



WAVE



Number 183

“the ship comes first”

March 2024

The Newsletter of the Barque *Polly Woodside* Volunteers Association Inc.



Polly Woodside as she appeared in 2010.

Picture from Neil Thomas.

Annual General Meeting on Tuesday 30th April 2024.

To be held in the Polly Woodside's Mess room / Workshop at 1:00 pm.

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Notice is hereby given that the Polly Woodside Volunteers Association Inc. Annual General Meeting will be held on Tuesday 30th April 2024 in the 'Polly Woodside' Volunteer's Workshop at 1:00pm.

- Please note:-**
- 1 There is no free parking at the 'Polly Woodside', however the Car Park east of Mission to Seafarers in Flinders Street Extension has parking for \$14 per day, on weekends.**
 - 2 If transport is required – contact Neil Thomas on 9802 4608 or 0402 037 800.**
 - 3 Please enter the site via the side door.**

Business.

- Confirm the Minutes of the previous Annual General Meeting.
- Presentation of the Treasurer's Report for the preceding financial year.
- Declaration of all positions being vacated and election of Chairperson, Vice Chairperson, Secretary, Treasurer and ordinary members of the Committee, who resign but are eligible, for re-election.
- Receive Chairman's report.
- Report by Kathleen Toohey our Site Manager on the site's changing development.
- Report by Kate Drummond Volunteer Manager on National Trust's new requirements for volunteers.
- Samantha Tait, Maritime Architect, on condition of the ship,
- Ship Report
- Ship Survey and Maintenance Plan prepared by BMT for display and discussion.
- General Business

Voting at the Annual General Meeting.

As per Section 16. (1) (b). of the Rules of the Association: family membership has two votes, providing the immediate family member registers to vote on that day, and prior to the commencement of the meeting.

Note.

- (a)** Nominations may be received at the Annual General Meeting.
- (b)** **Only** financial members are eligible to vote at the Annual General Meeting.
- (c)** The Annual subscription of \$20 is **now payable to the PWVA** for this calendar year, 1st January to 31st December 2024. ***If paying your subscription by cash at the A.G.M., correct money would be appreciated.***
- (d)** Pizzas for lunch to be provided and drinks will be catered by your committee.

Chairman's Report:-, *We achieved 933 Hours working on Polly Woodside in 2023.*

Our Tuesday Gang of volunteers consists of Mike Ridley, Mark & Neil Thomas, with Campbell coming down whenever he can.

Roger Wilson is coming in again when possible, and you can feel the difference this makes to all of us.

He has set up with the assistance of Mark (as film-maker and student) to give sail-making lessons to National Trust facilitators and volunteers on a number of occasions.

Roger – Happy 94th Birthday from all of us.

Also we will always welcomed Wayne Bette back whenever he is free

Our Bosun Jeff was with us for 2 weeks in November, then off to U.S.A. for his son's wedding in Mexico He returned to Australia, but was immediately shanghaied off to W.A.to join his ship.

Richard, I'm afraid we lost under frustrating circumstances, and we really miss him. Maybe if our dreams of the future really happen, he may return.

The Deckhouse:-

Thanks to Mark's army truck cover the deckhouse roof has dried out, along with the interior, however the damage has been done. The crews' quarters and the cabin's bunk bases need to be renewed, and the galley's fittings have suffered so much with the water ingress that they all require replacement (except the stove - thank goodness!).

Also all the crew's clothes and the paillasses are still on the 'tween deck, where we put them to dry in October 2022, and need to be either aired or replaced.

Thanks to an illegal entry into the deckhouse via the roof, the starboard cabin door upper panel was damaged on the first attempt, but was kicked in on the second The Maintenance crew have installed a temporary panel at present.

The Ship:-

Decks and scuppers have been cleaned from bow to stern. Cleared rubbish from under fo'c'sle head. Both store areas sprayed with anti-mold, and checked out

Removed Port side boat davit falls and blocks to repair and replace.

Replaced rotten section of transom on ships' boat.

Poop furniture cleaned , oiled, and operation of slides checked.

Fife rails on fore, main, and mizzen cleaned and oiled.

Unfortunately she doesn't look any better, with even the officers' quarters looking tatty

The new generation of the National Trust have decided to update their database and regulations, and now unfortunately this includes the P.W.V.A..

As they have the school groups through to get the money – also on our allotted working day there. Hence, as of now, volunteers working on the ship or ashore (the site) must have a 'Working with Children Permit' , and have had a 'Police Check'., before they can enter the site..

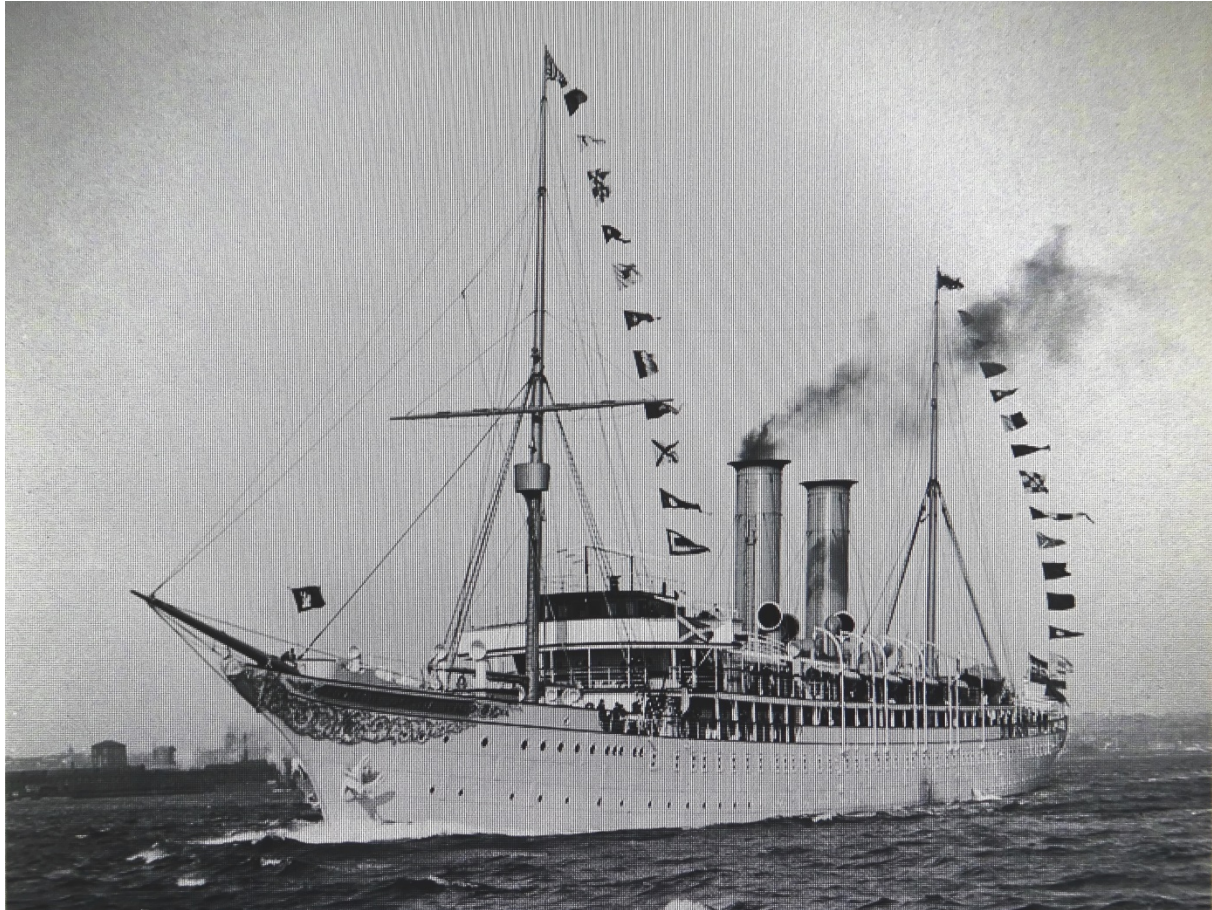
I will be moving a motion at the AGM that any volunteer wishing to come onto the site as a permanent volunteer will be recompensed for the cost of the 'Police Check'.

On discussion with Rob Kercher, National Trusts Senior Operations Manager, we feel special working days can be organised for special groups to work on the ships' major projects free of school groups. This will require a specialist group (similar to the former Ship Committee) to produce a Maintenance Schedule, arrange dates and work parties combining both National Trust and interested parties.

The History of the World's First Cruise Ship Built Solely for Luxurious Travel

At the turn of the 20th century, a German Jewish shipping executive had an innovative idea for a new revenue stream: the cruise

By Daryl Austin



The *Prinzessin Victoria Luise* was a 407-foot, 4,419-ton vessel with twin-screw engines that could cut through the water at a speed of 16 knots per hour. (Photo by A. Renard / ullstein bild via Getty Images)

Shipping magnate Albert Ballin had a vision. He saw a future of leisurely sea travel available to anyone willing to pay the price of a ticket. The late-19th century director of the Hamburg-Amerikanische Packetfahrt-Actien-Gesellschaft (HAPAG), or Hamburg-America Line, knew the future of the company rested beyond shipping cargo across the Atlantic.

The Jewish son of a Danish immigrant took over his father's immigration agency in 1874. But he became part of Germany's elite (an odd fit because corrosive attitudes towards Jews were already taking shape) when he transformed the family business into an independent shipping line, earning the attention of HAPAG executives who hired him in 1886 and made him their general director in 1899.

One of his first orders of business after assuming the leadership role was to commission the first purpose-built cruise ship the world had ever known: the *Prinzessin Victoria Luise*.

"The Hamburg-America Line was the world's largest shipping firm at the time," says Peter McCracken, a librarian at Cornell University and publisher of the vessel-research database ShipIndex.org. "As its general director, Ballin was responsible for maintaining that position and for moving the company forward."

Over the previous decade, Ballin oversaw the expansion of the passenger arm of the company by retrofitting freight ships into barely acceptable cruise liners to some success. Though some HAPAG executives initially balked at the idea (“Germans will travel out of necessity, but they would surely not submit themselves to the hazards and discomforts of a long voyage just for the incidental fun of it,” one colleague told him,) Ballin proceeded anyway.

He began in January 1891 by repurposing the *Augusta Victoria*, one of the ocean liners in the company’s fleet, into a leisurely cruising vessel for wealthy tourists. What’s more, he knew he needed to offset losses during the winter months, when fewer freight orders came through and frozen waterways made sea travel dangerous. Daniel Finamore, associate director of exhibitions at the Peabody Essex Museum in Salem, Massachusetts, says that Ballin understood the company needed “to maximize use of their large ships” by “organizing pleasure cruises to Caribbean ports and warmer climates during winter.”

Ballin soon realized, however, that the *Augusta Victoria* had significant limitations when it came to pleasure exclusions at sea. Passengers had to tolerate unsightly machinery, restrictive deck space, and a lack of onboard amenities. The ship itself was too large to navigate into the smaller ports near popular tourist destinations. And the austere sleeping accommodations were undesirable for high-minded first-class passengers, too, all of which made the *Augusta Victoria* a temporary measure.



Social Hall.



Smoking-Room.



Gallery, Looking Down into Dining-Saloon.



Gymnasium.

1901 *Scientific American* cover showing the ship's interior and exterior

His innovation was recognizing the appeal of luxury sea travel designed specifically for the experience of the journey.

By 1899, Ballin hired the shipbuilder Blohm & Voss to construct a vessel specifically outfitted for what he had in mind. In the *Prinzessin Victoria Luise*, he had a 407-foot, 4,419-ton vessel with twin-screw engines that could cut through the water at a speed of 16 knots per hour. (About 19 miles per hour; the *Titanic*'s top speed was 23 knots per hour.) In 1971's *The Sway of the Grand Saloon: A Social History of the North Atlantic*, author and historian John Malcolm Brinnin described the ship as having "the white hull of a yacht, a long clipper stem and bowsprit, buff-colored funnels."

In February 1901, *Scientific American* highlighted that the vessel was "designed for a class of service which hitherto has been performed by the regular ships of this company...the first vessel of her kind to be built purely for yachting [leisure cruising] purposes."

Brinnin gives Ballin full credit for the accomplishment: "The real breakthrough in pleasure cruising, at least as the 20th century would come to know it, was...the single-handed gesture of Albert Ballin," he wrote in *Grand Saloon*.

Indeed, James Delgado, the former director of NOAA's Maritime Heritage Program, and senior vice president of SEARCH, a marine archaeology program, acknowledged Ballin's contributions as well and says there is consensus that the *Prinzessin Victoria Luise* was the "first purpose-built, non-private excursion ship: what we call 'cruise' ships today."

Named by Ballin after the German emperor's only daughter, the *Victoria Luise* boasted a large gymnasium, a social hall, a library, a smoking room, a palatial art gallery surrounding the dining room, spacious promenade decks, a ballroom for dancing, a darkroom for amateur photographers and 120 unusually commodious first-class only staterooms—each equipped with elegant European furnishings, brass beds and double-light portholes that were opened when the ship was in warm climates. "It was Ballin's intention that the style and service (on board) should be commensurate with the finest European hotels," says Bruce Peter, a design historian at the Glasgow School of Art in Scotland and author of *Cruise Ships: A Design Voyage*.

"There was no consideration for accommodating lesser fare passengers or freight," Delgado explains, "just cruising in style in well-appointed cabins with good food and visiting different ports."

James Delgado, the former director of NOAA's Maritime Heritage Program, says there is consensus that the *Prinzessin Victoria Luise* was the "first purpose-built, non-private excursion ship: what we call 'cruise' ships today." (Public domain via Wikimedia Commons),.

After launching from Hamburg on June 29, 1900, the *Victoria Luise*'s first cruise lasted 35 days and explored ports in the West Indies and Venezuela. Subsequent *Victoria Luise* cruises sometimes followed the same route, at times changing destinations across the Mediterranean and Baltic Seas and beyond. "The vessel sailed to Norway and the Baltic in summer, to the Mediterranean and to the Caribbean in winter," Peter says, noting "the four ever-popular cruising regions." Over the years it docked in ports in New York, France, England, Ireland, Scotland, the North Cape in Norway and St Petersburg.

"Every port had well-planned shore excursions," says Finamore.

Even though the superrich already had yachts of their own "none were available for public bookings," Finamore explains—and Ballin knew he'd need to market to a wealthy clientele in order to make the venture a success. To that end, he requested that engineering journals refer to the *Victoria Luise* as a "cruising yacht."

The *Victoria Luise* made leisure cruising available to people who couldn't afford "the upkeep and maintenance, let alone the expense of building such vessels," Delgado says. Adds Peter, "There was a

strong desire among the very wealthy to emulate the style of royals and emperors.” Its popularity opened the doors to many additional such vessels being commissioned by HAPAG officials; with other popular shipping lines of the day following suit. (Including the White Star Line, the navigation company responsible for commissioning the *Titanic*.)

The deck of the *Victoria Luise* boasted a permanent awning framework that provided shade and shelter while nearby musicians entertained guests. Inside, “a string quartet would play from the dining saloon balcony at dinner,” Peter says, and “local performers would be brought onboard to give the passengers a taste of the exotic when in specific ports.”

In addition to entertainment, passengers expected decadent cuisine on board and enjoyed it in abundance, though not without great effort. “Fine-dining on a ship such as this was a particular challenge,” Finamore says. “Everything on a broad menu offering multiple courses had to be planned, stored, preserved and prepared on board.” Menu selections aboard one *Victoria Luise* cruise included beef broth with farina dumplings and roast duck and whortleberry soup. To celebrate Abraham Lincoln’s birthday at sea on February 12, 1906—either as a nod to the ship’s American passengers or just an excuse to throw a party, or both—the chef offered selections of fried halibut in Russian sauce, or Strasbourg goose in jelly, while the ship’s band played John Philip Sousa’s “The Stars and Stripes Forever” from the surrounding balcony.

While on a Caribbean cruise in December 1906, the ship crashed against an uncharted ridge off the coast of Jamaica.

Fine-dining and lively entertainment were no substitute for good seamanship, however, and the majesty and tranquility of the *Prinzessin Victoria Luise* was short-lived. While on a Caribbean cruise in December 1906, it crashed against an uncharted ridge off the coast of Jamaica. Captain H. Brunswig had had tried to enter the harbor without aid and had incorrectly identified the Plumb Point Lighthouse for the lighthouse at the port he was due at, the Port Royal Lighthouse. To make matters worse, Peter says, “the shape of the seabed off Jamaica had been changed by a recent volcanic eruption, so the charts the captain depended on were wrong.”

Though no passengers were harmed when the ship ran aground (everyone was rescued by the following morning), Brunswig retreated to his cabin after the evacuation and ended his life with a pistol. “I cannot account for his act except on the theory that his pride was crushed by the accident, and that he believed that only death would wipe out what he regarded as his disgrace,” an HAPAG executive said at the time. A *New York Times* article of a few days later said the captain had been “one of the best known and most reliable commanders in the company’s service.” His death came as a shock to colleagues. “Though he was clearly to blame,” McCracken says, “his steward and other officers later said that they certainly did not expect him to commit suicide.”

The ship itself tragically shared its captain’s fate. After pounding waves were seen “breaking over her pitilessly,” as a Jamaican news article said at the time, the vessel quickly became a total loss and was soon “abandoned and left to her fate.” As Brinnin wrote in *Grand Saloon*: “The sea had claimed one of its prettiest prizes.” Upon hearing of the loss of his ship, Ballin commissioned a replacement vessel to be built by the same shipbuilder, which he named *The Meteor*.

After the crash of the *Victoria Luise* and the subsequent crash and sinking of the *Titanic* and the *Lusitania* four and then eight years later, the world of leisure cruising slowly came to a halt. “With the start of World War I and the following Depression, the concept of an excursion or cruise ships would not be reborn until after World War II,” Delgado says.

“Modern cruise ships owe a huge debt of gratitude to pioneers like Albert Ballin,” McCracken says. “His contribution to maritime history—particularly as the father of modern leisure cruising—is incalculable.”

Source:- *'The Mariner's Mirror', the quarterly of the Society for Nautical Research,*
Greenwich, England.

THE SAILOR'S ALPHABET.

A is the Anchor we oft-times let go,
B is the Bowsprit which points o'er the bow,
C is the Capstan we merrily turn around,
D are the Davits to lower boats down.
E is the Ensign which flies at the peak,
F is the Fo'c'sle where the sailormen sleep,
G is the Galley where the cook hops round,
H are the Halyards we haul up and down,
I are the Irons where the stunsail booms (?) ship,
K is the Keelson at the bottom of the hold,
M is the Mainmast so stout and so strong
N is the Needle that shows us our course.
O is for the Oars that row our small boat.
And P is for the Pumps that do keep us afloat.
Q is for the Quarterdeck where the skipper do walk.
R is for the Rigging so stout and so taut.
S is for the Stays which must be set tight.
T is for the Truck on our topmast so bright.
U is for the Uprights around our ship wend.
V is for the Vangs on our sprit's joggle-end.
W is for the Wheel where we all take a turn,
And XYZ is the name on our stern.