

QMI RESTORE THE QUEEN // ISSUE 1

TURBINE TRIBUTE

ANNIVERSARY EDITION



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HAPPY 85TH ANNIVERSARY TO THE RMS QUEEN MARY AND HER INTERNATIONAL FAMILY!

Today is May 27th 2021, the 85th Anniversary of the Maiden voyage of the RMS Queen Mary. QMI is honored to launch the “Turbine Times” newsletter today and we dedicate this first issue in the memory of First-Class Waiter, Mr. Ralph Rushton who believed the “Queen Mary is the only ship with a heart and a soul”.

QMI is dedicated to honoring the ship by increasing international community awareness about the ship’s history, current status, future preservation developments and to offer a clear transparent vehicle for the community to help preserve Britains masterpiece.

People protect what they love because they CARE! The Queen Mary must be preserved for future generations to enjoy and learn from. Preservation of the Queen Mary is open to everyone and we would like to invite you to get involved and help secure the ships future!

“Thank you” for the support of our Anniversary issue newsletter contributors:

Randolph Churchill

Ed Pribonic, P.E

William Miller

Paul Curtis

Marcus Pickering

Stacy Miller

Mike Rohrer

Kate Vescera

Brendan Ryan

Diane Rush

Brian Clune

Tony Strubic

Mary Rohrer

Ways you can help:

- Submit a photo or article for the next newsletter by emailing Info@Qmi.care
- Donate to “ProjectRoyalRivets” at www.Qmi.care to support the ships critical reopening projects
- Contribute your talents (Social media, marketing, writing, fundraising, historical information)
- Spread the conversation and help bring more awareness to the value in preserving the Queen Mary

QMI Restore the Queen is a licensed community foundation formed in 2012. We are dedicated to the preservation of the RMS Queen Mary and her history. Our board of six members contributes more than 30 years of combined experience with the ship’s preservation, hosting more than 50 events and in-community exhibits to raise awareness. QMI is not affiliated with the City of Long Beach or the ships lease holder. The RMS Queen Mary is owned by the City of Long Beach as a wholly owned city asset since 1967 and is listed on the National Register of Historic Places since April 15, 1993 (www.Nps.gov).



RALPH RUSHTON, FIRST CLASS WAITER

"She's the only ship with a heart and a soul"

At age 15, Ralph went to sea as a Bell boy aboard the RMS Queen Mary. He worked 10-12 hour days , advancing to a Common waiter, Cabin Class waiter and eventually First class waiter serving on the ship from 1952 to 1962. He referred to the ship as his "Girlfriend" and shared his stories and experiences with others.

It was in 2016, that he returned for the Queen Mary's 80th Anniversary with his wife and two adult children . In all his glory, dressed in his black tuxedo, he was seen serving the ships guests once again.

When asked to take his seat and enjoy the event, he laughed and continued to visit each table. It was clear he was reliving his glory days with his Queen,

"I am standing on the pier and look up at her sadly. You lovingly called her "My Girlfriend", your favorite liner the R.M.S. Queen Mary. You have sailed together from Southampton to New York and back countless times. The sea and the R.M.S Queen Mary, you loved both. You have told so many stories from your active time as a crew member.

You told us a lot of interesting facts and made us laugh with your humor. The horn sounds, smoke comes out of the funnels and the gangway is pulled back. You are now on your last journey. I wave to you one last time and lookout at the sea. Out there, the peace must be limitless.

Smooth sailings, Ralph. Rest in Peace. We will all miss you!

Beat Meienberg

THIS FIRST ISSUE OF THE "TURBINE TRIBUTE" IS DEDICATED TO THE LIFE OF QUEEN MARY CREWMAN, MR. RALPH RUSHTON

1/12/1935 - 2/8/2021

FOREVER IN OUR HEARTS



Ralph and his family in 2016.



RANDOLPH CHURCHILL

RANDOLPH CHURCHILL, GREAT GRANDSON TO SIR WINSTON CHURCHILL, TRUSTEE OF THE CHURCHILL CENTRE

“My wife, Catherine and I have such fond memories of our time visiting & staying onboard the great RMS Queen Mary.

She stood at the apex of the Anglo-American relationship during those dark days of World War 2 as the link to the ‘small misty isle’ as my Great Grandfather, Winston Churchill referred to Great Britain and the “Arsenal of Democracy” he referred to as America.

The RMS Queen Mary was a key strategic asset being the fastest passenger ocean liner in the world, outpacing the German U boats dispatched by Adolph Hitler. Not only did the Queen Mary safely deliver the

U.S. troops for D Day, but she safely took my Great Grandfather and his Chief of Staffs across the Atlantic Ocean for the planning of Operation Overlord, also known as the Normandy invasion. He traveled many other occasions aboard the ship.

Catherine and I thrilled at our visit to see the beautiful lines of the great Queen Mary, the splendor of the State Rooms and Cabins. The spirit of the millions of lives changed by this remarkable ship live on in grandeur in Long Beach.

Happy 85th Anniversary of the Maiden Voyage of the RMS Queen Mary and “Long Live the Queen Mary”.”

"the spirit of the millions of lives changed by this remarkable ship live on in grandeur in Long Beach. "

-Randolph Churchill (2020)



NUMBER 534

BY JOHN MASEFIELD

For years you were rock, far below
 light, crushed without shape, the
 earth's unguarded bone.
 Then Man in all the marvel of his might
 quarried you out and burned you from
 the stone. Then, being pured to
 essence, you were nought But weight
 and hardness, body without nerve;
 Then Man in all the marvel of his
 thought, smithed you into form of leap
 and curve; And took you, so, and bent
 you to his vast , Intense great world of
 passionate design, Curve after changing
 curve, braced and masst To stand all
 tumult that can tumble brine, And left
 you, this rampart of a ship, Long as a
 street and lofty as a tower, Ready to
 glide in thunder from the slip and
 shear the sea with majesty of power. I
 long to see you leaping to the urge or
 the great engines, rolling as you go,
 parting the seas in sunder surge,
 shredding a trackway like a mile of
 snow with all the wester streaming
 from your hull and all gear tranging
 shrilly as you race, and effortless
 above your stern a gull leaning upon
 the mast and keeping balance pace.
 May shipwreck and collision, fog and
 fire, rock and shoal and other evils of
 the sea, be kept from you; and may
 the heart's desire of those who speed
 your launching come to be



The Queen Mary Foundation received confirmation from the United States Department of the Interior on May 11, 1993, the ship graduated to the National Register of Historic Places. A momentous week for the ship, news arrived the next day that Captain John Treasure Jones, the Queen Mary's last master, peacefully expired in his beautiful Hampshire town of Chandler's Ford.

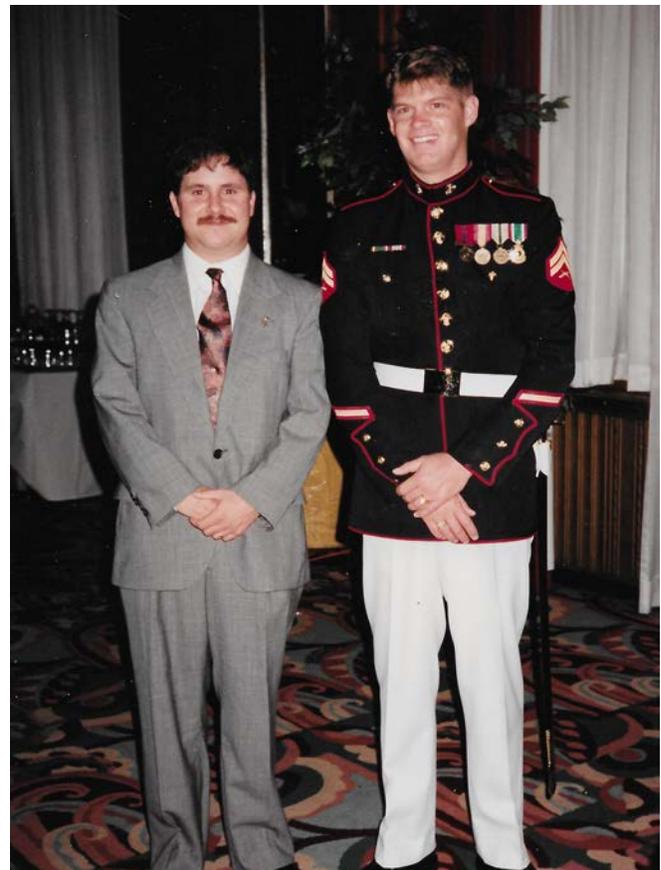
Incorporated on May 23, 1990 as a 501 (c) 3, the Queen Mary Foundation made a priority of elevating the Queen Mary to National Register status.

Initially, it was thought the Port of Long Beach, then owner of the ship, would endorse such a plan to promote and attract funding to its world-renowned icon. Queen Mary Foundation acting chairman, David Rubin, appeared before the State Historic Resources Commission in Sacramento on Friday, August 7, 1992. The Port of Long Beach was also represented at the hearing. The Port's agent expressed misgivings that if National Register status were granted, the Port would not be able to dispose of the ship (should that option arise) and would be accountable for the vessel's maintenance. Complaining they lacked funding, the Port asserted that more than one foreign contact offered to purchase the Queen Mary outright.

ACCESSION TO THE NATIONAL REGISTER OF HISTORIC PLACES

BY DIANE RUSH

Following the hearing, David spoke with the acting State Historic Preservation Officer. He and another staff member concurred that Rubin's presentation was compelling; interested parties in Washington, D.C. favored the Queen Mary's preservation.



Cynthia Howse of the State Historic Preservation Office reviewed the 195-page application that the Queen Mary Foundation submitted and asked for elaboration on two chapters, the ship's service as a troop transport vessel during WWII and reasons that Americans, in peacetime, chose to sail on the Queen Mary rather than other liners.

Final touches completed, the application for National Register listing was formally approved on November 6, 1992.

In recent correspondence, David Rubin confirmed, "The National Register application was co-authored by D.J. Volkmar. I drafted all paperwork, argued the case and worked with the State Historical Office to shepherd the nomination through.

Still, we managed to get it passed on a serendipitous fluke."

Rubin continued, "The officer representing Long Beach failed to show, having written the wrong date on her calendar! Had she attended the meeting, the nomination would probably have been torpedoed as the Harbor Commission and the City Council did not want the ship to have historic status."

Endorsements

In October of 1992, Douglass Campbell, officer of Resource Holdings Ltd. wrote to the California State Office of Historic Preservation Historian, Cynthia Howse, endorsing the Queen Mary as a candidate for Register nomination.

Praising the ship for uniquely forging "transportation bonds between Europe and the United States," he stated in part, "the preservation of historical buildings could show future generations what life was like in that particular era. Too often we in America discard our heritage for "change."

President of the Shipping & Railway Heritage Trust, David H. Morse, made his appeal, November 4, 1992:

"We at the Shipping & Railway Heritage Trust would like to add our voices to those advocating that the ocean liner Queen Mary be listed of the National Register of Historic Places. She served as a vital bridge between the United States and Europe for 31 years — carrying wealthy travelers on holidays or business trips, immigrants hoping for a new life in a land called America, and American soldiers to and from the battlefields of a world war. Embodying significant achievements in marine engineering and the peak in a golden age of passenger steamship travel, this ship is most certainly deserving of being listed on the National Register and of being preserved as well. California is the custodian of a world heritage legacy. If you must consider her worthiness for listing in terms of her impact upon California's history, consider the many Californians who are descended from immigrants who traveled aboard the Queen Mary, and consider the state's native sons whom the Queen carried off to war and those fortunate souls she brought home again after its end. We hope that you and your office will recognize the Queen Mary for her significance in naval architecture and marine engineering, as well as for her impacts upon American society and historical development; and approve her nomination for listing on the National Register of Historic Places."

On May 14, 1993, the Deputy State Historic Preservation Officer Steade R. Craig, A.I.A., wrote to Long Beach Mayor Ernie Kell, in part:

"The Property indicated above was placed on the National Register April 15, 1993. The National Register of Historic Places Program is administered in California by the State Office of Historic Preservation. Placement on the National Register affords a property the honor of inclusion in the nation's official list of cultural resources worthy of preservation and provides a degree of protection from adverse effects resulting from federally funded or licensed projects. Registration provides a number of incentives for preservation of historic properties, including special building codes to facilitate the restoration of historic structures, and certain tax advantages."

There are no restrictions placed upon a private property owner with regard to normal use, maintenance, or sale of a property listed in the National Register. However, proposals to demolish registered properties may require a standard review in compliance with local ordinances or the California Environmental Quality Act. In addition, registered properties damaged due to a natural disaster may be subject to the provisions of Section 5028 of the Public Resources Code regarding demolition or significant alterations if imminent threat to life safety does not exist.”

National Register Protections:

- Consideration in the planning process for federally assisted projects; provides that the Advisory Council on Historic Preservation be given an opportunity to comment on projects affecting such properties.
- Eligibility for federal tax benefits. The Economic Recovery Tax Act of 1981 and the Tax Reform Act of 1986 contain provisions intended to encourage the preservation of depreciable historic structures by allowing favorable tax treatments for rehabilitation, and to discourage destructions of historic buildings by eliminating certain Federal tax provisions for demolition of historic structures. The Economic Recovery Tax Act provides a 20% investment tax credit for rehabilitations of certain historic commercial, industrial, and residential rental buildings.
- Qualification for Federal grants for historic preservation when funds are available.
- Availability of planning grants for feasibility studies for preservation or adaptive use.
- The Tax Treatment Extension Act of 1980 makes permanent the Federal income and estate tax deductions for charitable contributions of partial interests in real property (land and buildings). The voluntary donation of preservation easements many result in substantial tax deductions for the owners of property listed in the National Register.
- Local building inspector has power to grant code flexibility under State Historic Building Code, Title 24, Part 8.
- Local assessor may enter into contracts with property owners for property tax reduction.
- Major projects which would impact a National Register property may be subject to environmental requirements under the California Environmental Quality Act. Demolition of a historic structure may result in the loss of the tax deduction for the demolition costs.





59TH LAUNCH CELEBRATION

BY DIANE RUSH

The Queen Mary Foundation worked with city administrators and shipboard staff including Pacifica Specialty Tours, a Queen Mary-based travel agency / shuttle service, to facilitate a week-long celebration with Britons who had built or served on board the Queen Mary.

Ambassadorial trips to Southampton, Isle of Wight, Clydebank and other destinations of maritime importance enabled Diane Rush to become acquainted with the ship's builders, crew and historians. Meeting the ship's first junior electrical engineer and author of the popular book *Queen Mary, Her Early Years Recalled*, C.W.R. Winter, Clydebank Provost (Mayor) Alistair Macdonald, Queen Mary shipwright George Kean and Queen Mary's Chief Designer, Dr. John Brown (later knighted for his contributions to Glasgow shipbuilding) and Glasgow Herald journalist Jack Webster afforded opportunities for the Queen Mary's value to be widely published. During their glorious week on board, Queen Mary guests were given behind-the-scenes tours, a trip to Catalina Island and a harbor excursion. On the

second day, delegates from Britain and Long Beach gathered on the ship's fo'c's'le (bow) to make presentations commemorating the Queen Mary's 59th Launch Anniversary.

Dr. John Brown presented a set of his drafting tools used to draw the ship's plans for permanent exhibit in the Queen Mary's museum. Award-winning Glasgow Herald journalist Jack Webster produced a documentary about the modest architect, John Brown: *The Man Who Drew a Legend*, filmed at the event. Provost Alistair Macdonald gave his address concluding with the words:

"I have the privilege of being an Honorary Member of the Retired Boilermakers' Union of the Clydeside, and many of them worked on the Queen Mary. When they heard I was coming out here, some of them told me to say 'hello' to the Lady they still love."

He presented a ceremonial Scottish drinking vessel called a "quaich" to the City of Long Beach. Queen Mary CEO Joseph Prevratil, was gifted a pair of crystal goblets etched with the Clydebank crest, a wall plaque with the Clydebank District Seal and a leather-bound album of

famous Clyde-built ships.

Representing the Queen Mary Foundation, Diane Rush enumerated reasons for the ship's National Register listing and welcomed our British guests. A summary of her statement included:

gives me great pleasure to present the bronze plaque designating the Queen Mary's official listing on the National Register of Historic Places. I also wish to give recognition to my colleagues who worked many long hours to assure this result: Queen Mary Foundation Vice President, Michael McGrew and Treasurer, Cherry



Welcoming British guests at Long Beach Airport in September 1993. L to R: Christine Schmitt-Mackinnon (niece of Queen Mary's architect), Clydebank Provost Alistair Macdonald, Queen Mary architect Dr. John Brown, Queen Mary Foundation President Diane Rush, Queen Mary shipwright George Kean, Betty Kean, Pacifica Specialty Tours Director Lisa Lynn Backus and Queen Mary electrical engineer and author C.W.R. (Ron) Winter.

"We are honored today by the attendance of many distinguished guests who have been responsible in some way for the Queen Mary's creation and survival. Clydebank Provost Alistair Macdonald, Chief Architect and Designer Dr. John Brown, Shipwright George Kean, Electrical Engineer Ron Winter and Journalist Jack Webster are among those who have made a transatlantic voyage to be with us on this occasion, the 59th Anniversary of the Queen Mary's launch.

This Clyde-built steamship is a technological masterpiece featuring a powertrain of four quadruple expansion steam turbines that produced up to 200,000 HP and speed enough to have secured the Blue Ribband title for the 14 years between 1938 and 1952.

For these reasons and others too numerous to credit, the Queen Mary deserves protection and special recognition. On behalf of the Queen Mary Foundation, it

Cook."

The First-Class Main Lounge ambiance was ideal for a panel discussion of visiting dignitaries, moderated by Long Beach's Second District Councilman Alan Lowenthal and attended by Fourth District Councilman Thomas Clark. Councilman Clark had served on the City Council since before the Queen Mary arrived in Long Beach (1967) and had been a passenger on the ship's last voyage.

Ron Winter, the ship's junior electrical engineer from 1936 to 1939, had a reprint of his book to sell and sign in the Windsor Room where he gave a slide presentation of unique Queen Mary images. Like his ocean liner primer, *The Queen Mary, Her Early Years Recalled*, he combined fascinating statistics and memoirs with humor.

"I know some of you in the audience want to believe you

have built a perfect, stable ship. But when the Mary took waves on the beam, she could roll. Oh, how she could roll!” Ron declared, as some of the Scottish guests shifted their weight and exchanged glances. He embellished, “The Queen Mary could roll 22 degrees right or left of center but long before she reached that angle, furniture was on the move. Several elderly people came to grief that way.”

Rush recalls, “Later in the week, participants attended a V.I.P. dinner at Sir Winston’s. My table partners were Dr. Brown and his niece Christine Schmitt Mackinnon. Both seemed eager to tell me something. After we ordered our meal, Christine related their near emergency.

‘It’s a good thing I came along with Uncle Jack,’ she began, ‘last night he went into the bathroom and then couldn’t get the latch open! We had to call security and they had to contact the engineering department.’”

Most memorable was my experience greeting British celebrities arriving at Long Beach Airport. I was in the welcoming committee and rode in the shuttle that transported them to the Queen Mary.

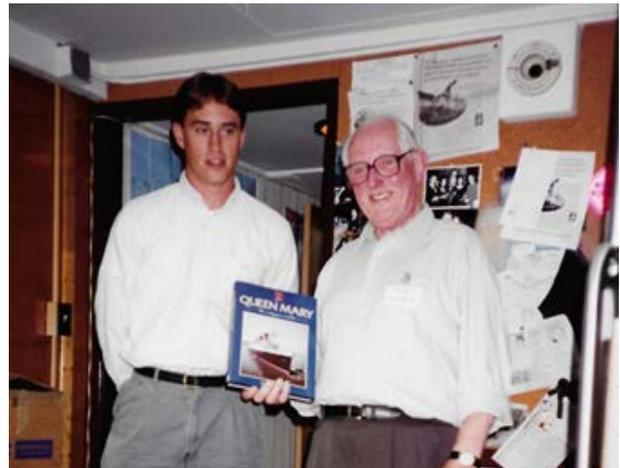
Dark silence pervaded our shuttle from Long Beach Airport. City council members, former crew and builders of the Queen Mary, the ship’s architect, a host of journalists and dignitaries and I, savored the idea of catching our first view of the liner in the moonlit harbor. Shipwright George Kean who had laid the decks of the Queen Mary when he was only fifteen sat next to me. Now, 59 years later, his dream of staying on board the ship he had helped to build was coming true. I had arranged for his favorite song, The Last Farewell, to be played on the tape deck as soon as we turned onto Ocean Boulevard.

Architect, shipwright, and crew caught their first view of Queen Mary’s sidelights warmly glowing, three towering flood-lit funnels and masts strung with pearls of light. Vocalist Roger Whittaker’s baritone voice filled the air, “There’s a ship lies rigged and ready in the harbor...”

George Kean gazed at his ocean liner with rapture and longing; the distant vision was at last, reality.



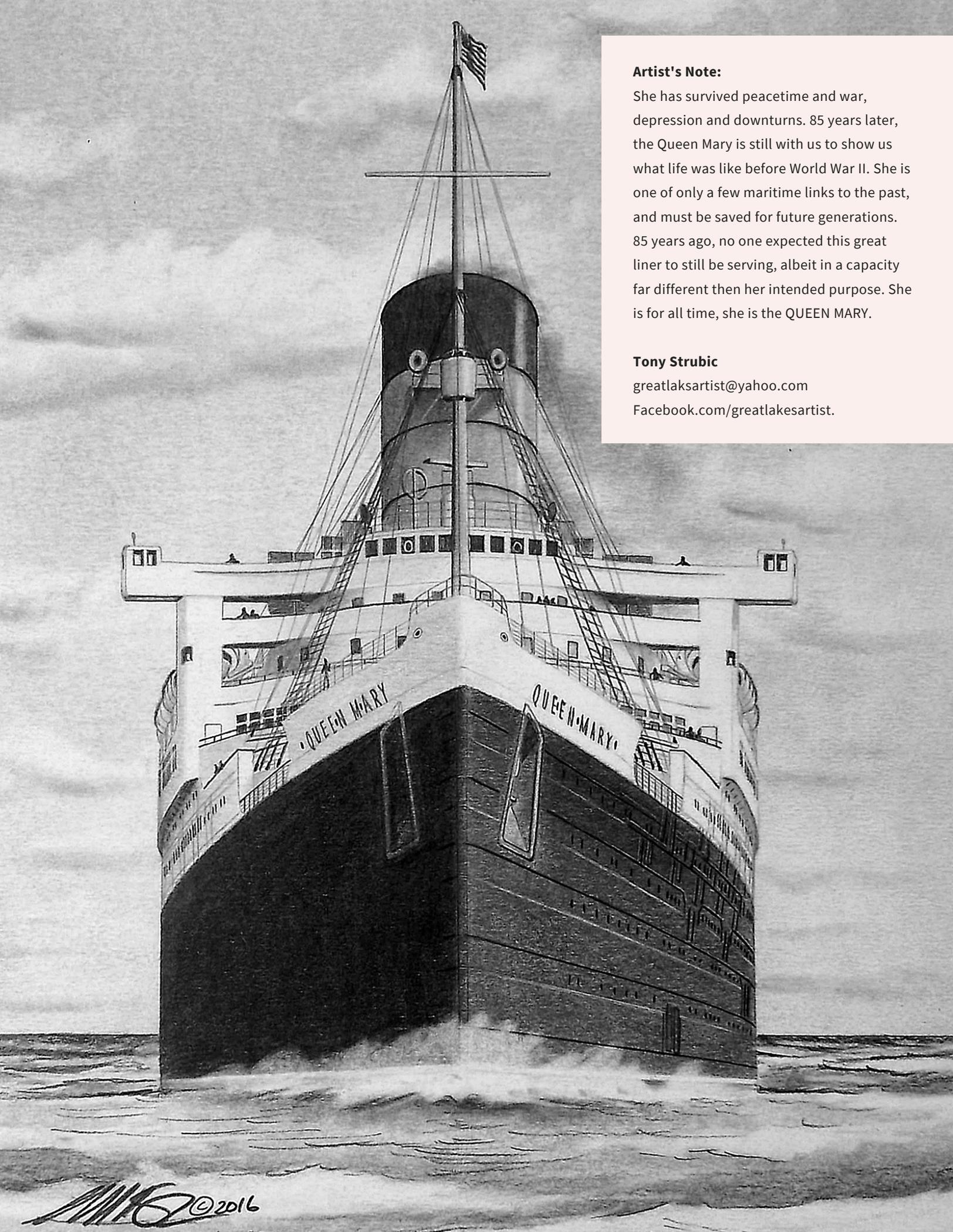
Dr. John Brown, ship’s architect and Diane Rush, Queen Mary Foundation chairwoman.



*Merchandise Manager Chris Hartley with triumphant Queen Mary Electrical Engineer Ron Winter. Mr. Winter is holding his newly reprinted *The Queen Mary, Her Early Years Recalled**



Tour agent Maria DuBry assists shipwright George Kean; QMF president Diane Rush helps QM architect Dr. John Brown.



Artist's Note:

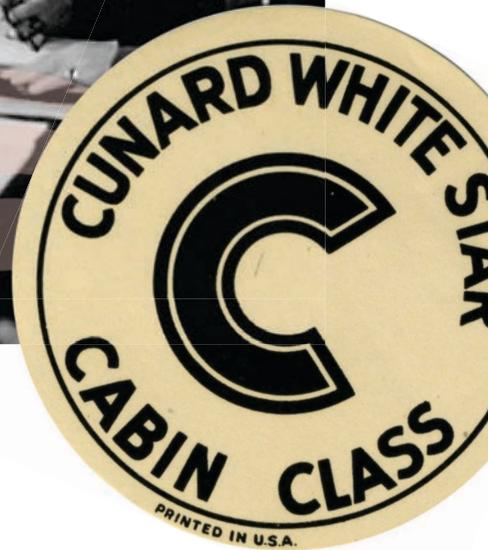
She has survived peacetime and war, depression and downturns. 85 years later, the Queen Mary is still with us to show us what life was like before World War II. She is one of only a few maritime links to the past, and must be saved for future generations. 85 years ago, no one expected this great liner to still be serving, albeit in a capacity far different than her intended purpose. She is for all time, she is the QUEEN MARY.

Tony Strubic

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WINSTON CHURCHILL, WWII & THE RMS QUEEN MARY

BY MIKE RORHER

The significance of the RMS Queen Mary's service during WWII is without question, one of the main reasons Britain and the United States were able to form such a strong union leading to long standing relationships between leaders and ultimate "Victory" in WWII.

During WWII, Winston Churchill utilized the Queen Mary as his 'floating war-room' while crossing the Atlantic to meet with President Roosevelt, General Eisenhower and many other International dignitaries. In one example during April 1943, Churchill learned that the United States Chiefs of Staff had invited the senior British generals in the Far East to a conference in Washington.

Worried that the United States would possibly redirect more attention to the Pacific war over the war in Europe, he decided to travel to the US to meet with President Roosevelt. Churchill's vessel of choice for speed and comfort? The RMS Queen Mary! (Better known as the Grey Ghost during WWII)

On May 5, 1943, along with approx. 3,000 troops, Churchill set sail on the Queen Mary for the United States. Four days into his voyage, the Queen Mary reached waters patrolled by American warships. On May 10, Churchill's 3rd anniversary of becoming Prime Minister, he wired President Roosevelt the following

message, "Since yesterday we have been surrounded by US Navy and we all greatly appreciate high value you evidently set upon our continued survival. I look forward to being at White House with you at weekend. The voyage has been so far most agreeable and staff have done vast amount of work". At Noon on May 12th, the Queen Mary reached the United States and that very night Churchill slept in the White House. During the afternoon on May 13th, Churchill and Roosevelt met in the Oval to discuss the war in Africa, the invasion of Sicily and strategy to get Italy out of the war. One of the main topics of discussion was "Operation Roundup", which outlined a cross-Channel landing operation. Churchill was not in favor of this event taking place until sometime in 1944 as "he was concerned with the difficult beaches, with great rise and fall of tide, the strength of the enemy's defenses, the number of his reserves and the ease of his communications, all made the task one which must not be underrated". Over the course of the next few days Churchill and Roosevelt traveled to Shangri-La (now Camp David) spending many hours together bonding as world leaders and discussing war strategy. On May 19th back in Washington, Churchill addressed both Houses of Congress stating "dragging-out the war at enormous expense until the democracies are tired and bored or split, that the main hopes of Germany and Japan must no reside. We must destroy this hope".

In the coming days, Churchill would travel to Algiers to meet with Eisenhower to discuss and emphasize the utmost importance of the Italian campaign. After meeting with Eisenhower for the 3rd time, Churchill telegraphed Roosevelt the following message, "We have had a long, most agreeable and fruitful discussion and I am not aware of the slightest difference existing between the British and American outlooks". From this time and until the end of the war, Churchill would sail across the Atlantic on the Queen Mary hosting International dignitaries, signing the D-Day declaration, meeting with President Roosevelt and ultimately proclaiming VICTORY!

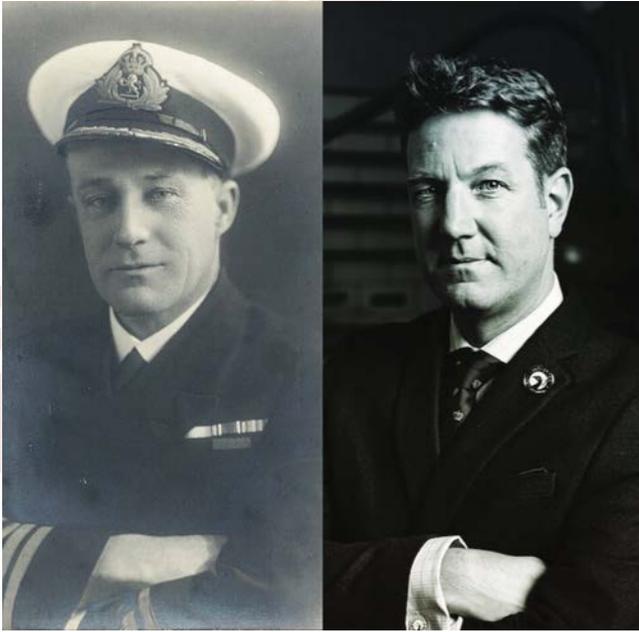
Fun fact: For security reasons, while at sea on the Queen Mary, Churchill used the alias of 'Colonel Warden'.

Winston loved the Queen Mary so much, he traveled on her several more times during the post-War era.

"Churchill utilized the Queen Mary as his 'floating war-room' while crossing the Atlantic "

-Queen Mary Passenger (1958)

**THIS
PLACE
MATTERS®**



3 QUEENS GIN

BY MARCUS PICKERING

At age 57, my Great Uncle, Captain George Gibbons CBE RD RNR, had the honor of becoming the second Captain of the RMS Queen Mary. He had a very long career with Cunard starting in 1909 and long into the 1940's. In addition to the Queen Mary, he served on many Cunard ships to include the Laconia, Franconia, Majestic, Berengaria and Aquitania. The highlight of his career was being appointed by King George on January 17, 1934.

He transported troops during WWII and was devastated by the way the soldiers treated the ship. He also stopped to pick up German survivors from a U Boat attack, which was not allowed "Yet, stop he did" as recorded in his logbook. There are more stories of his antics onboard.

I cherish the family photo of him holding an infant, as the infant is my Mother who is alive and remembers him very well. We lost my Grandfather during the war, so, my Uncle George was the closest male relative my mother had, and they were very fond of each other. Our family has his war metals which we cherish. He didn't like the camera much and so there are very few photos of him and just a few news articles.

A humorous story was told to me by my grandmother. She was invited by Captain George to travel aboard the Queen Mary to New York. When they arrived at the Pier she stepped off and looked up at the New York skyline, admired the buildings... and was quoted saying (in a very Queen of England accent), "Yes, yes.... Very nice"

and she then stepped back on board, without ever setting foot on American soil. When I asked her why she didn't explore, she said, "I would have missed afternoon tea dear". She recalled, on their return journey Captain George and she shared a table with Abdicated Edward and Wallis Simpson.

This family history inspired me to create a series of specialty gins honoring the great Cunard ships. We make Pickering's Gin in the distillery we built ourselves, from scratch, in the heart of Edinburgh. When we opened Summerhall Distillery, it was the first exclusive gin distillery to be established in Edinburgh for over 150 years.

The #3QUEENS Gin range pays homage to Captain Gibbons' memory and celebrates the flavour routes Cunard's luxury liners carry passengers on today



QUINTESSENTIAL OCEAN LINER

BY BILL MILLER

I had a front row seat – and how fortunate! Back in the 1950s, from the waterfront of my hometown, in Hoboken, New Jersey, I watched ships of every kind and every size that passed along the Hudson River. There were liners, freighters, tugs and ferries.

Each of them had a personality, a purpose, even a distinction. But very few ships were as important or distinctive or impressive as the great QUEEN MARY. To me, she was the quintessential ocean liner – the ultimate big ship! With her gracefully raked trio of funnels and in Cunard Line’s distinctive orange-red and black coloring, she looked absolutely majestic. Yes, she was maritime majesty. In those times, she was at the top of the ocean liner “family” that

was so much a part, a very recognizable part in fact, of New York harbor. I can still “see” her as she sailed past Hoboken, off on another exciting voyage across the North Atlantic.

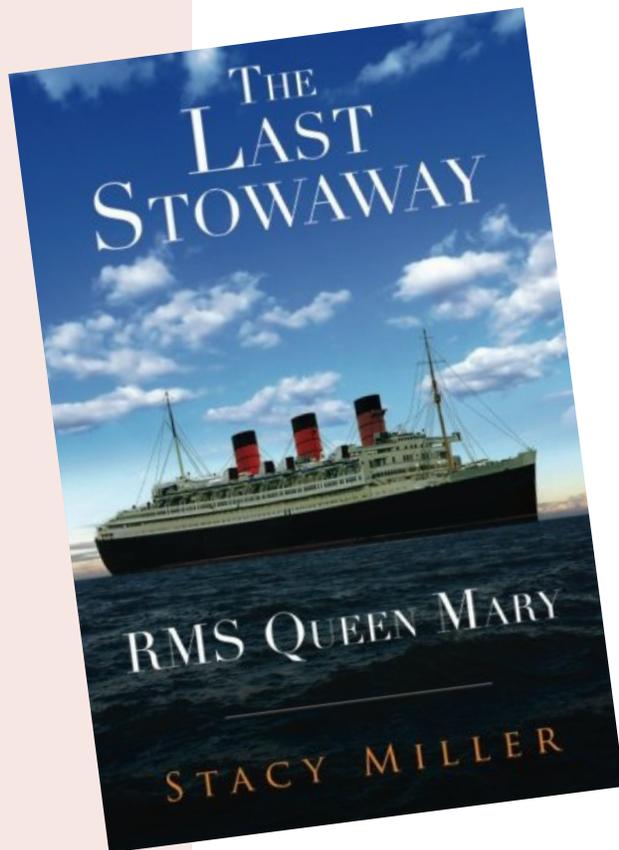
And like other maritime enthusiasts, other schoolboys perhaps, the QUEEN MARY represented great history. She’d been the world’s fastest liner for a time, served as a heroic troopship in wartime, was paired with the QUEEN ELIZABETH and was at the very top of the then large Cunard fleet (in 1957, they were running fourteen passenger ships). Years later, I would hear from former crew members that the QUEEN MARY was special, prestigious, a happy ship, a beloved ship. I am honored to salute the great QUEEN MARY on the 85th anniversary of her maiden voyages. Yes indeed, three loud salutes to this great and grand lady of the seas. Long may she endure!



THE QUEEN'S TARTAN

It's been since the Queen Mary was retired to Long Beach that a special tartan was created specifically for her. The colors are highly symbolic and represent certain aspects of the ship and her heritage. Black, white and red symbolize the Cunard Line - the company that operated the ship for 31 years. Purple stands for the connection to the British Royal Family. Blue is for the ocean. Grey symbolizes the Queen Mary's service as a troop transport during the course of World War II. Gold is for the ship's new home: the Golden State of California.

**THIS
PLACE
MATTERS®**



THE LAST STOWAWAY

BY STACY MILLER

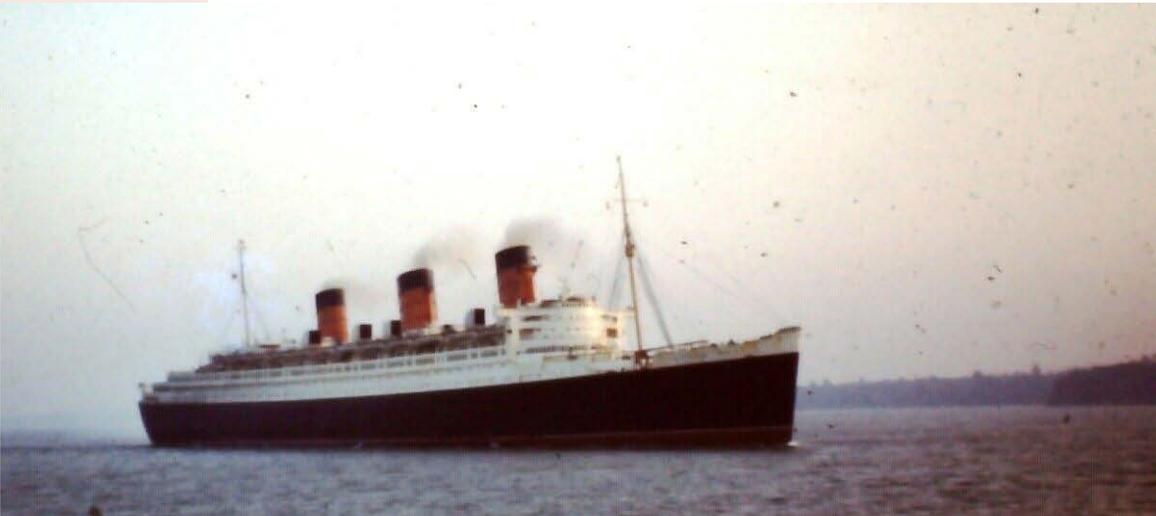
"her glamor took on the stern face of war and she became a bridge across the Atlantic"

It is difficult to pay proper tribute to a piece of history like the RMS Queen Mary. For one thing, she's the only historical landmark on the West coast of the United States and, unlike most, she's still alive with people interacting in her life and paying attention to her as a living entity that has life and vitality. Even now, after more than 50 years of immobility, she's still a living historical monument, a hotel and convention center, and she has an endless stream of daily scheduled activities year round. What more could the Gods have had in mind than to glorify a stunning manifestation like her and then plant love into the hearts of all who come in contact and know her? Attention of that order does not come without earning the right to have it, and that she certainly has.

If one would track her achievements, they would quickly see that the RMS Queen Mary went above and beyond the calling of any kind of ordinary planned event, not to mention that of a monetary project that would become a historical landmark. No other ship in the history of the world has accomplished what the Queen Mary did during her short life of service on the high seas. She was built to become, and did indeed become, the most famous and glamorous ship to ever sail the seas. She started her life as



what she was built to be, a floating city fit for royalty with different levels to accommodate the staff and servants, like any well planned kingdom. Then, for a time, her glamor took on the stern face of war and she became a bridge across the Atlantic to ferry soldiers, the sick, wounded and dying, war brides, children, prisoners, and many others. The list goes on, but it's a list of goodwill in every direction. Everything she did was always done in the spirit of service and helping others in life-sustaining situations. But always, she inspired positive and sentimental feelings in the people whose lives she touched. She is like no other and she should be taken care of with tender loving hands and hearts and nursed back to a full life.



Since the time she was built, she has become a worthy addition to every event for which she has been put into service. She has contributed to saving the lives of many thousands of people in her years of service, and she had the incredible ability to operate at full speed, non-stop, for over ten years. She is made of goodwill and she made history wherever she went and in whatever she did. The long list of her accomplishments shows something unusual for a 3-dimensional object. She has always had an energy wave that brings good vibrations of thoughts and feelings to every person with an open heart and mind. Sometimes just walking her decks, one can feel this energy. She has been nothing but exceptional since she was built. How much more impressive can that be?

As time moves on, we start seeing the things that once held our interest become things that no longer hold it, and those things become forgotten and pass into oblivion before the memory can grasp the importance of keeping it alive. Once in a great while, we have the opportunity to experience part of history like the RMS Queen Mary and when we do, we should try to implant the seed thoughts of love for history into younger generations by allowing them to experience a Queen.





RECIPES

R.M.S. QUEEN MARY HOUSE DRESSING

Ingredients:

- 1 cup cooking oil (vegetable and "light" are good)
- 1/4 cup vinegar
- 1/4 cup honey
- 2/3 cup regular (not diet) mayonnaise
- 2 Tbsp white, granulated sugar
- 1 Tbsp of fresh, finely chopped parsley
- 1 tsp mild, yellow mustard (such as "French's")
- 1 tsp finely diced onion
- 1/2 tsp table salt

The dressing is best on the second day.

This dressing also makes a delicious dip for chicken as an alternative to barbecue or sweet-and-sour sauce.

- Mix vinegar and oil, then add mayonnaise and mustard. When adding honey, mix well. Mix dry ingredients -- sugar, salt, parsley and onion -- separately, then add and blend with the dressing base. Stir these by hand, do not use electric blender. Best served from a cruet. Shake cruet gently before pouring.



MANY THINGS

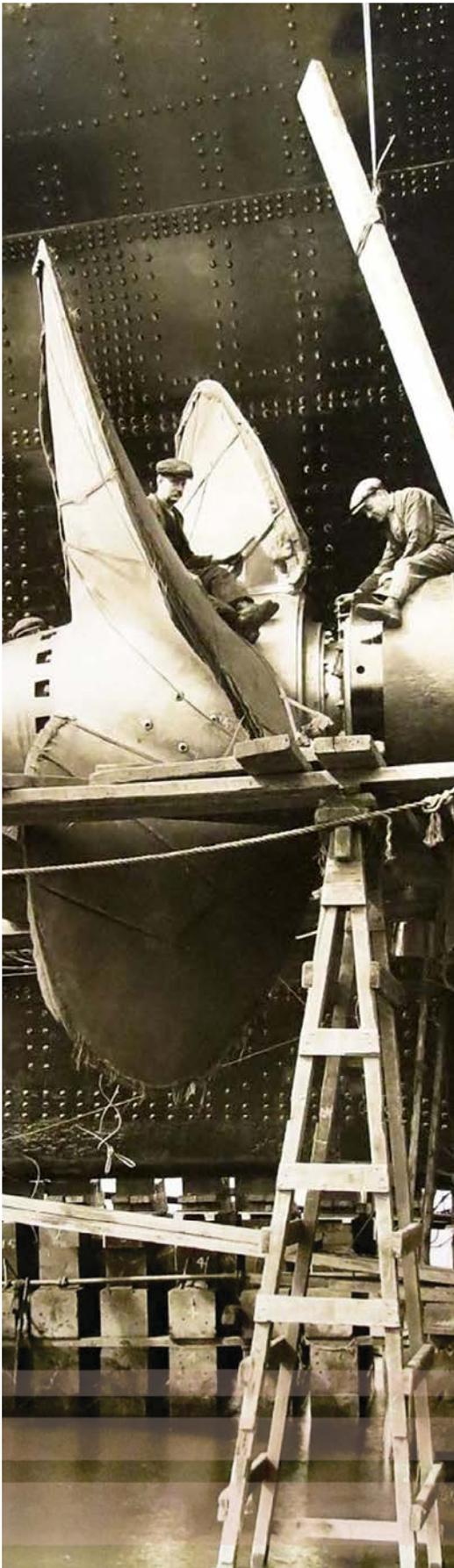
BY ED PREBONIC, P.E.

Eighty-five years ago, the RMS Queen Mary left Southampton for New York. Having been conceived in 1920, now completed in 1936, she was the epitome of ocean travel in the new age.

The first half of the 20th century was the height of ocean travel. Between 1880 and 1930, more than 27 million people made the journey to the United States from around the world. High style and high society made ocean liners famous, but the ships relied on the immigrant trade as their main source of income. In the 1920s, changing immigration laws halted the flow of immigrants and eroded the shipping lines' profits. They then began to market their ships as delightful ocean-going experiences. At least 100 passenger ships were in service between 1900 and 1940. Only two ships from the era are preserved, the Queen Mary and the Hikawa Maru, (launched Sept. 30, 1929), now a museum ship berthed in Yokohama, Japan. This year we are celebrating the 85th anniversary of the inaugural voyage of one of the greatest of ocean liners of the last 100 years, the RMS Queen Mary. My own experiences with the Queen are many and varied. Thinking about how to write a brief tribute to her, I wondered not only what the Queen meant to me, but what likely did she mean to other people and organizations at periods through her existence? Given the highs and lows of the past 85 years, here are my thoughts.

To the Cunard-White Star Line, the Queen Mary meant a new asset to increase revenue. Her size, speed and configuration were designed for efficiency and financial productivity. To the financially struggling John Brown & Co., Ltd., the 1934 re-starting of Job Number 534, which had been halted in 1931 due to the great depression, would help save the company.

To thousands of people in Clydebank, Scotland, and more than 60 other British cities and towns, it meant a return to employment and decent wages for years to come.



To the British Government, which had saved Cunard from bankruptcy and mandated the merger of Cunard and White Star, the Queen Mary meant the superiority of the British Empire, with her ships rivalling the ships of Germany, France and Italy. It meant showcasing British talent with specially commissioned art and interiors adhering to traditionally conservative British tastes, created by British artists, many trained in British art schools.

Relying on luxury to lure revenue began in earnest with Hamburg-America line's *America*, followed by Cunard's RMS *Aquitania*, the French Line's S.S. *France*, and, of course, White Star Line's RMS *Olympic* and *Titanic*. One's stay aboard was intended to be as luxurious as a stay at one of the grand international hotels of the day. To Cunard-Whitestar, the inclusion of luxury features was again, a financial calculation; a necessity to attract the wealthiest passengers in the years after the Gilded Age. To the millions of passengers she would eventually carry, regardless of their cabin class, the Queen Mary was luxury. She was appointed with the finest furnishings, and conveniences even in the lower class cabins, and Cunard-Whitestar employed the finest service staff that could be put to sea.



To those passengers who appreciated the arts, the Queen Mary meant the opportunity to view and enjoy many varieties of great art for the duration of their trip. The decorative arts, all specifically commissioned for the Queen Mary, included oil paintings, great murals, bronze gates, cast aluminum reliefs, gesso, (chalk), reliefs, bronze statuettes of mythical figures, and cowboys, silver bronze balustrades, rare wood paneling and much more.

The fabulous paintings; *Madonna of the Atlantic* and *Madonna of the Tall Ships*, are only two of the dozens of paintings exhibited throughout all public areas of the ship. Two of the most viewed and entertaining pieces of art were the *Royal Jubilee Week, 1935*, a mural of frivolity hanging over the bar in the Observation Lounge and Cocktail Bar, and the *Decorative Map of the North Atlantic*, (15' x 24'), the GPS of its day, featuring a glowing crystal model of the Queen Mary moving across the Atlantic to indicate the daily progress of your journey. Art Deco furnishings and detailing are everywhere, and of course, music was provided by the ship's own orchestra. A four day crossing was hardly enough time to take it all in. To historians and history buffs, the Queen Mary plays a role in the history of sailing. She arrives in the world at a pivotal moment and works at many roles throughout her operational years to the benefit of people and governments around the world. She is also a time capsule of science, engineering, art and economics of a long ago era.

To the allied governments of WWII, the Queen Mary meant having a troop ship capable of carrying a division of troops, (10,000 to 15,000 soldiers), across the Atlantic in five days. The Queen transported troops to and from many countries around the world, with one trip taking over six months, traveling 46,000 miles shuttling troops, including German prisoners of war. During her war service, she meant swift travel to and from the U.S., for Winston Churchill. She meant comfort and healing to thousands in her role as a hospital ship. She meant relatively safe travel, largely because of her maximum speed of 34 mph. In her five years of wartime service, the *Grey Ghost*, never saw a submarine, was never fired on, and never fired a shot in anger.

To the City of Long Beach, the Queen Mary meant the acquisition of an existing asset with built-in historical significance, that could be used for the promotion of the City, an income source, and the basis for development of the inner harbor. The City paid \$3.45 million for the Queen Mary, all inclusive, but for two beer taps to be returned to the Watney Coombe Reid brewery. However, the contents of the ship included all of its furnishings, art and craftsmanship, are likely worth far more today than the \$3.45 million paid.

The purchase in 1967 also meant to the City, that it would have to invest millions more, immediately, to configure the ship in its new permanent location as a “hotel/attraction”. In the process, the City auctioned off most of the contents of the ship. A sizeable portion of the more valuable objects were loaned to various parties for “safe keeping”, (never to return), and much more was just stolen. Apparently, oversight and accountability has been lacking in the City administrations since “day one”.

To the lease holders, the Queen Mary has been a loan magnet for funding various development schemes and a funnel for vast sums of money flowing through to destinations unknown. For 55 years, a long string of lease holders floated dozens of development concepts, while maintenance and capital improvements were always far down the list of priorities. Throughout, the City failed to hold lease holders accountable for the maintenance requirements of the lease, to make rent payments or to account for fixed assets aboard the ship.

To the City today, the Queen Mary means financial headaches, and more concerning, it means political embarrassment to the Mayor, Council, the Director of Economic Development and the Auditor. I have concluded from years of watching the neglect, that despite generations of mayors, councilmen and department heads making grand statements of love and commitment to the Queen Mary, there has never been any serious interest or concern for her condition; blindly leaving her care to various lease holders. In January of 2020, Mayor Robert Garcia said, “...we must preserve it, honor it, and live up to the promise we made 50 years ago.” He then laid out yet another “preservation strategy” in a long line of such “strategies”, which, once again, relied entirely on the

Operator, (Urban Commons), to implement a three part “strategy” to (1), study, (2) release a preservation blueprint, and (3) present new ideas and revised plans! Only a politician can call that a strategy! As in all other strategies for preservation or development, the city handed the ball to the operator and stepped back to wait for the magical results. Ten months later, (no strategy received), authorities in Singapore arrested several current and former directors of the lease holder, Eagle Hospitality Trust, which had, in turn, contracted with Urban Commons to operate the Queen Mary. Almost a year to the day of Mayor Garcia’s announcement, both Eagle Hospitality and Urban Commons filed for bankruptcy. So ended the most recent “preservation strategy”. City Manager Tom Modica still maintains that Eagle Hospitality remains obligated for the ship’s daily upkeep and long term projects under the lease agreement, in spite of being bankrupt.

To my knowledge, there have been no inspections of the Queen Mary’s condition since October of 2019. The City makes vague reference to inspections by a marine engineering firm, but no reports have been made public. In spite of the arrests and bankruptcies, the City at present, has no plan for how the Queen Mary will be preserved, maintained or ever re-opened.

The City contracted for an extensive condition survey of the ship, but has failed to implement even the most urgent repairs recommended in 2017. The City provided \$23 million to Urban Commons for urgent repairs, but I disputed both the completion of projects and the quality of work performed. Long Beach Auditor, Laura Doud has been conducting an “audit” for two years without yet having issued a report. However, Long Beach Economic Development Director John Keisler said, **“We absolutely got \$23 million of repairs done that needed to be done,” “The ship is in better shape than it’s been in decades.”**

In spite of the City's own survey stating the Queen's dire condition, the need for immediate repairs of up to \$289 million, and my reports photo documenting extreme deterioration for many years, Mr. Keisler, a City official, makes that statement to the press with impunity. Even the Long Beach Post, who published the ridiculous statement failed to challenge it. So, as Mr. Keisler might say, "damn the torpedoes, (or is it, damn the facts?), full speed ahead... to somewhere...maybe...we will study the situation and report to council."

Finally, to me, the Queen Mary is a visual and palpable lesson in engineering from the people who laid the foundation for so much of the technological advancement of the past century. It is a great engineering marvel that sailed out of the minds of her designers, the textbooks, foundries and shipyards of a century ago, and into the real world.

I spent hours sifting through thousands of dusty drawings and files in a makeshift archives room in the bowels of the Queen. First trying to help a lessee establish a system to organize and preserve the blueprints of the ship's original configuration and all of the modifications and re-fittings of 60 years, but also studying the infinite details of the construction of the huge vessel as an engineer. Sadly, the organization and preservation was never completed. The whereabouts and condition of these historical documents is now a mystery to me.

She shows me not just the talents and skills of shipwrights, welders, carpenters, and electricians, whose works are not readily visible, but also the talents of many great artists whose works are on full display for our enjoyment. The complexity and sheer size of this moveable structure, accomplished without computers, lasers or other high-tech tools of today is a marvel. But her inner beauty of art and artistry gives us, as it did past generations, a reason to want to enter into what is mainly a great mechanical beast. The Queen Mary was an example given 85 years ago, of how to create an "experience", which is widely thought of as a term of the modern world.

If future generations are able to come aboard to enjoy a visit, or to study the construction methods of the past, or just enjoy the beautiful view of the Southern California coast from the ocean,

it will be as a result of the dedication, work and funding of private groups like QMI Restore the Queen. I see the preservation of the Queen going forward by getting the current owners, (the citizens of Long Beach), to save her. It is clear that the enormous amount of help required will not now, or ever, come from any government. Failing that, perhaps the long shot, or rather, the "Hail Mary" try is to take ownership from the City. A non-profit would by necessity, put all revenues back into the Queen for preservation and maintenance rather than raking off any profits to be divide between an operator and the City.

Whatever the course ahead may be, we are grateful for the RMS Queen Mary and all that she has meant to us for so many years, and to all of those who sincerely wish to keep her alive. We celebrate her anniversary and wish many more happy and healthy years for the Queen.



THE QUEEN MARY PLAYS HERSELF (& SOMETIMES OTHERS)

KATE VESCERA

The Queen Mary has been featured in many films and television shows over the years, starting from the very beginning of her career and continuing through the present day, as her home close to Los Angeles makes her a convenient and versatile shooting location.

She has often played herself, but sometimes stands in for other setting also. This column will highlight information about various films and television shows the Queen Mary has been featured in over the years. We hope that you can use this as a viewing guide!

DIAL "M" FOR MURDER

1954

The Queen Mary also plays a small, but important role in Alfred Hitchcock's 1954 thriller, Dial 'M' for Murder. In the opening scene of the film, we see attractive couple, Margot and Tony Wendice, played by Grace Kelly and Ray Milland, having breakfast in their London flat. Margot is reading the newspaper and sees an announcement that reads:

"QUEEN MARY" ARRIVES TODAY

Among the passengers aboard the Queen Mary arriving in Southampton today is the American mystery writer Mark Halliday...

We then see a long shot of the Queen Mary arriving at the Southampton docks, looking at the bow from the port side. This fades into a closer shot of the Queen Mary docked and being unloaded, looking up towards the starboard side. We next see Mark Halliday, played by Robert Cummings, disembarking from the ship.

It is then revealed that Mark and Margot are lovers and that Margot is quite wealthy. The action of the film centers around Margot's husband Tony plotting and attempting to murder Margot in order to get her money. When the murder attempt is foiled, Margot is implicated in the death of the man Tony hired to murder her and is sentenced to death. Mark and a police detective, played brilliantly by English actor John Williams, must then attempt to unravel what actually happened in order to save Margot.

Watching this film gives a sense of the Queen Mary's presence in many people's daily lives during the 1950s. It is a great opportunity to see the Queen Mary in her post-war heyday, and while she is only featured in the opening of the film, the rest of the film is a get suspense story. Watch it to see if you can figure out how to unravel the perfect crime.



LORD JEFF

1938

Lord Jeff (1938)

This 1938 film stars Freddie Bartholomew, probably best known for *Captain's Courageous* and *Little Lord Fauntleroy*, and a young Mikey Rooney. It is the story of a teenage orphan, Geoffrey Braemer, who is set to Russell-Cotes Nautical School, a British mercantile marine vocational school which was part of the network of Dr. Barnardo's Homes for destitute children throughout Great Britain, after he is caught assisting con artists in a jewelry theft. One of the star pupils, Terry O'Mulvaney (Rooney), tries to help him fit in, but Geoffrey is uncooperative and tries to run away.

Meanwhile, a graduate of the school, who has become an officer on the *Queen Mary*, visits and announces that 5 of the students will be selected to serve on the *Queen Mary*. Terry is set to receive one of these positions, but is caught sneaking into the dormitory one night after bringing Geoffrey home after an attempt to run away. Terry will not reveal that the reason he sneaked in was due to Geoffrey, and therefore Terry loses his place on the *Queen Mary*. Geoffrey eventually confesses in order to clear Terry's name and both he and Terry are awarded positions on the *Queen Mary*.

However, before they can join the *Queen Mary* in Southampton, a stolen necklace is discovered in Geoffrey's coat, which had been hidden there by the jewel thieves Geoffrey had been working with previously. He then is arrested while the other boys go to take their positions on the *Queen Mary*.

The final act of the film takes place on the *Queen Mary* and features a lot of great exterior shots, including shots of cargo being loaded. The jewel thieves are on board the ship and one of the boys from the school recognizes them and alerts the police. There are some interior shots during this scene, set on B Deck and the Promenade Deck, which were probably shot on a set, but do really look like the *Queen Mary's* interiors. After the jewel thieves are arrested, Geoffrey is exonerated and is allowed to sail. He rushes to the ship and hops aboard as the gang planks are being lowered.

The ship then departs Southampton and there are some interesting shots taken from the upper decks of the ship looking down at the dock, as the *Queen Mary* is moving away. The film ends with a beautiful shot of the *Queen Mary* sailing away.

This film is essentially an advertisement for the British mercantile marine and the Dr. Barnardo's schools, so much of it

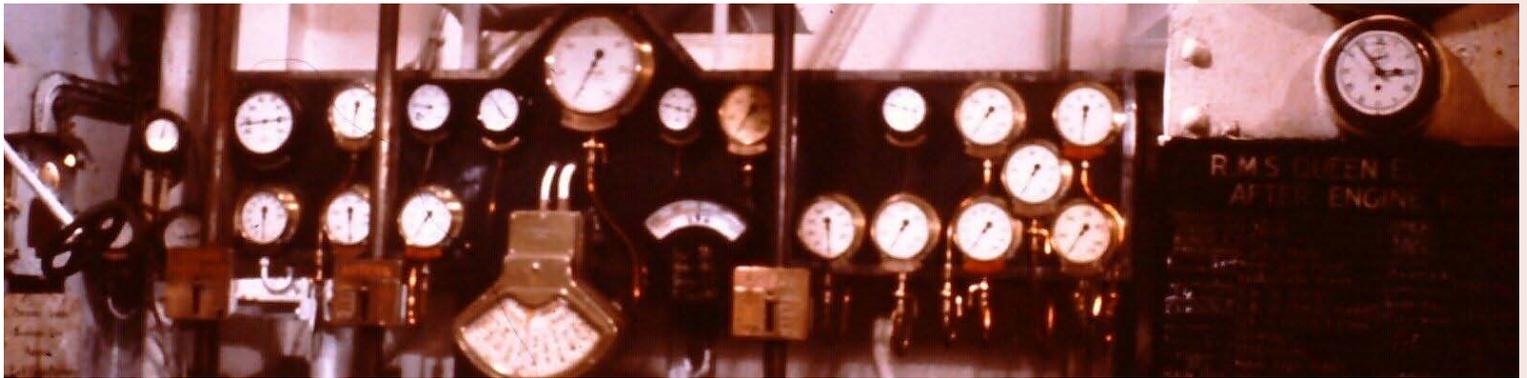
This film is essentially an advertisement for the British mercantile marine and the Dr. Barnardo's schools, so much of it is devoted to those topics. However, there is frequent reference to the *Queen Mary* throughout the film and one can get a sense of how important she was to the British mercantile marine and how much of an honor it was considered to be selected to serve on her. The footage of the *Queen Mary* is all in the last five minutes of the film, so you can skip to that part if you are just interested in seeing her in her 1938 glory. Many films from the mid to late 1930s feature stock footage of the *Queen Mary*, but this film is different in that the plot actually involves the ship herself. It is well worth a watch.

A GRIM DISCOVERY

BY BRIAN CLUNE

When job #534 was laid down on December 1st, 1930, the whole of the UK was excited to see this grand new ocean liner come to fruition. No one could have expected the stock market crash or its effects on the shipbuilding industry. With the world's economy's slowing to a crawl, all work on job #534 ceased and the men working on the ship lost their jobs. It would take three years, and a merger with Cunard's chief rival, White Star Lines, before work would once again commence on what would become the RMS Queen Mary. In April of 1934, as the shipwrights again began the tremendous task of building the grandest ship to ever set sail,

other, it was thought that gases from their combined torches, had caused a buildup of toxic fumes that had eventually killed the two men. This theory was a great relief to the families, as it meant that neither man had given up on their loved ones and would have come home to them if they had been able. Once the men were laid to rest and a small memorial service was held near where the men were found, the work continued on job #534 in earnest. Some of the best artists were hired to paint murals, sculpt bas relief, and create Art Deco masterpieces throughout the ship. Once construction was completed, Queen Mary herself christened the RMS Queen Mary. When the ship sailed into history, May 27th, 1936, the crowd who had come to watch her maiden voyage cheered those who were to sail, and never dreamed that at least one of the two



the men working on the double hull, made a grim discovery, but one that would allow two families to finally have answers and closure on their missing father's and husbands. You see, when the job #534 was shut down, two welders never came home. The families believed that the men had either left town or had committed suicide out of the embarrassment of losing their jobs and their ability to support their families. The discovery of these two men finally settled the mystery of what happened to the welders. Since the two men were found, still near their welding equipment and very near each

hapless welders set sail with her on a permanent voyage aboard the RMS Queen Mary. Even today, in the electrical generator room directly below the first-class swimming pool, a spirit known as John Henry, remains. The late psychic, Peter James said that John Henry was one of the welders who died very near to this room. Over the years that the ship has been docked in Long Beach, Ca. John Henry has made himself known. The generator room was once used to house a "green room," for the performers on the Boiler Room Stage that was just aft of this area



There was a small, square hole cut into this small wooden room to allow for airflow and many of the performers who would be in the room, began to see what appeared to be the face of a man peering down on them through this air “vent.” Not just any performers, but mostly women. Men did see this face on occasion, albeit rarely, but women reported this phenomenon at an alarming rate. John Henry never harmed nor meant to scare any of the ladies, however, seeing a spectral figure staring at you from a wooden ceiling, while making no noise, can be, to say the least, disconcerting. Once the Boiler Room Stage was shut down, ghost hunters and the paranormal tour groups the ship led through the green room began to notice that even though John Henry was gentle with the women who passed through his domain, he was less kind to the men who came for a visit. This is not to say John Henry was violent, or overly mean to the gentleman, just that he would let them know it was his domain. Where he would caress the hair of the ladies, he would pull the hair of the men. If he gave one of the girls a light pinch on the behind, he would shove the gentlemen out of the way. A woman might hear a soft whisper, where a man would hear a growl. To put John Henry’s behavior in some context, once, while taking a break from a convention on board the Queen Mary, I decided to go down to the green room and say hello. It was near one in the afternoon and even though I hadn’t been down to visit John in quite a while, I was so familiar with the ship, I didn’t bother to take a flashlight with me. Just outside the green room was a wooden rail slightly below shoulder height and as I was leaning my elbow on this rail, I said, in a playfully sarcastic tone, “So, John Henry, did you miss me?” Almost immediately after this comment, I felt someone lightly grab my arm, while I heard a male voice speak directly into my ear in a non-threatening tone, “Get out.” This was typical of the way John Henry dealt with men.

The ship still holds for pay investigations and paranormal tours of various areas, however, the Queen Mary has been shut down, since May of 2020, due to Covid-19. With the absence of guests, and for John, the absence of female guests, one can only wonder what John is thinking, or the other spirits aboard the ship for that matter. I for one, hope that John will be the same as before, both a little gruff, a little playful and his old flirty self.

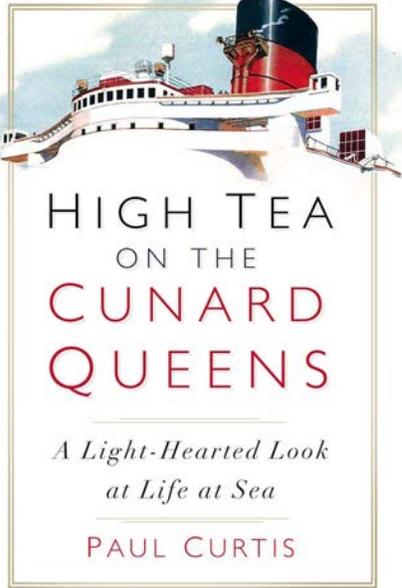
PAUL CURTIS

FORMER CABIN CLASS ENTERTAINMENTS OFFICER, RMS QUEEN MARY AND AUTHOR OF HIGH TEA ON THE CUNARD QUEENS.

85 and still going! It's a remarkable achievement and although maybe showing a few wrinkles and needing some medical attention, the fact that she is still with us at all is an enormous achievement. Heartfelt thanks go to the City of Long Beach and her passionate supporters across the United States and around the world.

As a writer, I am very circumspect in the use of the word 'unique', but unique she truly is. This grand dame of the Transatlantic era is the one and only: the oldest surviving passenger liner from an era where the only way to cross from the old world to the new was by sea. The other surviving ocean liners are the SS United States and the QE2, but both of these came way after WW2 was finished. Although these ships are very important and have endured the same financial hard times moored to deserted docks, there is no doubt that the most significant vessel in maritime history is the Queen Mary.

In wartime, she would dodge U-Boats to carry as many as 15,000 troops in a single crossing: that's more passengers on a liner than ever before or ever since. She brought brides by the thousands from Europe to America to set up new families and a life of hope. Working her way into the hearts and minds of Americans, Canadians, British, Australians and New Zealanders, it is wonderful to see the support and enthusiasm she engenders to this day. In particular, the world owes immense gratitude to this group for the fine work it is doing to help protect 'Our Mary.' Long may she reign.



HIGH TEA ON THE CUNARD QUEENS

*A Light-Hearted Look
at Life at Sea*

PAUL CURTIS

DESIGN HIGHLIGHT: THE CUBE

BY BRENDAN RYAN

The design of the ubiquitous Cube tea service on the Cunard Queens actually predates its use in the shipping industry it was so well suited to. Robert Crawford Johnson registered a patent for the form factor in 1917. It was intended to be a hard wearing, dripless "perfect teapot". It was an overnight success with knock offs springing up left and right. Johnson established "The Cube" as a brand and went on an advertising offensive to ward off the fakes. His plan worked and his company began licensing the design to outside firms. The lack of a protruding handle or spout and wide, stable base lent itself well to use on the high seas. Copelands and Foley both manufactured Cube services for Cunard, beginning with Mauretainia and Aquitainia. For the Queens a new pattern was introduced, two orange bands representing the sun's rays and a thicker grey one representing the North Atlantic. Early sets were glazed in a warm ivory, specially selected to compliment the woods of the ships. Use of the Cube service continued through the early days of the QE2.





Educate-Protect-Preserve

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