



The MILLERGRAM

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The Millergram is designed and formatted by Tim Noble, our good friend from Melbourne, Australia and a former navigating officer with the Blue Star Line.

ALONG THE PROMENADE: Like the officers on the bridge and stewards along the corridors, celebrities – from European royalty to Hollywood stars – added to the culture of the great liners of the past. Below: Actor David Niven & wife sailing from New York on Cunard's *Mauretania*. The date: June 1948.



CUNARD: The *Queen Mary 2* will be the Review Ship for Operation Sail 2026, to be held in New York harbor on July 4th. Hundreds of ships are expected honoring America's 250th anniversary. The Cunard flagship will depart its Brooklyn berth on Jul 3rd and then remain overnight in the Lower Bay, moored off Staten Island for the Saturday sail past. Expectedly, the voyage is a complete sell-out! We are happy to be aboard and doing the narration of passing ships.



NEW YORK: I keep an eye on my favorite port anywhere and its changes. Pier 57, at the foot of West 15th Street, was built in the mid 1950s and used by the Grace Line. But when Grace moved away in 1968, the pier later became a bus & storage depot. It has survived – and now has been totally renovated & restored.



Pier 57 in 1957.



The brand new *Santa Rosa* alongside Pier 57 in 1958.

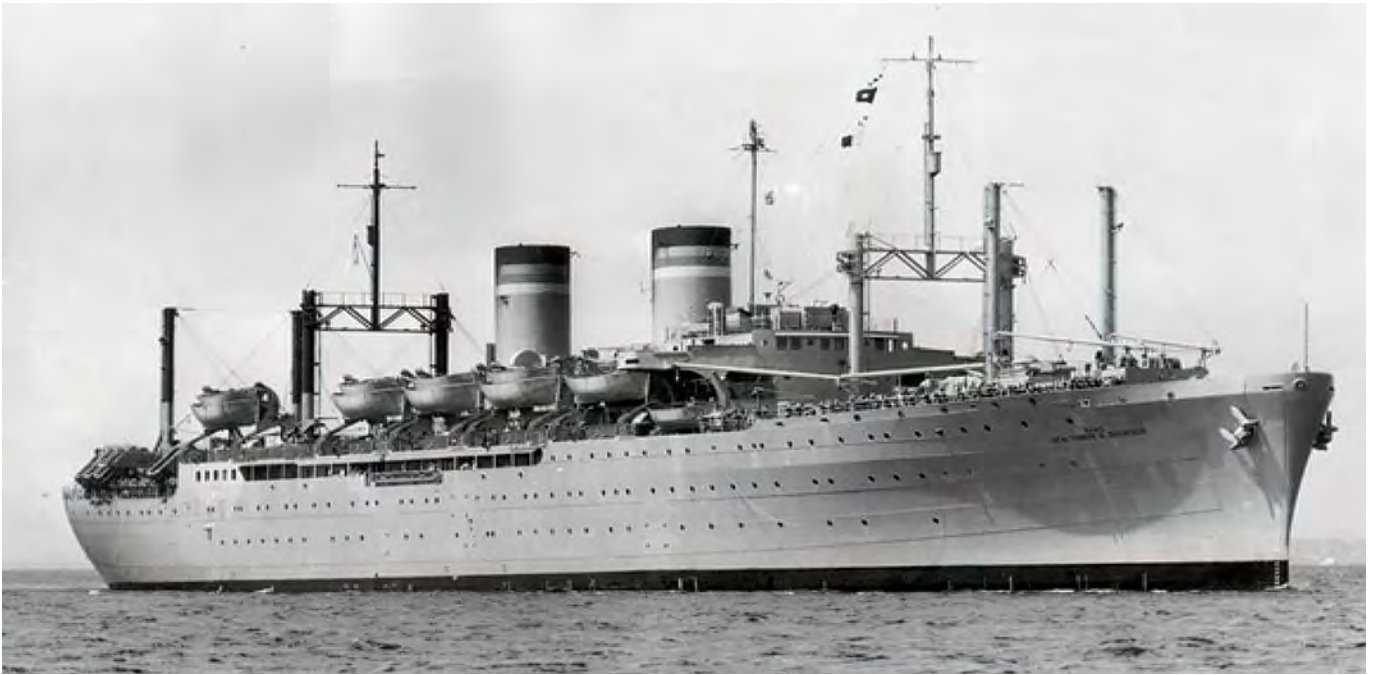


Today, Pier 57 is a combination: park, museum, offices & a collection of shops.

OCEAN LINER ARCHIVES: Looking back – on Mon Jul 16th 1959, no less than 6 passenger ships arrived at New York. The flag-bedecked *Bremen* arrived on its maiden voyage at 1:00pm (and ceremoniously passing the outbound *Berlin* off Lower Manhattan). The *Ocean Monarch* arrived at Pier 95 at 8:30am and at 9:00 am both the *Santa Rosa* at Pier 57 and the *Oslofjord* at Pier 42. And over in Brooklyn, at Pier 4 of the Army Terminal, the troopships *Geiger* & *General Simon B Buckner* landed their military passengers at 8:00 am.



The inbound *Bremen* passes the outbound *Berlin*.



The troopship *General Simon B Bucker*.

POSTER ART: Posters were an extremely evocative promotion of travel by ship. They prominently featured in travel agent & tourist offices. The Gdynia America Lines promoted the ease & glories of crossing the Atlantic onboard their *Batory*.



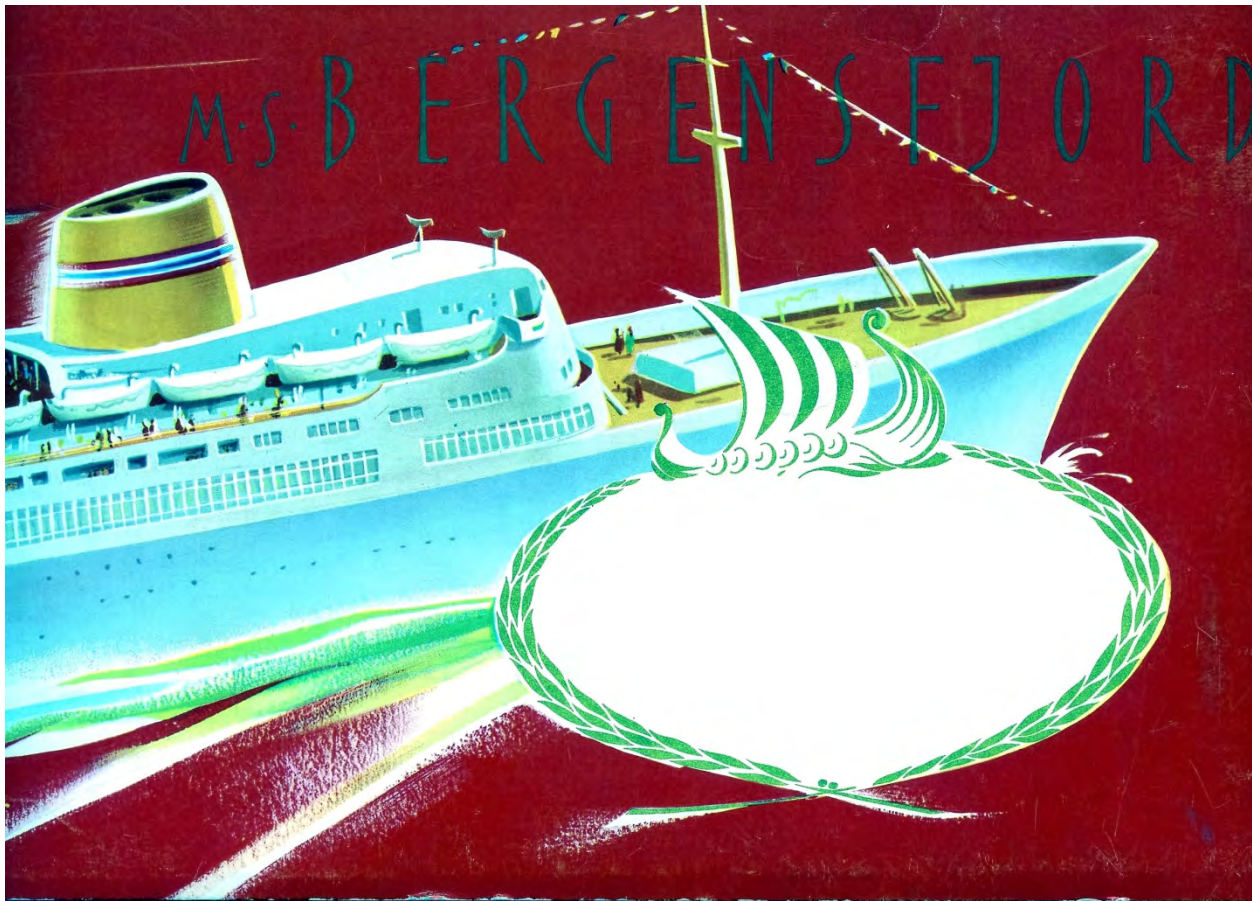
VOYAGES: In 1956, the Norwegian America Line was at its post-Second World War peak with three liners. The brand new *Bergensfjord* had just arrived in service (in late May) and joined the *Oslofjord* & *Stavangerfjord*. Service was offered between Oslo, Copenhagen, Kristiansand, Stavanger, Bergen & New York. Occasionally there was a westbound call at Halifax as well. In addition, the Company offered winter, off-season cruises (from 7-100 days). Trans-Atlantic fares in first class began at \$315 and \$220 in tourist.



The *Bergensfjord* seen at Sydney during a South Pacific cruise.



The *Oslofjord* seen at Haifa during a long winter Mediterranean cruise.



NORWAY  DENMARK

Carefree Cruises

Norwegian America Line




NAME _____


SHIP _____

SAILING DATE _____ ROOM NUMBER _____

PORT OF LANDING NEW YORK - BERGEN - BERGEN




87
GLORIOUS DAYS



BERGENSFJORD
ROUND-THE-WORLD
CRUISE 1960

Via The Southern Hemisphere

Sailing from New York January 15, 1960

A unique voyage in spring and summer climates all the way . . . visiting many unusual ports in peaceful, exotic lands . . . on the beautiful air conditioned liner BERGENSFJORD. This gay and friendly ship offers you the best of service, superb cuisine . . . every amenity of modern cruising.

ITINERARY includes: Panama Canal Zone, Galapagos Islands, Tahiti, Bora Bora, Rarotonga, Tongatabu, Auckland, Christchurch, Milford Sound, Tasmania, Australia, Mauritius, Madagascar, Laurenco Marques, Durban, Capetown, Luanda, Conakry, Dakar, Canary Islands and Madeira. Shore Program arranged by THOS. COOK & SON.

REASONABLE FARES FROM \$2450

Apply promptly to your Travel Agent

Norwegian America Line
AGENCY, INC.



The veteran *Stavangerfjord* was Norwegian America's 3rd liner.

WINTER CRUISES: Cruises were plentiful in the winter of 1955-56. Travelers could take, say, the *Nassau* of the New York-based Inces Line on a 7-night cruise down to Nassau. Passengers had a day & night in port and then alternate sea days. Fares began from \$140 per person to \$350 in a upper-deck suite.





The *Nassau* departing from Nassau.





Nassau – main Lounge.

Ingres
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A wide choice of sundrenched Ports: Kingston, St. Thomas, Nassau, San Juan, Port-au-Prince, Bermuda, Trinidad, Guadeloupe, Dominica, Barbados, Grenada, LaGuaira, Curacao.

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EVERY FRIDAY AT 7 P. M.

7 DAYS . . . 2 days, 1 night in Nassau . . . \$170 up
JAN. 13 - 20 - 27 - FEB. 3 - 10 - MAR. 3 - 10 - 17 - 24
50% Reduced "Family Plan" rates on JAN. cruises

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Ingres advertising in 1960.

NASSAU

Souvenir Book

S. S. NASSAU
Passenger List
INGRES NASSAU LINE
1957

**S/S NASSAU — 24,400 TONS
LARGEST LIDO DECK AFLOAT**

HEARD ALONG THE BOAT DECK:

90 YEARS AGO FOR The *BATORY* of 1936



In the early 1930s, Poland's Gdynia America Line decided it wanted at least two brand new liners for its North Atlantic passenger service. But there were no monies, mostly due to the ongoing Depression. So a special, quite unique arrangement was reached: the Government in Warsaw would pay for the two ships in coal shipments to Italy and in turn to the Cantieri Riuniti dell'Adriatico shipyard at Monfalcone. In fact, parts for the 14,000-ton sisters, to be named *Batory* & *Pilsudski* (sunk in World War II), would come from all over Europe. They were appropriately advertised as "international ships".



The 526-ft long *Batory* – a handsome twin-stacker with contemporary interior décor – was commissioned in May 1936. Used on the Gdynia-Copenhagen-New York run and for occasional cruises from New York, it was designed for 770 passengers – 370 in tourist class (replacing first class so as to reduce fares and lure more passengers including Polish-Americans) and 400 in third class (especially for Poles and particularly Polish Jews migrating to the USA).

But life for the diesel-driven, twin screw *Batory* was cut short. Within little more than three years, in September 1939, the 18-knot liner was laid-up in the upper Hudson River off Yonkers, New York due to the Nazi invasion of Poland and the start of war in Europe. Quietly, the little

liner waited with a caretaker crew onboard. Later, the ship was transferred to the British Ministry of Transport and refitted at Glasgow as a 3,000-capacity troopship. It would not be returned to its rightful owners, by now restyled as the Polish Ocean Lines, until April 1946. Its refit and restoration was done in Belgium, but then delayed by a fire in an Antwerp shipyard. It took a full year for the ship to resume Gdynia-New York sailings.

But there were further troubles ahead. In January 1951, the *Batory* was abruptly withdrawn from trans-Atlantic service as a result of a series of political and labor problems, the most serious being the escape of a Communist spy aboard the ship. New York dockers, tugboat staff and shipyard crews refused to handle the ship in that tense Cold War, anti-Soviet era. The *Batory* was promptly sent to a British shipyard (at Hebburn-on-Tyne) for a major refit. Changes included the hull being repainted in light gray (for heat resistance). In August 1951, a new, alternative service commenced: Gdynia-Southampton-Gibraltar-Malta-Suez-Aden-Karachi-Bombay. Occasionally, there were cruises as well.



But there were still further changes ahead: The *Batory* would return to the North Atlantic. Following an 8-month long refit at Bremerhaven and with the accommodation now modified for 76 in first class and 740 in tourist, the ship resumed crossings in August 1957. The basic itineraries were Gdynia via Copenhagen and London (Tilbury) or Southampton over to Quebec City and Montreal. Occasional calls included Le Havre, Bremerhaven or Hamburg (Cuxhaven) and Helsinki. In winter, the ship was temporarily made all one-class for cruises from London or Southampton to the Canaries, West Africa, the Mediterranean and the Caribbean. By December 1965, the *Batory* finally returned to American waters with an annual winter call at Boston.

However, aging and no longer economic, the 33-year-old *Batory* made its last Atlantic crossing in December 1968 and its last cruise four months later. The beloved ship was sold to the Municipality of Gdynia (for the token equivalent of 24 cents) for use as a floating hotel. Unfortunately, it was an unsuccessful effort. Two years later, and after a long, lonely voyage, the *Batory* was handed over to Hong Kong shipbreakers on May 11th 1971.



The *Batory* at its homeport of Gdynia.

