freighters and Victory ships. The run would be rerouted around Africa or suspended several more times after the war when conflict or political unrest in the Middle East resulted in closure of the Suez Canal.

Another attempt to upgrade the RTW fleet with three George Sharp-designed V-2000 class passenger cargo ships laid down in 1949 as the *President Jackson*, *President Adams*, and *President*

Hayes was sidetracked because of the Korean Conflict. The trio were instead completed as Military Sea Transportation Service troopships and named USNS *Barrett* (ex-*President Jackson*), USNS *Geiger* (ex-*President Adams*), and USNS *Upshur* (ex-*President Hayes*). The *Barrett* would operate mainly in the Pacific and *Geiger* and *Upshur* primarily in the Atlantic, Caribbean, Mediterranean, and Adriatic. Each would carry thousands of military personnel and dependents before switching to transporting military personnel exclusively during the Vietnam War years. The *Barrett* and *Upshur* would be the last active MSTs troopships.

The Mariners' size, speed, and cargo capacity made them well-suited for the Round the World run and between 1955 and 1957 American President Lines purchased eight of the big freighters. The *Palmetto*, *Cracker State*, *Old Dominion*, and *Volunteer Mariners* were acquired on February 28, 1955. They were modified extensively to bring them up to the "exacting standards of service [and] to meet the special requirements of the company's Round the World trade route." Renamed *President Adams*, *President Coolidge*, *President Hayes*, and *President Jackson*, thereafter the four ships were known as Deluxe Mariners.*

The *Lone Star Mariner*, *Hoosier Mariner*, *Hawkeye Mariner*, and *Magnolia Mariner* were acquired by American President Lines during 1956 and 1957. They, too, were upgraded, albeit not as extensively as the other four vessels, and were renamed *President Arthur*, *President Buchanan*, *President Taylor* and *President Garfield*.

Starting in late October 1955, and continuing until the end of July 1956, the *Presidents Jackson, Hayes, Coolidge, and Adams* were integrated into the Round the World route. Eventually all APL Mariners would be employed on the run as was, too, the *Schuyler Otis Bland* which while operated by American President Lines between July 1951 and July 1952 made two RTW voyages.

In 1955 the published itinerary included Boston, Baltimore, Hampton Roads, and New York. The ships then steamed south to Panama and after transiting the Panama Canal headed north to Los Angeles and San Francisco. From the West Coast it was on to Yokohama, Kobe, Naha, Keelung, Hong Kong, Manila, Cebu City, Singapore, Port Swettenham, Penang, Belawan, Colombo, Cochin, Mangalore, Bombay, Karachi, Suez, Port Said, Alexandria, Messina, Naples, Marseille, Genoa, and Livorno. Upon

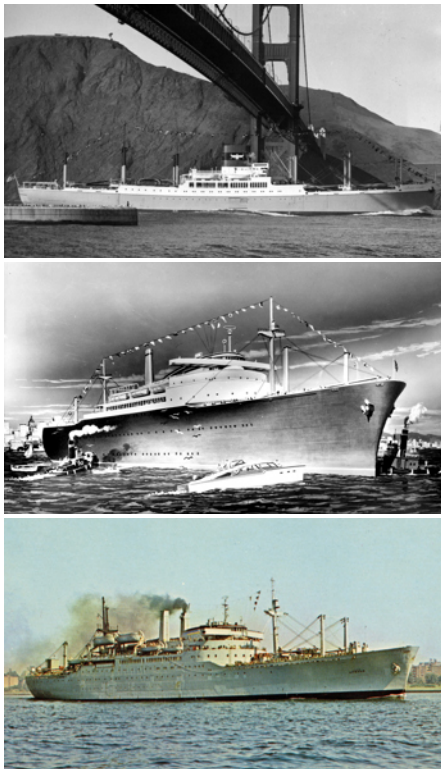
*Author's note: "Deluxe Mariners" was sometimes used to describe all APL Mariner freighters, but for the purposes of this essay, Deluxe Mariners refers only to the *Presidents Adams, Coolidge, Hayes, and Jackson*.

(below) Just prior to the United States' entry into World War II, APL introduced new ships for their Round the World service with the President Jackson-class. The *Jackson* is shown here arriving at San Francisco.

(middle) The V-2000 design was introduced to bulk up the Round the World service after the war, but the Korean Conflict interfered, and they were finished as troopships.

(bottom) The *President Hayes* became the USNS *Upshur*.

(all images private collection)



leaving the Mediterranean, the ships returned to the U.S. East Coast to begin the cycle again. The complete circumnavigation normally took four months. In the ensuing years, ports would be added or dropped and, at times, the ships would venture off the beaten path as happened in the summer of 1967 when the *President Jackson* docked at Da Nang, Vietnam, to discharge military cargo.

Further on the subject of Vietnam: during the Vietnam War ships in South Vietnamese waters were subject to being mined or attacked by small arms fire, mortars, or rockets. Transiting the Long Tau River to or from Saigon could be especially hazardous. The *President Coolidge* came under hostile fire while underway to Saigon in November 1970, but damage was minor and there were no injuries. Three years earlier, however, on November 18, 1967, the *President Buchanan* was attacked in the Long Tao and suffered significant damage.

Enter the Deluxe Mariners

The mid-1950s saw American President Lines embark upon another fleet replacement program. The first ships acquired were the aforesaid *Volunteer*, *Old Dominion*, *Cracker State*, *Palmetto*, *Hoosier*, *Lone Star*, *Hawkeye*, and *Magnolia Mariners*; all then laid up in the National Defense Reserve Fleet.

Volunteer Mariner, *Old Dominion Mariner*, *Cracker State Mariner*, and *Palmetto Mariner* were moved to the Bethlehem Steel Company Key Highway shipyard in Baltimore where they would undergo conversion. American President Lines paid nearly \$18 million for the four ships and invested another \$6,964,440 to convert and upgrade them. When all was said and done, in addition to new names the ships emerged with revamped superstructures, new funnels, enhanced cargo handling and stowage capabilities, and luxurious new passenger accommodations. Because of the alterations the *Presidents Jackson*, *Hayes*, *Adams*, and *Coolidge* were reclassified from the original Mariner designation of C4-S-1a to type C4-S-1h. The other four, renamed *Presidents Arthur*, *Buchanan*, *Garfield*, and *Taylor*, were also rebuilt and upgraded, though not as extensively. They were given the designation C4-S-1p.

A preliminary rendering of the *President Jackson* that appeared in various publications proved to be accurate apart from depicting the ship with the standard Mariner mast arrangement and with a grey hull. The Deluxe Mariners had crosstree masts similar to those of the *Schuyler Otis Bland*; something that always distinguished them from other Mariner freighters. Moreover, they were delivered with and for most of the time while they were owned



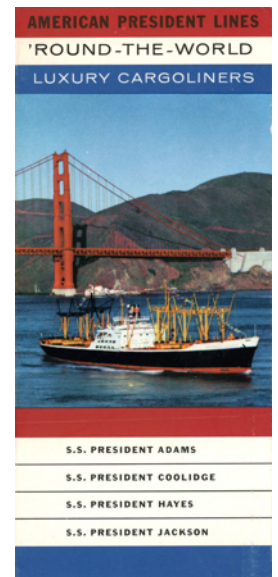
Before and after. The Palmetto Mariner (top) was one of four that were transformed into a Deluxe Mariner like the President Jackson (above), with a grey hull that soon gave way to black. (private collection)

by APL they had black hulls; white bulwarks, forecastles, and superstructures; red boot topping; and grey masts. Early on their masts were tan like those of other APL freighters and for a while during the late 1950s the hulls were painted grey with dark grey boot topping like APL's passenger ships.

Transporting revenue earning freight – “everything from eggs to elephants” and “bananas to bull dozers” – was the ships’ primary function, and cargo capacity (bale) was substantial; exceeding 600,000 cubic feet. Additionally, there was 53,700 cubic feet of refrigerated cargo space and deep tanks offered liquid cargo capacity of 1,900 tons or thereabouts. Later, containers would be carried both on deck and in holds.

Advertisements directed to potential shippers emphasized improvements realized from the conversions and the ships’ other assets. One was “express cargo handling through revolutionary new equipment including exclusive new self-trimming Ebel Gear” (Ebel Gear was also a feature of the *Schuyler Otis Bland*). Another important asset was the ships’ heavy lift capability made possible by their two jumbo booms, each able to lift as much as 60 tons. The capacity and versatility of their reefer spaces allowed the ships to “accommodate any size and type of [refrigerated] shipment” and was another strong selling point as were the “smooth finished” deep tanks. Yet another plus on the cargo side was “new fast folding hatch covers [that] roll easily out of the way, permitting

The President Jackson looked impressive on the cover of this brochure, dated September 1957. (private collection)





(left) The Sky Room Observation Lounge in the President Jackson, with a map mural by Frank Monarchio. Its location above the bridge was a tiny precursor to Royal Viking Line's Stella Polaris Lounge.

(center) The Jackson's "main" Lounge housed a collection of folk sculpture.

(right) The Dining Room faced aft, a nod to the Veranda Grill on Cunard's Queens.

(below) APL published brochures on the Deluxe Mariners' interior design.

(all images private collection)



cargo work to commence immediately after the vessel docks."

Apart from eggs, elephants, bananas, and bulldozers, the ships hauled machinery, household appliances, rubber, wine, tea, spices, livestock, vehicles, military cargo, and countless other commodities including tallow, liquid latex, and alkane which were transported regularly in the deep tanks. New York, San Francisco, Naples, Genoa, Karachi, and Bombay were important cargo ports with stays at them in those pre-containership days sometimes lasting as long as 4 or 5 days. The long port calls had the added benefit of permitting passengers and crewmembers to undertake extended excursions ashore.

Interior Design and Décor

Transporting as many as a dozen passengers amid posh surroundings was the other function of Deluxe Mariners and it was one at which they excelled. The ships proved to be very popular with travelers and their accommodations were often fully booked well into the future.

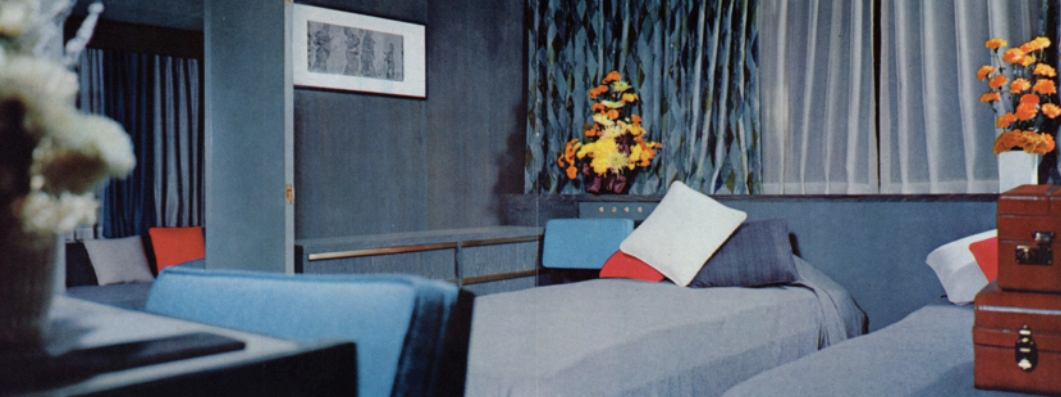
Considerable forethought and effort went into upgrading the four ships' accommodations and appointments. The conversions were overseen by George T. Paine, American President Lines' Vice President in charge of Engineering in conjunction with the San Francisco architectural firm Anshen and Allen.

An introductory pamphlet stated that "These fast, ultra-modern air-conditioned freighters are...America's most luxurious Cargoliners, with passenger accommodations created by internationally famous architects and interior designers. [They have] everything from sunny picture windows in each cabin to glassed in observation skyrooms! [The nine]

cabins, including a suite; assure cargoliner informality along with 'private yacht' luxury!" Speaking later about the ships, George Killion, President of American President Lines, summed things up in a single, succinct sentence. The *Presidents Jackson, Hayes, Adams, and Coolidge*, he said, "had the most modern and deluxe passenger accommodations ever installed in a merchant freighter."

President Adams' interiors were the work of H. Clifford Burroughs in association with James R. Patterson. Michael Taylor was responsible for the *President Coolidge* while interior design of the *Presidents Hayes and Jackson* was entrusted to Eleanor Le Maire whose philosophy as cited in an article in the August 1956 issue of *Progressive Architecture* was that "... warmth and homelike friendliness is desirable for the ship's public spaces [and will be] expressed through the use of color, light, space, and texture [to] define areas and to create effective design."

In conceiving the interiors of the *President Hayes*, Le Maire took as inspiration the spirit of the American Southwest. On the stairwell wall of the Lounge there were 25 Kachina dolls "arrayed in an interpretation of ceremonial dances" while elsewhere there were paintings by Native American artists, among them Awa Tsireh and Waldo Mootzka. A mural by Elaine and John Urbain consisting of reproductions of ceremonial sand paintings was a major facet of the décor in the Dining Room which also featured fiberglass draperies with a Navajo-inspired woven diamond pattern. In the *President Jackson* decorative highlights included folk art sculptures in the lounge while the theme of the backlit glass mural in the dining room – also by the Urbains – was "America at Play."



Interiors of the *Presidents Adams* and *Coolidge* were equally distinctive with each ship having its own decorative and color schemes. Like the other two ships, their public areas and staterooms had multi-hued draperies and fabrics and each featured original works of art by artists like Jimmy Ernst in the *President Adams* and Charles C. Gruppe in the *President Coolidge* (work by Charles Gruppe was also in the *Presidents Jackson* and *Wilson*).

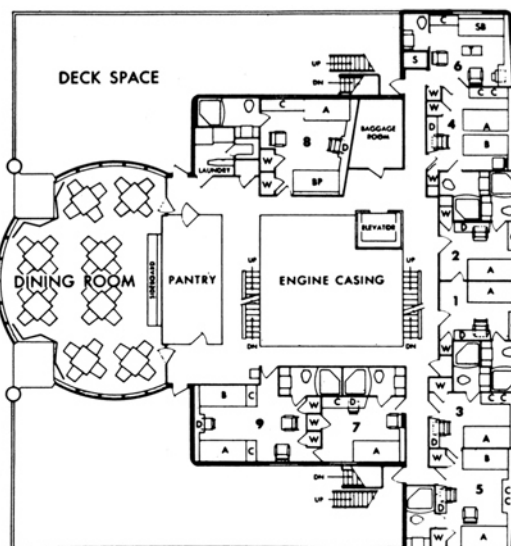
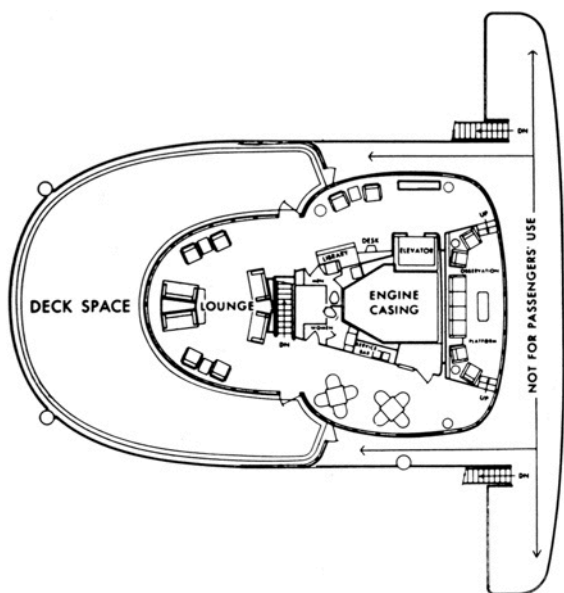
From the top down, decks in the superstructure were: Lounge Deck, Bridge Deck, Cabin Deck, Upper Deck, and Main Deck. During the conversions the lifeboats, originally located on the Upper Deck, were repositioned to the Cabin Deck. The captain's stateroom and office were on the Bridge Deck. A suite and four passenger staterooms were located at the forward end of the Cabin Deck with the suite being on the port side. Two more passenger cabins were on the starboard side and one was on the port side. The passenger staterooms were originally accommodations for ships' officers but were repurposed during the conversions. The former passenger accommodations became officers' quarters.

Each stateroom was finished in "the tasteful décor of a fashionable home" and had a telephone, Halicrafters radio, expansive closet space, and bathroom with tub and shower. Including upper berths passenger capacity was 15 but because the ships had no doctor aboard, no more than 12 passengers were carried. Passenger and crew areas were air conditioned and each ship had an elevator, both features rarely found in freighters at that time (the Pacific Far East Line's Mariner freighters *Golden Bear*, *Japan Bear*, and *Korean Bear* which came closest to matching the APL Deluxe Mariners in luxurious appointments also had elevators and air conditioning).

The ships had new dining rooms and lounges; the latter with color televisions and hi-fi record players. Observation Lounges above the bridge offered magnificent vistas through tall windows and there were small libraries and bars on the port and starboard sides respectively of the Lounge Deck. A laundry room was on the port side of the Cabin Deck.



Despite tiny passenger loads, the *Deluxe Mariners* could offer a spacious suite and well laid out double and single rooms. Virtually all furnishings, floor coverings, and drapes were custom made. (private collection)



Plan of the passenger accommodations and public areas of the *Deluxe Mariners*. (private collection)



The President Adams was photographed in Naples, Italy in April 1964.

Unlicensed crew accommodations and recreational and mess facilities were on the Main and Second Decks. They, too, were a cut above the norm and because of that and the RTW route more than a few crewmembers were homesteaders who remained with the ships for years.

In October 1955 passenger fares for the full round the world voyage were \$2,985 per person for the suite. Rates for the lesser cabins were lower and voyage segments were available at reduced fares. For example, from the Pacific Coast to Mediterranean ports the cost was \$1,605 per person for a cabin for two and \$400 per person was the double occupancy rate for the New York to California leg of the journey.

Influence and Legacy

Mariner freighters generally and the four Deluxe Mariners in particular, would significantly influence future APL cargo ship designs. Between 1961 and 1965 five new freighters based on and closely resembling Mariners were added to the APL fleet. The first two were delivered in 1961. Named *President Tyler* and *President Lincoln*, they were known as Sea Racers. APL hedged its bets in the design of the two ships which were partial containerships but primarily break bulk freighters. They had distinctive, futuristic looking break bulk cargo handling gear similar to that on the nuclear ship *Savannah* and gantry cranes to handle the

containers. Unfortunately, being neither fish nor fowl, as it were, the ships were not as successful as hoped since the two methods of cargo handling and stowage did not coexist comfortably.

The Sea Racers (MARAD type C4-S-1q) were followed in 1965-66 by three Master Mariner freighters named *President Monroe*, *President Harrison*, and *President Polk*. They (MARAD type C4-S-1qa) were break bulk freighters but were able to carry containers, too. Compared to the Deluxe Mariners and the Sea Racers Master Mariners were

somewhat leaner in appearance and also had longer forecastles and crosstree masts similar to those on the States Steamship Company's six *California* class freighters, which themselves were a variation of the Mariner design known as "Advanced Mariners." Each of the five new freighters had accommodations for a dozen passengers comparable to those of the Deluxe Mariners.

Between 1967 and 1973 APL took delivery of nine more cargo ships. Five large and very fast Sea Master break bulk freighters were followed by four containerships known as Pacesetters. The Sea Masters offered excellent passenger accommodations and amenities but Pacesetters carried no passengers. During 1972-73, the Master Mariners were lengthened and converted into containerships. The Sea Masters were also lengthened and converted into containerships (they had been designed with future conversion into containerships in mind). The Sea Racers were not lengthened but did have some of their original break bulk cargo handling gear removed. Their container capacity was upped, but they still retained break bulk cargo space.

The Fate of the Deluxe Mariners and Demise of the Round the World Service

By the early to mid-1970s containerization and intermodalism were irreversibly changing the face of ocean transportation and APL's Deluxe Mariners were not unaffected. The company began to shift its focus of operations to the Pacific and Orient and pulled the plug on the Round the World run once and for all in 1977. At the end it was being maintained by the containerships *Presidents Harrison*, *Monroe*, *Polk*, *Eisenhower*, and *Roosevelt* – the latter two having originally been the American Mail Line's *Philippine Mail* and *Washington Mail*. Departures were at two-week intervals and several ports had been dropped from the itinerary with the result that in 1976 port rotation was Elizabeth, New Jersey, followed by Norfolk and Charleston; then the Panama Canal and north to San Pedro and Oakland. From California the ships proceeded to Hong Kong, Singapore, Colombo, Cochin, Bombay, Karachi, the Suez

The three Master Mariner freighters closely resembled Deluxe Mariners. This is the *President Monroe* at San Diego, California, in October 1967.





Canal, Naples, Livorno, Fos el Mer and from there back to Elizabeth.

The more efficient boxships meant time in port was reduced and that, in combination with the elimination of ports, resulted in the duration of the full voyage being reduced substantially – from 120 to 70 days. Passengers were still carried (the two former AML ships had superb passenger accommodations) and as before, voyage segments were available.

Change, containerization, and the passage of time had a major impact on the aging and hard-used Deluxe Mariners which in 1974 and 1975 were sold out of the fleet or in the case of the *President Adams*; sold for scrap. The *President Jackson* was conveyed to the Waterman Steamship Corporation in 1974 and renamed *Joseph Hewes*. *President Coolidge* and *President Hayes*, both of which were quite shabby looking by that time, went to American Export Lines in 1974 and 1975 respectively. They became *Export Defender* and *Export Diplomat*. Two other APL Mariners also went to Waterman in 1974 with the *President Buchanan* becoming the *Carter Braxton* and *President Garfield* the *Samuel Chase*. A third went to American Export and the other to Farrell Lines. The *President Arthur* was renamed *Export Democracy* and *President Taylor* became Farrell's *Austral Pilgrim*. The latter was sold in 1979 and was operated for less than a

year by an entity called the African Supply and Purchasing Corporation as the *Pilgrim* before being sold for scrap on March 31, 1980.

The *Export D* ships continued to carry passengers, freight, and containers; but now from East Coast ports primarily to the Mediterranean and North Africa. The published itinerary – subject as always to change – included Casablanca, Arzew, Tunis, Split, Beirut, Iskenderun, Limasol, Istanbul, Izmir, Augusta, and Lisbon. Voyages normally lasted 40 to 50 days. In 1976 the rate for cruises departing between May 1 and September 30 was \$2,500 per person. Off-season (October 1 - April 30) fares were \$2,250 per person. Single occupancy of a stateroom was available at a 10% premium, but voyage segments were not available.

Waterman's Mariners were employed on that company's world-wide services, often to the Far East, but also to Europe. They carried containers but few, if any passengers. The former *President Jackson* looked odd in Waterman colors but the American Export ships wore their new livery comfortably enough.

The *Joseph Hewes* was scrapped in 1980. *Export Defender* and *Export Diplomat* were laid up in the National Defense Reserve Fleet in 1978. Both eventually reverted to their original Mariner names before being sold for scrap in

(left) *The President Hayes* sailed from San Francisco for the first time on December 29, 1955. This picture of the ship, at Naples, Italy, was taken in January 1965.

(right) *The President Adams* was showing signs of hard use when this picture was taken while the ship was docked at the Naval Base in Norfolk, VA, in October 1971.



President Buchanan was photographed passing the Naval Base, outbound from Norfolk, VA, in January 1971. The differences in the superstructure and masts of this ship, compared to those of the *Presidents Adams*, *Coolidge*, *Hayes*, and *Jackson*, are apparent in this picture.



(left) *Deluxe Mariners* were regular callers at Naples, Italy, for the better part of two decades. Here the *President Coolidge* basks in late afternoon sunshine at Naples in July 1964.

(center) The *Export Defender*, formerly the *President Coolidge*, was photographed working cargo at Lamberts Point Docks in Norfolk, VA, in September 1974 not long after it was sold to American Export Lines. Note that the deckhouses and masts were still grey, a remnant of the ship's APL days.

(right) *Cracker State Mariner*, the one-time *President Coolidge* and *Export Defender* was starting to show the effects of more than three years of idleness in the Reserve Fleet when this picture was taken on a misty day in March 1982. The ship was at the Moon Engineering Company facility on the Elizabeth River in Norfolk, Virginia. The ship on the other side of the pier is the tanker *Seadrift*.

1986 (*Export Diplomat*) and 1991 (*Export Defender*).

Meanwhile, the names *President Adams* and *President Jackson* were passed on to two

other American Mail Line freighters when in 1978 the *Alaskan Mail* was renamed *President Adams* and *Indian Mail* became the *President Jackson*. Two German-built C-10 class containerships named *President Adams* and *President Jackson* followed in 1988 (three sister vessels were named *Presidents Truman, Kennedy, and Polk*). The C-10s were the last new APL ships to be named for U.S. presidents.

American President Lines was acquired by Singapore's Neptune Orient Lines in 1997. Since then, the majority of the company's vessels have been foreign-registered with a few remaining under the Stars and Stripes. The use of "American President Lines" was dropped in favor of simply "APL" as was the practice of naming ships after U.S. Presidents. Instead, subsequent ships' names were prefixed with APL: i.e., *APL Korea, APL Japan, APL Coral*, and so forth.

In 2016 NOL/APL became part of the French CMA CGM shipping group which in 2018 announced that American-registered APL containerships would once again be named for presidents. Those ships would be *President Cleveland, President Wilson, President F.D. Roosevelt, President Truman, President Eisenhower, and President Kennedy*. Three smaller ships continued with names prefixed either with APL or CMA CGM. Thus far no ships have been named after Presidents Calvin Coolidge, Rutherford B. Hayes or Andrew Jackson, but there is a big CMA CGM containership named *CMA CGM J. Adams*.

In the autumn of 2023, it was revealed that the six large containerships would be replaced by newer tonnage, and that the smaller vessels would also be replaced and renamed. The new containerships would be phased into the fleet during 2024 in stages, and would be named for presidents John Quincy Adams, Ulysses S. Grant, James Monroe, Ronald Reagan, George Bush (whether George H.W. or George W. Bush, or both, is unclear at this writing) and

President Johnson (presumably Lyndon, rather than Andrew). A seventh ship might also be added, and if so, would be named for President Jimmy Carter. Once again, no ships were to be named for Presidents Jackson, Hayes, Coolidge, or John Adams.

Meanwhile, American President Lines' distinctive red and blue stack with the white spread eagle and four stars has bitten the dust and has been superseded by CMA CGM's rather non-descript funnel colors. And in common with other CMA CGM vessels the current ships' hulls are blue rather than black. The hailing port of U.S. flag vessels which many years ago changed from San Francisco to Oakland; has changed again and is now Wilmington, Delaware.

Afterword

American President Lines' *Deluxe Mariners* were upgrades to an already exceptionally well designed and versatile class of freighters. They were swift, reliable, efficient, and flexible cargo carriers and in their day their passenger quarters were second to none among cargo ships.

While they suffered the occasional bumps, scrapes, and indignities that all ships do, they rarely called undue attention to themselves. The *President Jackson* did, however, receive well-deserved recognition as a "Gallant Ship" for rescuing seven men from the sinking Honduran sailing vessel *Tina Marie Doncine* in the stormy Atlantic Ocean on January 14, 1970.

The *Presidents Adams, Coolidge, Hayes, and Jackson* and near sisters *Presidents Arthur, Buchanan, Garfield, and Taylor* left the American President Lines fleet many years ago and have faded from memory. Nonetheless, they were among the most significant vessels owned by American President Lines after World War II.

Thanks to Wallace Slough, former deck officer on the President Jackson for sharing memories and observations about the President Jackson and American President Lines' Round the World service.

Unless noted, all images are courtesy of the author.



Tugboat Koos No. 2 ... A West Coast Relic

Paul Newman's 1971 movie Sometimes a Great Notion told the story of a log-towing family on the Oregon Coast. A little boat that remains from that era is the tug Koos No. 2, now part of a marine interpretive center located on the waterfront at Coos Bay, Oregon. Koos No. 2 is a former Knutson Towboat tug, built in 1924 at Marshfield, Oregon by Frank Lowe for owner Louis Knutson.

For most of its life, the little boat worked along the Coos River and on Coos Bay rafting and towing logs, and is equipped with serrated metal teeth on its stem for log moving. The restored boat



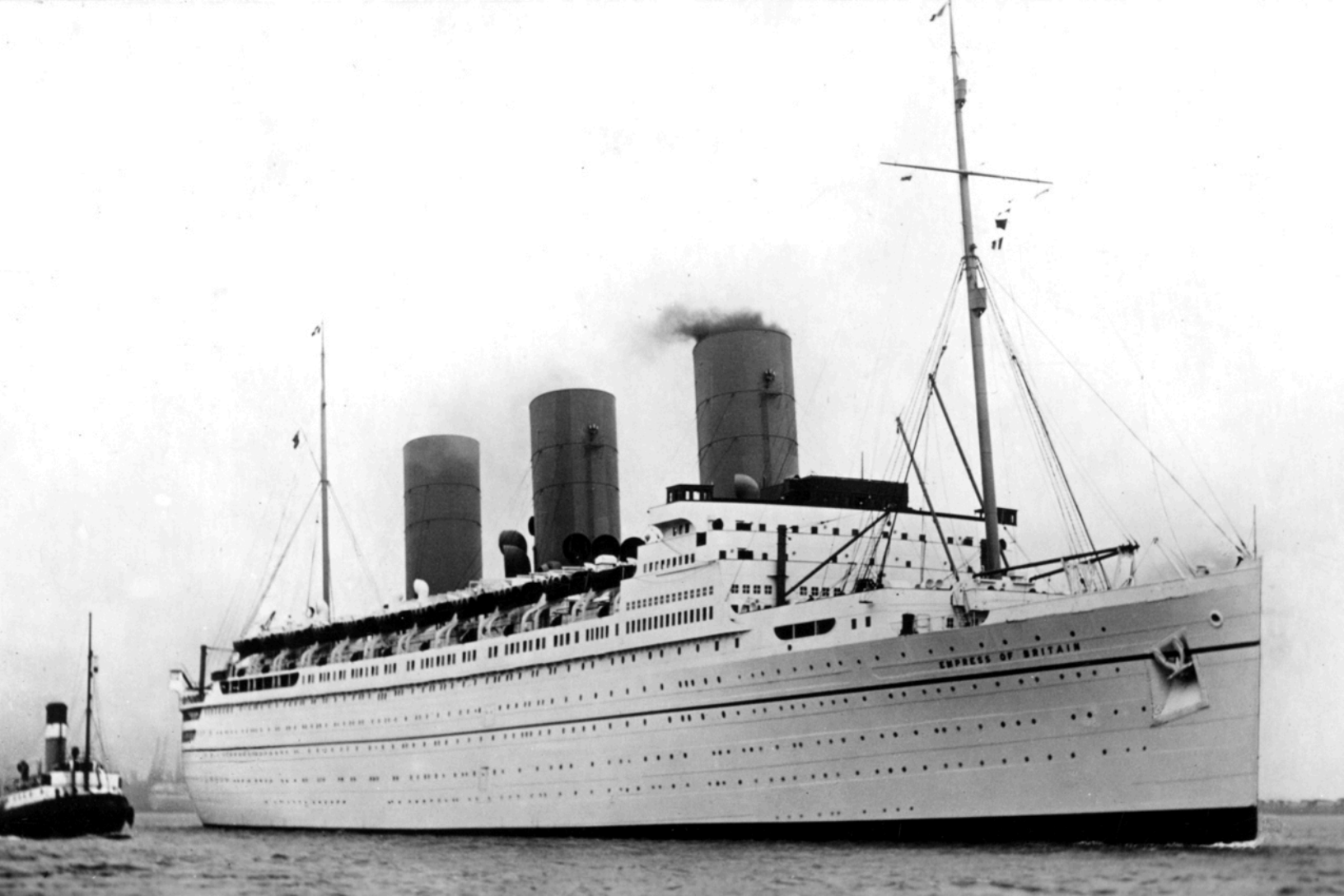
story & images
by Jim Shaw



now rests high and dry on wooden blocks set under a protective cover at Coos Bay to allow visitors to view the entire hull.

According to a nearby plaque, Koos No. 2 was the second of many tugs with the "Koos" name, which comes from a local Indian tribe.

It was retired from the Knutson fleet in 1987 and donated to the City of Coos Bay for exhibit. Knutson Towboat itself remains headquartered at the port and operates tugs within Coos Bay as well as at Humboldt Bay, California.



Like the Normandie and United States, the Empress of Britain's stacks may have been too big, but they just seemed to work. (private collection)

The Greatest & Grandest Empress

by Bill Miller

About the *Empress of Britain*

Tonnage ...	42,348 grt
Length ...	760' 6"
Beam ...	97' 9"
Draft ...	32' 8-1/2"
Power ...	62,500 shp
Speed ...	24 kts
Propulsion ...	quadruple screw, single reduction turbines
Capacity ...	465 First Class 260 Tourist 470 Third Class 700 when cruising
Crew ...	740

The "Age of the Edwardians" – those ships built before World War I – saw the beginning of their end when the French added the stunning *Ile de France* in 1927. The Germans – in an almost extraordinary revival from the ruins of that war – added not one, but two superliners, the *Bremen* and *Europa* in 1929-30. On the drawing boards were two big liners for the Italians and, largest of all, super ships for Cunard, White Star, and the French Line. (The White Star ship would be canceled, however.)

Even after the Wall Street Crash in October 1929, the start of the worldwide Depression, and as much as a 50% slump in trans-Atlantic passenger traffic, there might be some delays, but little else seemed to change. Spirits, and therefore future projections for new liners, some of the most lavish yet, were high. Among others, Canadian Pacific – based on the high spirits and optimism of the late Twenties – looked forward.

The great Canadian Pacific Company was at its peak and had the prestigious distinction of "spanning the world" – transatlantic by liner from Britain to Eastern Canada, across North America by rail, and then a second fleet of liners on the Pacific that went from Vancouver to the

Orient. The beautiful, white-hulled Empress liners were perhaps at the lead in this vast organization and operation. The Pacific service had just been topped by the *Empress of Japan*; a 26,000-tonner commissioned in 1930. She was one of the finest liners ever on the Pacific and also one of the fastest.

But then a look to the North Atlantic. Canadian Pacific also planned a second liner, even bigger and more lavish than the *Empress of Japan*. She was the 42,000-ton *Empress of Britain*. The 748-foot-long ship was built by renowned John Brown shipyard on the Clyde and was launched on June 11, 1930, after being named by the then very popular Prince of Wales. (Who later became Edward VIII, and then the Duke of Windsor.) There was added distinction to the occasion: For the first time in history, launch proceedings were broadcast throughout the British Empire and, rather expectedly, to Canada and the United States.

From her royal launching, this liner generated almost extraordinary interest. One journalist wrote of her, "She was like no ordinary ship, but a bold Canadian bid for a topmost seat in the sun of shipping supremacy." On her maiden voyage, Viscount Rothermere, proprietor of the *London Daily Mail*, had "no hesitation in describing her as the finest vessel ever launched." Even after the far larger *Queen Mary* appeared in 1936, the *Empress of Britain* was still regarded by many as the most luxurious ship afloat.

Carrying comparatively few 1,195 passengers (465 in first class, 260 in tourist and 470 third class), the new *Empress* was Britain's biggest liner in almost twenty years, since the *Aquitania* of 1914. Her long, white hull was doubly strengthened for ice (for nine months of the year, she would ply the North Atlantic between Southampton, Cherbourg, and Quebec City). She had five holds as well – three for general cargo, the fourth for insulated goods, and the last for passenger baggage. On the outside, her designers opted for unusually mammoth funnels, which were in deep contrast to her owners' initial desire for more normal-sized ones. Together with a well-balanced, almost orderly superstructure, the three giant stacks added considerably to overall senses of size, power, and security. In daylight, she presented a most handsome form and great ocean liner style, and altogether unquestionably ranked as one of the great liners of the 1930s. At

night, with her buff funnels floodlit, her appearance became even more dramatic and imposing.

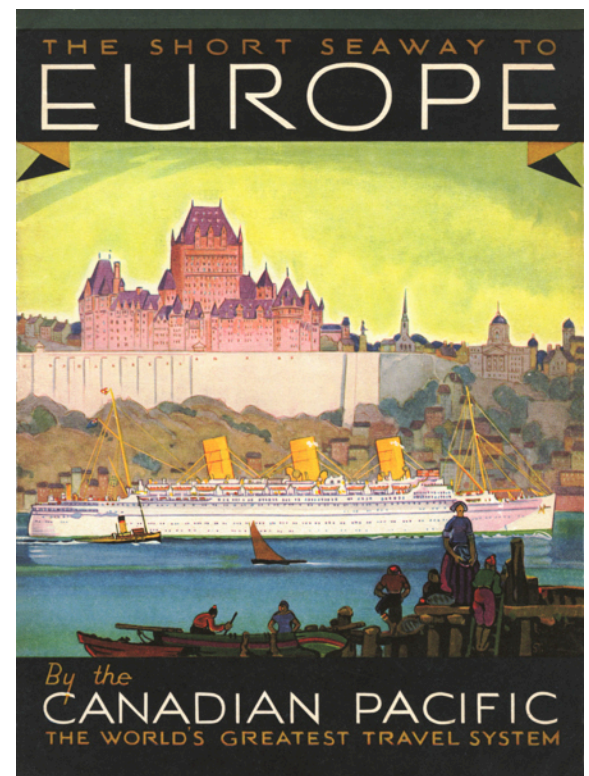
John Gillespie, who, as a boy, lived blocks away from that 21st Street pier, and the visiting liners, recalled, "I remember seeing the *Empress of Britain* docked at Pier 61, at the foot of West 21st Street, in Manhattan. My first view was on a winter's night and those three funnels were floodlit. They looked like gas tanks. They were overwhelmingly big, but they worked on the *Empress*. They added to her great appeal as a true luxury liner. In every way, she was one of the greatest ships of her time."

Her innards were, in a word, sumptuous. There was the columned, traditional Mayfair Lounge, which could be contrasted against the angular, stunningly modern, very Art Deco Cathay Lounge. The Salle Jacques was ranked as one of the finest shipboard restaurants while the Empress Ballroom and The Mall became established shipboard spaces. There was a large indoor pool, a gymnasium, and a full squash court located on the highest deck, between the funnels.

"She was the most gorgeous ship. She was probably the most luxurious world cruise ship of all time," recalled Everett Viez. "Her Mayfair Lounge was extremely beautiful and the Cocktail Lounge delightful. She had more cabins with private facilities than any other ship then doing long cruises. She was intended for this dual-purpose from the start. She was purposely designed for luxury cruising. Actually, I think, in the end, she was better known for her cruises than her crossings. Externally, I felt, however, she did have a top-heavy look. Those stacks were too large. But it all worked. And she was so symmetrical. Her cruiser stern was another attractive feature."

The *Empress* was built from the start with the added

An evocative Canadian Pacific poster, with the iconic Banff Springs Hotel looming in the background. (Norman Knebel Collection)





(above) The Salle Jacques Cartier, the Main Dining Room was designed by Frank Brangwyn.



(right) Edmund Dulac's Cathay Lounge, was loaded with a variety of Chinese patterns

(below) Designed by Sir Charles Allom, the Mayfair Lounge was the most "period" room, was done up in a Renaissance style.

(all images private collection)

intention of spending each winter as a cruise ship and, more specifically, as a world cruise ship. Each January, she would leave New York's Chelsea Piers, with her outer propellers specially removed to reduce drag and save fuel, for as long as 140 days – for the Mediterranean, Suez, India, the Dutch East Indies, Hong Kong, China, Japan and then homeward across the Pacific to Hawaii, California and the Panama Canal before making a springtime return to Manhattan. Her capacity for these cruises, which set the standard for 1930s luxury travel, was reduced from 1,195 to 700 all-first class. She became more clublike. Considering her size, she offered passengers an unparalleled amount of space per passenger.

In as early as September 1937, it was rumored that the "largest ship ever to make a complete circumnavigation of the globe" might visit Melbourne as well as Sydney. The Australian Government was further delighted with the news that the *Franconia* of Cunard, and Hamburg America's *Reliance*, would be re-routed to visit Australia. A month later, it was announced the even larger, 51,700-ton *Bremen* would visit Australian waters due to the "unsettled conditions" between China and Japan during her world cruise, which was canceled altogether a month later.

On January 8, 1938, the *Empress of Britain* set off on another long, winter world cruise. She would avoid the Far East, and the growing conflict between Japan and China, to call instead at Australia for the first time.

As the liner's arrival neared, Australian newspapers spoke of the wealth and opulence of the ship, its voyage, and its passengers. They noted she was twice the size of liners that regularly visited; ships such as the *Mariposa*, *Strathmore* and *Orcades*. For the 300 world cruise passengers, their combined wealth was placed at £10 million. Each of them had at least an annual income of £5,000, compared to £200 for a typical Australian worker. It was revealed that the wealthiest passenger was Sir Montague Burton, a tailoring magnate with a fortune put at £4 million. He was followed by Alexander Maclean, whose pharmaceutical and toothpaste



empire put his worth at £3 million. Other notables aboard included Arthur Loew, the vice president of Metro Goldwyn Mayer; Mr. A. Klaveness, managing director of Norway's Klaveness shipping group; and Prince Andrew of Greece, the father of future Duke of Edinburgh.

The liner arrived in Sydney on April 2, as the city was celebrating its sesquicentennial celebrations. The ship made a majestic entrance into harbor, surrounded by ferries and pleasure craft, using six tugs to berth at Woolloomooloo. Welcoming crowds were estimated between 5,000 and 6,000 people. The *Reliance* arrived the day before. Thousands hoped the *Empress of Britain* would be open for public inspection, but the privacy of the passengers took precedent. There were two official functions: Captain Busk-Wood invited the Lord Mayor of Sydney, Alderman Norman Nock, his wife; and several others for dinner onboard on April 2, and there was a luncheon for 250 civic and business leaders on April 4.

Brilliantly lit, she departed the evening of April 4 at 10 p.m. to a band send off, waving crowds, and more craft in attendance. Thanks to port fees and passengers shopping, an estimated £30,000 was added to Sydney's

economy. Next stop, Melbourne, for another triumphant visit.

The port of Melbourne required special dredging, and permission had to be given for the ship to make a nighttime departure. The harbor had to be cleared for the big *Empress* and special warning signals and lights put in place. Melbourne's City Motor Service specially laid on fifteen new Studebaker limousines for use by the ship's passengers. Australian maritime historian Alf Batchelder wrote of the ship's first visit to Melbourne. "The City had never seen anything quite like the 1938 visit of the *Empress of Britain*. For anticipation, interest and sheer excitement, not even the memorable 1978 maiden visit of the *Queen Elizabeth 2* could match it."

That visit to Australia of the *Empress of Britain* was a great occasion. There were even "dreams" of a growing Australian cruise



This 1934 Art Deco brochure cover has, in hindsight, an ominous warning on airlines. (private collection)



After Australia, New Zealand! Here is the Auckland City waterfront, mid-April 1938, showing the Empress of Britain docked at the wharf. A Blue Star Line ship, possibly the Empire Star, is on the right, and Matson liner Monterey is on the left. Whites Aviation Ltd: Photographs. Ref: WA-03485-F. Alexander Turnbull Library, Wellington, New Zealand. /records/30632723



Like the photo postcard says, here's the *Empress of Britain* "transiting the Panama Canal" during one of her cruises. (private collection)

industry as 200 well-to-do Australians booked passage on the *Empress of Britain* – with another 60 boarding in New Zealand – for the remainder of the cruise.

The *Empress of Britain* made further headlines and featured in newsreels when she brought King George VI and Queen Elizabeth (later the Queen Mother) home from their highly successful, friendship-building North American tour in 1939. The royal couple had crossed to Canada weeks before, but on another Canadian Pacific liner, the *Empress of*

Australia. Dowager Queen Mary and the little princesses, Elizabeth (later HM the Queen) and Margaret, greeted their parents upon arrival at Southampton. However, glamorous and exciting as this was, adding to the ship's other distinctions, she was not a great financial success. She failed to build a strong following or even an added following among Canada-routed passengers (most travelers still preferring the New York route). Those long world cruises were victims of both the on-going Depression and simply the vast, added expense of running such luxurious jaunts.

In 2016, I met 85-year-old Jack Harding from Liverpool. He told me of his link to Canadian Pacific and the *Empress of Britain*.

"My uncle served in the *Empress of Britain*. He was a first class waiter. He was very proud. On those world cruises, he saw the world: India, China, the Suez & Panama Canals. He'd come home and was the 'star' of the family with tales and presents from faraway places like Bombay and Shanghai and San Francisco. And he was among the staff that sailed aboard the *Empress of Britain* when it carried King George VI and Queen Elizabeth home from Canada and back to England [June 1939]. That was a big event, the conclusion of an important visit that renewed friendship and

stirred goodwill and loyalty with Canada and especially America. The trip was a big success, including the King & Queen meeting with President Roosevelt, which would be an important bond in the years ahead, when World War II began and Britain needed American support. My uncle was with other crewmembers when Queen Mary, Princess Elizabeth and little Princess Margaret came aboard in Southampton Water to welcome home the King and the Queen.

"Later, during the War, my uncle served on the *Empress of Australia*, which was then carrying troops all over the world. Then he left the sea just after the War ended, in 1946. He had about three years ashore, but deeply missed the sea. It was in his blood. He just loved life at sea and, of course, the travel.

"He joined Cunard in Liverpool and, because of his experience aboard the famous *Empress of Britain*, he was assigned immediately to the new *Caronia*. That ship was soon said to be the most luxurious cruise liner in the world and it too cruised everywhere. My uncle especially liked the *Caronia's* long world cruises. He'd be gone for five or six months, leaving England in January and not returning until May or June.

"He actually died at sea, onboard the *Caronia*, in 1959, of a sudden heart attack. It seemed somehow fitting: He died while the ship was on one of those long world cruises, in the Red Sea. Fittingly, he was buried at sea."

The *Empress* left Southampton on September 2, 1939, the day after the peace-

A sample Atlantic sailing schedule from Montreal (or from Quebec City for only the *Empress of Britain* and *Empress of Australia*) in May-June 1937, and highlighted by the Coronation of George VI in London read:

<i>Duchess of Bedford</i>	May 8
<i>Duchess of Richmond</i>	May 14
<i>Montclare</i>	May 15
<i>Empress of Britain</i>	May 15
<i>Duchess of York</i>	May 21
<i>Montcalm</i>	May 26
<i>Duchess of Atholl</i>	May 28
<i>Empress of Australia</i>	May 29
<i>Duchess of Bedford</i>	Jun 4
<i>Montclare</i>	Jun 5
<i>Duchess of Richmond</i>	Jun 11
<i>Empress of Britain</i>	Jun 12
<i>Empress of Australia</i>	Jun 16
<i>Duchess of York</i>	Jun 18
<i>Duchess of Atholl</i>	Jun 25
<i>Empress of Britain</i>	Jun 28



Together at Southampton: Empress of Britain (left) and Empress of Australia (right.) (ALF Collection)

breaking invasion of Poland. She had far more passengers aboard than normal. Evacuees and frightened, often desperate tourists without actual cabin accommodation were assigned to cots set-up in the public rooms and even in a special arrangement up in the squash court. Once at Quebec City, she was temporarily laid-up – pending further decision by the Admiralty.

Two months later, in November, she was formally called to duty. Repainted in gray, she sailed to Clydebank, the place of her birth, for refitting as a high-capacity troopship. She then made two more sailings to Canada, bringing servicemen over to Britain. In March 1940, she was dispatched to far-off waters, to New Zealand. Briefly, she sailed in convoy with the *Queen Mary*, *Aquitania*, and other liner-troopers far removed from their peacetime runs. The *Empress's* spell in southern climates was quite short, however.

The *Empress* was returning home to England, via Cape Town and Freetown, on October 26 when she was attacked and set afire by Nazi bombers. One of the bombs made a direct hit on the once splendid Mayfair Lounge. Sadly, she was only 70 miles northwest of Ireland at the time. She burned from end to end. All but 49 of her 600 passengers and crew were saved, however. The blistering hulk was finally put under tow by the Polish destroyer *Burza*. But two days later, on the 28th, the Nazi

sub *U-32* sighted the former liner and fired two torpedoes. The once great *Empress* sank quickly. Some reports suggested that Hitler himself had ordered the ship to be sunk because of its association with the King, Queen and their alliance-building North American trip a year-and-a-half before. In the final accounting, she became the largest Allied merchant ship to be lost in the Second World War.

When, after the War, in 1946, the British Government suggested that Canadian Pacific build another big Atlantic, a ship like the legendary *Empress of Britain*, the idea was politely declined. She had not been a profit-maker – she was simply too big. In future, for another decade or so, and not until the mid-fifties, with the 25,000-ton sister ships *Empress of Britain* and *Empress of England* (and later, in 1961, with the 27,000-ton *Empress of Canada*), would Canadian Pacific think of new liners and then only more moderately sized and therefore more practical and profitable passenger ships.

Empress of Britain departing from Canadian waters in June 1939 with King George V and Queen Elizabeth onboard. (Author's Collection)



This scene greeted SoCal meeting goers in February. And no, Long Beach wasn't in the process of turning back her into "The Gray Ghost" of World War II. It's just a primer coat before putting on the Cunard Red. The paint job has since been completed.
(Shawn J. Dake)



Scenes from SoCal's February Meeting

by Kate Vescera

This was also our best attended meeting in a long time, with over 60 people attending in person and over 20 people attending on Zoom. This meeting was also a special treat because we were able to hold it in the beautiful Britannia Salon, which was previously the Second Class Lounge. Thanks so much to the *Queen Mary* Catering Department and Commodore Everette Hoard for making this happen.

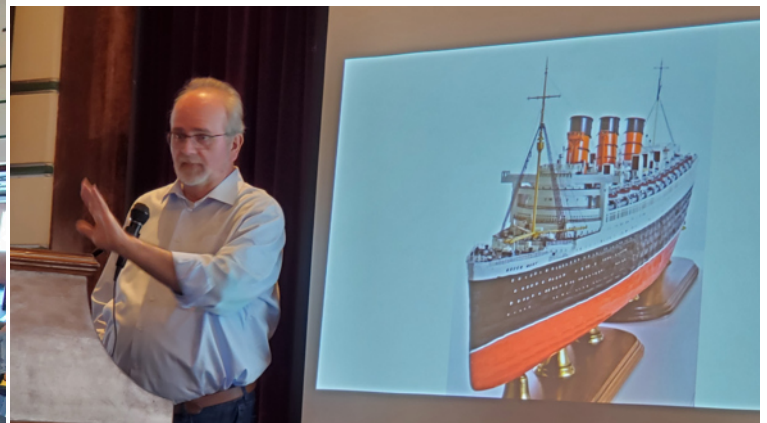
We also had a raffle which was very popular and included many interesting and varied items. Thanks again to Board Members Jim Shuttleworth and Terry Tilton for all of their hard work in

putting together the raffle. If you have items that you are interested in donating for the raffle, please contact Jim Shuttleworth.

Our next Chapter meeting will be on May 4, 2024 at 1:00 p.m. PT on the *Queen Mary* and on Zoom. Captain Richard Abele will be presenting on the expedition to find the sunken USS *Grunion*, a World War II *Gato* Class Submarine, off Kiska in the Aleutian Islands. We hope to see you there!

Also, we are still looking for people who would like to present at our upcoming meetings in 2025 and beyond. If you are interested or have ideas about possible presenters, please contact Jim Shuttleworth for more information. We have had presentations on a wide range of topics, including personal trips and experiences, and we also welcome presentations on collections of items, or ships and maritime history topics that you are interested in.





Tom Varney tells the crowd "how he did it" when it came to building his two mammoth models of the Queen Mary and Queen Elizabeth. (Jim Shuttleworth)



The finished products. Tom Varney's Queen Mary and Queen Elizabeth, each eight feet long, holding court in the Visitor's Center located at the stern on D Deck. (Shawn J. Dake)

1937. When First was Cabin and Cabin was Tourist. Yes, those were crazy, crazy times, courtesy of the Atlantic Conference. The wraparound image on this brochure cover shows the Britannia Salon as it looked when the Queen Mary was built. (private collection)



May 2, 1969: The Queen Begins Her Reign

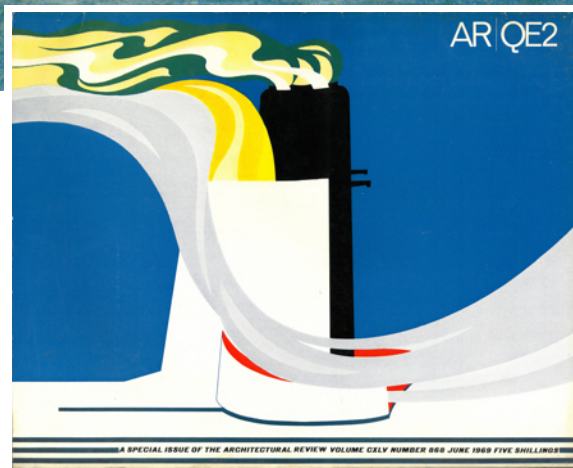


Arguably the world's most famous liner, plans for the Queen Elizabeth 2 started almost a decade prior to her launch.

In a total break with the past, QE2's interiors were decidedly modern. One could even find similarities with the set pieces in Kubrick's 2001: A Space Odyssey. But through a number of refits, tradition and Cunard heritage clawed its way back.

At right is the cover of the June 1969 issue of The Architectural Review, showing how the gases were swept away in an illustration by Wolf Spoerl. It's quite possibly the last time a liner took up the better part of a magazine.

Far right is the cover of an early brochure. A model of the QE2 provided illustrations.



Southern California Chapter members continue to support *PowerShips* with the Winter 2024 issue having articles about the Soviet Poet Class ocean liners and Christensen Canadian African Lines.

Member **Bill Miller** continues his "Lives of Liners" series presenting the story of *The Mikhail Lermontov* and the Soviet Poet Class of handsome-looking ocean liners and their service to the East Coast of North America.

Member and *PowerShips* West Coast Regional Editor **Jim Shaw** brings us the history of Christensen Canadian African Lines on the 75th anniversary of the inauguration of the lines' regular conventional cargo-liner service between the east coast of Canada and Southern Africa in *The White-Hulled Ships of Christensen Canadian African Lines*.

