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The Triumph of the Passenger Ship - An Exhibition of the Norman H. Morse Ocean Liner Collection

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The Triumph of the Passenger Ship

An Exhibition of the Norman H. Morse Ocean Liner Collection

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From the late 19th to the middle of the 20th centuries, the oceangoing passenger ship was the only practical way for immigrants, businessmen, students, vacationers or anyone else to cross the seas and oceans of the world. Ocean liners were nowhere busier than on the "Atlantic Ferry" routes between North America and Northern Europe.

While many ships were renowned for their lavish service or speed, the difference between the most exalted and the humblest ships was a matter of degree rather than of kind. The fastest and grandest vessels garnered public attention, but designers, engineers, and naval architects followed the same trends. Ships shed auxiliary sailing rigs by the 1880s; coal-fired reciprocating steam engines gave way to oil-burning steam turbines and diesel engines; ships were wired for electricity and ship-to-shore radio; and safety became an integral part of builders' calculations.

Technological improvements were all well and good, but advances in engineering were a rising tide that lifted all boats. What sold society's tastemakers was a ship's ambience. The sea was a forbidding place. As illustrated in [parts 3-6](#), shipping companies drew the curtain on the surrounding ocean. "The main consideration is to convey the idea that one is not at sea, but on terra firma," observed one author a century ago. Or, as a critic wrote in 1914, "Everything on the *Vaterland* has been designed to look as much like a sumptuous hotel and as little like a ship as human imagination can do it."

Ships were awash in a hodge-podge of styles, gently mocked as "White Star Roman," "Berengaria Baroque," and the like. The *Mauretania's* appointments borrowed from 15th-century Italy, 16th-, 17th- and 18th-century France, and 16th-century England—all in an effort to convey the atmosphere of "a stately British country home." This eclectic antiquarianism changed abruptly with the *Ile de France*, which in 1927 launched art deco, or "ocean liner style," on the high seas. This reached its apotheosis in 1935 with the *Normandie*, [item 108](#), in Norman Morse's words "the most outrageous example ever created by mankind for ship interiors. It was beautiful. I'm not saying it wasn't beautiful—it *was* beautiful. But it was also ridiculous."

The lavishly produced promotional literature of the 1920s and 1930s, [part 9](#), reflected art deco sensibilities and are marvelous examples of the graphic arts of the time. Especially notable is Walter H. Jones's patented "printed folder," which made it possible to illustrate a bird's-eye view of a ship's interior arrangements with reference to a profile of the ship.

Marketing was an ongoing pursuit, and virtually everything moveable aboard an ocean liner was identified either by ship or line, as the items of ocean liner paraphernalia in [part 10](#) suggests.

In this centennial year, it would be impossible to ignore the loss of the *Titanic*, [part 11](#), which should have been one of the great success stories of the age. The story of the tragedy is well known, but we focus on what might have been by pairing her story with that of her sister-ship, *Olympic*.

A distinct enterprise from the Atlantic Ferry, cruising is the subject of [part 12](#). As Morse put it, "Cruise ships are not what I call transoceanic travel. It's quite a different thing. It's a floating hotel that is moved under its own power from port to port. It's not for transportation as railroads or busses or that sort of thing are." But to all intents and purposes, these are the only vestige of the great but too brief age of the ocean liner.

Finally, no exhibit at the Osher Map Library would be complete without maps, [part 13](#), which were almost as important to passengers as they were to their ships' navigators. We hope this checklist of the highlights of the nearly 2,900 items in the Norman H. Morse Ocean Liner Collection serves you likewise.

Bon Voyage



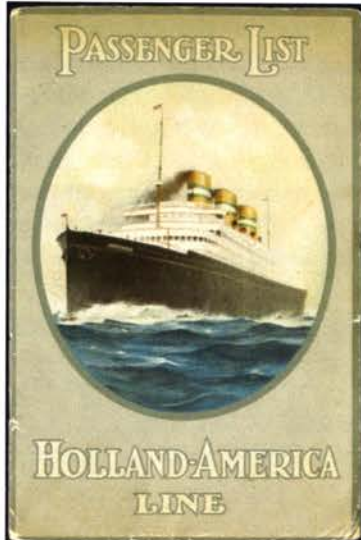
PART 1A:

NORMAN H. MORSE, AN INTRODUCTION

1. Holland-America Line

List of Passengers on Board Twin-Screw Turbine Steamer Veendam (1923-53) from New York to Rotterdam via Plymouth and Boulogne-sur-Mer, June 23, 1934. 21 × 13 cm.

Morse Collection, 2110



2. Holland-America Line

Norman Morse on the rail of Holland-America Line's *Statendam* (1957-82). Photograph, circa 1957. 13 × 9 cm.

Morse Collection, 2067

3. Cunard Line

Norman Morse and Mrs Steever aboard Cunard Line's *Britannic* (1930-60). Photograph, 1951. 9 × 14.5 cm.

Morse Collection, 467

4. Unsigned postcard

To Norman Morse "probably from John Maxtone-Graham." 1976. 15 × 10.5 cm.

Morse Collection, 972

5. Letter

From Norman Morse to Sir Brian Morton, Harland & Wolff, June 23, 1978. 28 × 22 cm.

Morse Collection, 2873

6. Letter

Letter from Alan Hedgely, Public Affairs Manager, Harland & Wolff, Ltd., to Norman Morse, July 21, 1978. 30 × 21 cm.

Morse Collection, 2874

7. Swedish American Line

"New York State, 1970." Photograph of the Swedish American Line's *Gripsholm* (1957-74). Postcard, 1970. 15 × 11 cm.

Morse Collection, 1552

8. Cunard Line

Printed dinner invitation from Captain Christopher Rynd of the *Queen Mary 2* (2004-). May 30, 2006. 28 × 22 cm.

Morse Collection, 211

PART 1B: OCEAN LINER HISTORY

9. Shipping Company Timeline

Timeline of principal transatlantic passenger liner companies from 1840 to the present. 54 × 125 cm.

Morse Collection, 2895

10. Great Passenger Liners of the 20th Century

Printed on the book jacket, verso, of John Maxtone-Graham's *The Only Way to Cross* (New York: 1978), and inscribed by the author to Siadhal Sweeney. 48 × 53.5 cm.

Courtesy of the Akadim Collection

11. Cunard Line

Berengaria (1919-38) alongside the square-rigger *Tusitala* (1883-1947) in New York Harbor. Booklet, circa 1924-33. 34 × 21.5 cm. *Berengaria* was built for Hamburg-America Line as the *Imperator* (1919-38).

Morse Collection, 340

12. Norddeutscher Lloyd

Turbinen-Schnelldampfer *Bremen* (1929-41) Katapultflugzeug (Turbine steamship *Bremen* catapult aircraft). Postcard, circa 1935. 10 × 15 cm.

Morse Collection, 2502



PART 2: EVOLUTION OF THE STEAMSHIP

13. National Line

Steamship *Italy* (1870-94). Card, n.d. 11 × 16.5 cm.

Morse Collection, 2763

14. Inman Line

Inman Steamship, *City of Brooklyn* (1869-78). Card, n.d. 14.5 × 9 cm.

Morse Collection, 1321

15. Cunard Line

Cunard Royal Mail Steamer *Palmyra* (1866-97), Cabin Plan. Card, n.d. 10.5 × 6.5 cm.

Morse Collection, 729

16. Red Star Line

Belgenland (1879-1904). Original painting by Antonio Jacobsen (1850-1921), oil on canvas, 22" × 36"; 1884. Postcard from Smith Gallery, New York. 19 × 13.5 cm.

Morse Collection, 2268

17. White Star Line

Oceanic (1899-1914). Photograph by Stewart Bale, Ltd., n.d. 29.5 × 24.5 cm.

Morse Collection, 690



18. Norddeutscher Lloyd

Kronprinz Wilhelm (1901-17). Photograph by Beken of Cowes, 1912. 24 × 29 cm.

Morse Collection, 2574

19. Norddeutscher Lloyd

Kaiser Wilhelm der Grosse (1897-1914). Photograph by Beken of Cowes, n.d. 24 × 26 cm.

Morse Collection, 2561

20. White Star Line

Twin-Screw R.M.S. *Cedric* (1903-34). Postcard of an original painting by Montague B. Black (1884-1964). 8.5 × 14 cm.

Morse Collection, 623

21. Cunard Line

Caronia (1905-32). Photograph by R. Scozzafava, Brooklyn, N.Y. n.d. 10 × 15 cm.

Morse Collection, 355

22. Cunard Line

R.M.S. *Mauretania* (1907-35). Postcard, circa 1909. 8.5 × 14 cm.

Morse Collection, 60

23. Norddeutscher Lloyd

Kronprinzessin Cecilie (1907-17). Postcard, n.d. 8.5 × 14 cm.

Morse Collection, 2579

24. French Line

France (1912-34). Photograph, n.d. 9.5 × 15 cm.

Morse Collection, 960

25. Cunard Line

R.M.S. *Aquitania* (1914-50). Postcard, circa 1922. 8.5 × 14 cm.

Morse Collection, 94

26. Cunard Line

Berengaria (1919-38) in Cherbourg Harbor, Sept. 1927. Photograph by James Eddy. 9 × 14.5 cm.

Morse Collection, 346

27. Hamburg-American Line

S.S. *Vaterland* (1914-17), World's Largest Steamship, 950 feet long, 100 foot beam, 58,000 tons. Postcard, n.d. After World War I, the *Vaterland* was acquired by the United States Lines and renamed *Leviathan* (1919-38). 9 × 13.5 cm.

Morse Collection, 2441

28. Norddeutscher Lloyd

Turbinen-Schnelldampfer *Bremen* (1929-41). Postcard, 1935. 11 × 15 cm.

Morse Collection, 2501

29. White Star Line

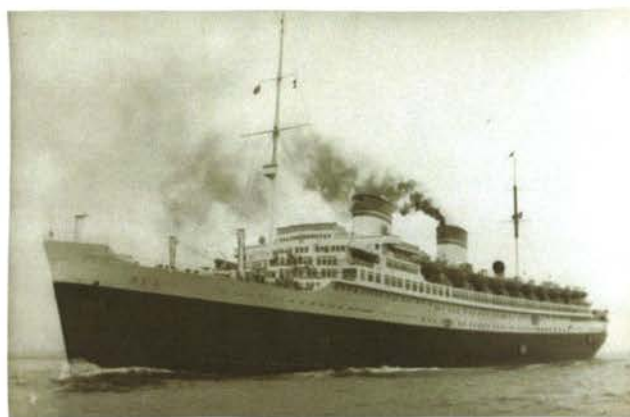
Britannic (1930-60) at Boston en route from Liverpool to New York. Photograph, 1930. 12.5 × 18 cm.

Morse Collection, 712

30. Italia

Rex (1932-44). Photograph by R. Scozzafava, n.d. 10 × 15 cm.

Morse Collection, 2721



31. French Line

Normandie (1935-40). Photograph, n.d. 10.5 × 20 cm.

Morse Collection, 1053

32. Cunard Line

Queen Elizabeth (1946-68): The World's Largest Superliner. Photograph from Cruise Fare Schedule, circa 1963. 21.5 × 90.5 cm.

Morse Collection, 307

33. French Line

Le Paquebot *France* (1962-79): Carte Postale 1er Jour. Postcard, 1962. 10.5 × 14.5 cm.

Morse Collection, 975

34. United States Lines

The S.S. *United States* (1952-73) Miniature Deck Plan. Brochure, n.d. 51 × 92 cm.

Morse Collection, 872

35. Italia

The *Andrea Doria* (1952-56). Postcard, n.d. 11 × 15 cm.

Morse Collection, 2253

36. Italia

Michelangelo (1965-75), Nave Ammiraglia (flagship). Postcard, n.d. 10.5 × 15 cm.

Morse Collection, 2708



37. Cunard Line

Queen Elizabeth 2 (1969-2008). Photograph, 1985. 10 × 15 cm.

Morse Collection, 549

38. Cunard Line

Queen Mary 2 (2004-). Cunard—the Most Famous Ocean Liners in the World. Postcard, circa 2006. 10 × 15.5 cm.

Morse Collection, 202

PART 3—STEAMSHIP ADVERTISEMENTS

39. Dominion Line

Royal Mail Steamers sailing regularly between Liverpool, Quebec and Montreal, and Liverpool, Halifax, and Portland, Liverpool and Boston. Brochure, 1897. 15 × 19 cm. Portland was an alternative to Canadian ports closed by ice during the winter months.

Morse Collection, 1299

40. Anchor Line

Plan of Saloon & Cabins of Anchor Line Steamer *Furnessia* (1881-1911). Brochure, 1892. 21 × 12 cm.

Morse Collection, 1243

41. White Star Line

White Star Line Sailings between Liverpool & New York via Queenstown. Brochure, 1879. 22 × 14 cm.

Morse Collection, 747

42. Norddeutscher Lloyd

Unsere Zukunft liegt auf dem Wasser (Our future lies on the water). Postcard, circa 1897. 10 × 14 cm.

Morse Collection, 2560

43. Anchor Line

Notes written on the back of the Plan of Saloon & Cabins of the Anchor Line Steamer *Furnessia* (item 40). Brochure, 1892. 21 × 12 cm.

Morse Collection, 1243

44. Dominion Line

Saloon Rates—Season 1901 United States Mail Steamers. Brochure, 1901. 18 × 11 cm.

Morse Collection, 1294

45. Cunard Line

Saxonia (1900-25), *Ivernia* (1900-17): Liverpool, Boston, New York. Postcard, n.d. 10 × 15 cm.

Morse Collection, 2230

46. Norddeutscher Lloyd

Dampfer *Kaiser Wilhelm II* (1903-17) verlaesst Bremerhaven (Steamer *Kaiser Wilhelm II* leaving Bremerhaven). Postcard, 1905. 9 × 14 cm.

Morse Collection, 2555

47. Allan Line

Allan Line Royal Mail to Canada & United States: *Virginian* (1905-15). Postcard, n.d. 9 × 14 cm.

Morse Collection, 1674



48. Cunard Line

Cunard U.S.A. Postcard reproduction of 1908 poster. 10.5 × 15 cm.

Morse Collection, 2233

49. American Line

New York-Southampton. Card, circa 1899-1901. 14 × 11.5 cm.

Morse Collection, 1349

50. Red Star Line

New York-Antwerp. Card, circa 1899-1901. 14 × 18.5 cm.

Morse Collection, 1460

51. Hamburg-American Line

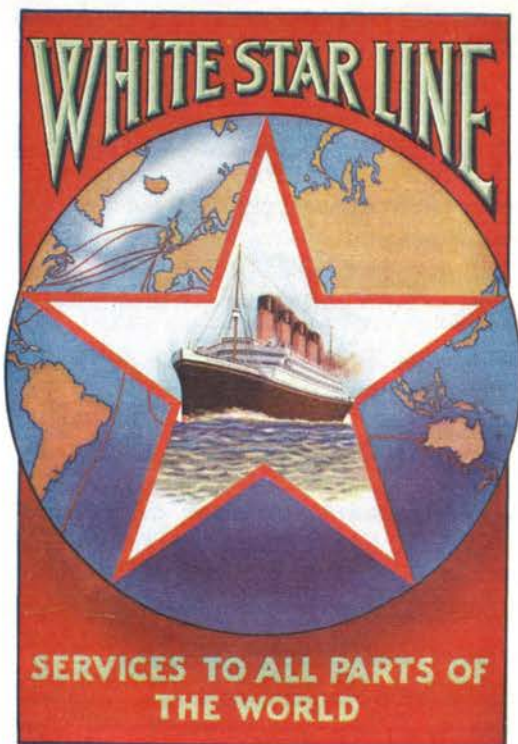
Hamburg-Amerika Linie *Deutschland*. Reproduction of poster, circa 1910. 80.5 × 65 cm.

Courtesy of the Akadim Collection

52. White Star Line

White Star Line: Services to All Parts of the World. Broadside, n.d. 17 × 11.5 cm.

Morse Collection, 802



53. White Star Line and White Star-Dominion Line

The Steamers of the White Star Line and White Star-Dominion Line will take you with comfort and expedition. Broadside, circa 1921-22. 17 × 11.5 cm.

Morse Collection, 805

54. White Star Line

White Star Line: Services to All Parts of the World. Broadside, n.d. 17 × 11.5 cm.

Morse Collection, 806

55. Cunard Line

Liverpool to New York & Boston Tuesday and Saturday, calling at Queenstown. New York. Brochure, 1910. 16.5 × 58 cm.

Morse Collection, 81

56. Fabre Line

Ricordo di Viaggio, S.S. *Sant'Anna* (1910-18). Postcard, 1912. 9 × 14 cm.

Morse Collection, 1141

57. Red Star Line

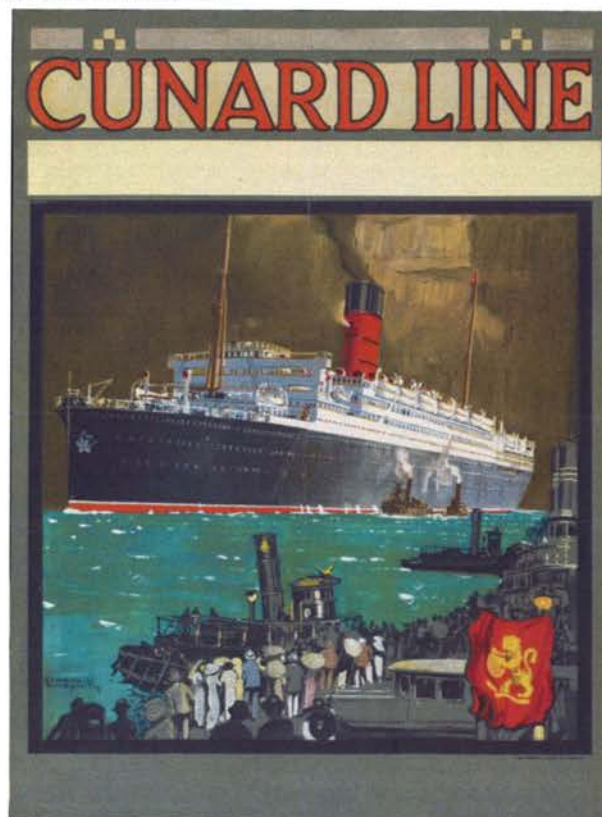
Proposed Sailings, Red Star Line, Mail and Passenger Service, Philadelphia, Antwerp, Boston. Brochure, 1908. 16 × 18 cm.

Morse Collection, 1459

58. Cunard Line

Franconia (1923-56). Poster, n.d. 19.5 × 14.5 cm.

Morse Collection, 412



PART 4: STEAMSHIP CUTAWAYS

59. Cunard Line

Aquitania (1914-50). Longitudinal plan, n.d. 23.5 × 124 cm. Cunard's promotional literature referred to the *Aquitania* as the "Aristocrat of the Seas," "Wonder Ship of the Atlantic," and "Wonder Ship of the World."

Morse Collection, 2877

60. French Line

Normandie (1935-40). Longitudinal plan, n.d. 31 × 129 cm.

Morse Collection, 2876

61. Compagnie Maritime Belge

S.S. *Jadotville* (1956-61) Paquebot de 19,250 T. de Deplacement. Longitudinal plan, n.d. 30 × 118 cm.

Morse Collection, 2170

62. Red Star Line

S.S. *Belgenland* (1923-35). Longitudinal plan, n.d. 23.5 × 98.5 cm.

Morse Collection, 1435

PART 5: STEAMSHIP DECK PLANS

63. Royal Mail Steamers

Plan of the New Twin Screw Steamer *Canada* (1896-1926). Plan, 1896. 29.5 × 50 cm.

Morse Collection, 1267

64. Red Star Line

S.S. *Friesland* (1889-1912). Plan, 1908. 23 × 48 cm.

Morse Collection, 1440

65. Norddeutscher Lloyd

Cabin Plan of the North German Lloyd Twin Screw Express Steamer *Kaiser Wilhelm der Grosse* (1897-1914). Plan, 1908. 49 × 82 cm.

Morse Collection, 2564

66. Italia

Andrea Doria (1952-56): Piano delle Sistemazioni Passaggeri / Plan of Passenger Accommodations. Plan, n.d. 102.5 × 72 cm. n.d.

Morse Collection, 2631

67. French Line

Normandie (1935-1940) Plan 1ères classes / 1st class plan. Plan mobile "Rapag," circa 1935. 47.5 × 19.5 cm.

Morse Collection, 1035

PART 6: SHIP INTERIORS

68. Cunard Line

First Class Drawing Room, R.M.S. *Aquitania* (1914-50), Britain's Largest Liner. Postcard, circa 1914. 9 × 14 cm. "These rooms," claimed a Cunard brochure, "give new meaning to the freedom of the seas."

Morse Collection, 2797



69. Cunard Line

Garden Lounge, R.M.S. *Aquitania* (1914-50), Britain's Largest Liner. Postcard, circa 1914. 9 × 14 cm.

Morse Collection, 2800

70. Canadian Pacific Line

Canadian Pacific S/S *Montrose* (1922-40) Cabin Dining Saloon. Postcard, n.d. 9 × 14 cm.

Morse Collection, 1665



71. Canadian Pacific Line

White Star Line R.M.S. *Majestic* (1922-36) Swimming Pool. Postcard, 1928. 8.5 × 14 cm. The *Majestic* was built as Hamburg-America Line's *Bismarck* (1914-20) but was not finished before World War I.

Morse Collection, 666

72. French Line

Le Transatlantique *France* (1912-34) Le Salon Mauresque (Moorish salon). Postcard, n.d. 9 × 14 cm.

Morse Collection, 965

73. French Line

Le Havre Aménagements Intérieurs du Paquebot *France* (1912-34) de la CGT. Grand Salon Louis XIV, 1^{re} Classe. Postcard. n.d. 9 × 14.

Morse Collection, 963

74. United States Lines

S.S. *Washington* (1933-51), Smoking Room. Postcard, n.d. 9 × 14 cm.

Morse Collection, 880

75. United States Lines

S.S. *Washington* (1933-51), Chinese Room. Postcard, n.d. 9 × 14 cm.

Morse Collection, 877

76. Red Star Line

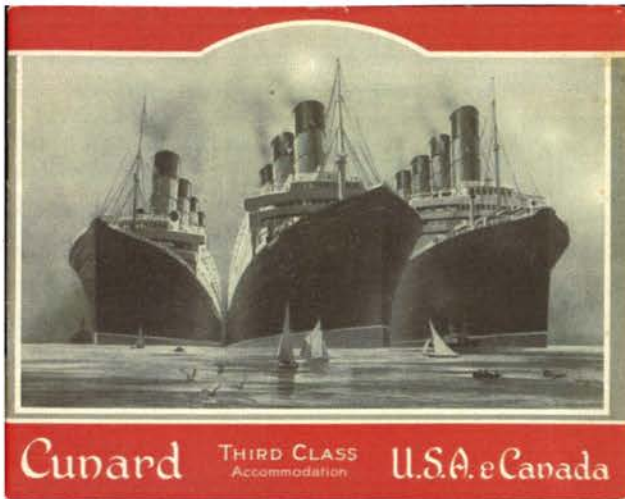
Red Star Line: *Antwerpen-New York*. Views of the *Kroonland* (1902-14), *Finland* (1902-14), and *Vaderland* (1900-15). Booklet, 1903. 14 × 19 cm.

Morse Collection, 1425

77. Cunard Line

Cunard Third Class Accommodation U.S.A. & Canada. Brochure, circa 1925. 25 × 20.5 cm.

Morse Collection, 427



78. Hamburg-American Line

Imperator (1913-19)—views of the Ritz-Carlton Restaurant and Palm Garden, and of the Grill Room. Booklet, circa 1913. After World War I, the *Imperator* had a distinguished career as Cunard Line's *Berengaria* (1919-38). 27 × 21 cm.

Morse Collection, 2397

79. Holland-America Line

The Nieuw Amsterdam (1938-74). Offprint from *The Studio: An Illustrated Magazine of Fine and Applied Art*, July 1938. 28 × 20.5 cm.

Morse Collection, 1816

80. White Star Line

To Europe Cabin on the *Albertic* (1927-34). Plan, 1929. 23 × 39.5 cm.

Morse Collection, 723

81. French Line

S.S. *Champlain* (1931-40) Cabin Class Deck Plans. Brochure, 1934. 57 × 21.5 cm.

Morse Collection, 943

82. Cunard-White Star Line

Tourist Class to Europe. Brochure, 1935. 23 × 20 cm.

Morse Collection, 434

83. United States Lines

To Europe Third Class on the *Manhattan* (1932-41)—Deck Plan. Brochure, 1936. 23 × 79 cm.

Morse Collection, 843

84. Cunard-White Star Line

Cunard-White Star First Class. Brochure, 1949. 18 × 27 cm.

Morse Collection, 582

85. French Line

Ile de France (1927-58) Cabin Class Deck Plans. Brochure, 1936. 21 × 57.5 cm. The *Ile de France* introduced "ocean liner style," or art deco, to the world. The colorful deck plan employs a new perspective called the Isodeckplan.

Morse Collection, 1006

PART 7: LURLINE (1933-63), HONOLULU TO SAN FRANCISCO, NOVEMBER 1941

86. Matson Line

"Aloha" menu cover for the Matson Line's *Lurline*, Nov. 11, 1941. 30.5 × 44.5 cm.

Morse Collection, 1216



87. Matson Line

S.S. *Lurline* First Class Souvenir Passenger List, Nov. 7, 1941. 26 × 42.5 cm.

Morse Collection, 1215

88. Matson Line

"Matson Line Wireless," Nov. 9, 1941. 30.5 × 46 cm.

Morse Collection, 1214

PART 8: SHIPBOARD ACTIVITIES

89. Inman Line

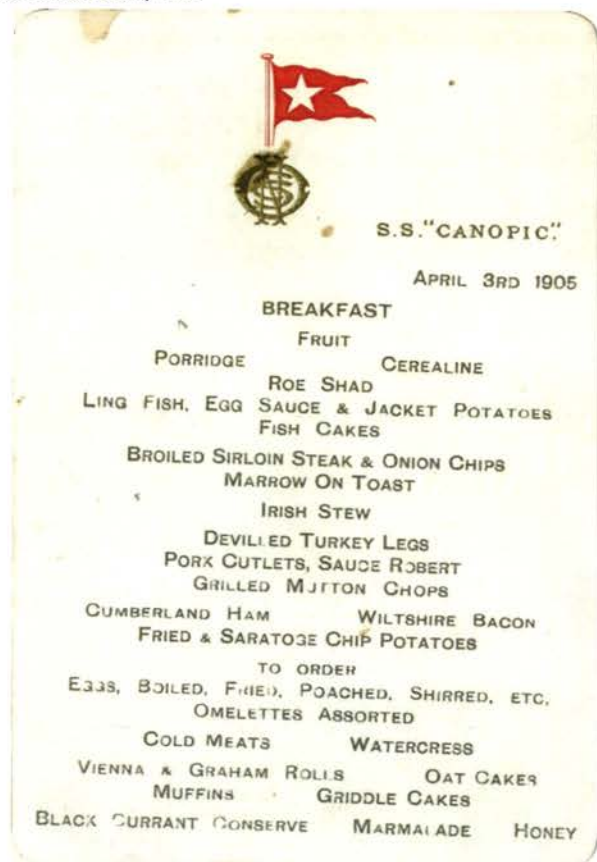
"The R.M.S. *City of Paris* (1889-93) Gazette." Onboard newspaper, 1891. 21.5 × 17 cm.

Morse Collection, 1328

90. White Star Line

S.S. *Canopic* (1903-25). Breakfast menu, April 3rd 1905. 12.5 × 8.5 cm.

Morse Collection, 621



91. Cunard Line

Au Revoir Diner to Mrs. Teagle and Mr. W.C. Teagle, Jr., aboard the *Carinthia* (1925-40). Menu, July 25, 1933. 13 × 20 cm.

Morse Collection, 414

92. French Line

Menu: Pour votre Toutou . . . Madame. Pour votre fidèle Compagnon . . . Monsieur. Pet menu from the *Normandie* (1935-40). 25.5 × 16.5 cm.

Morse Collection, 1048

93. Holland-America Line

Ahoy, handbook of the Student Third Cabin Association. 1931. 15.5 × 10.5 cm.

Morse Collection, 1777

94. Cunard Line

List of Second Cabin Passengers per R.M.S. *Laconia* (1912-17), Capt. W.R.D. Irvine, R.D., R.N.R. . . . Boston to Liverpool, June 23, 1914. 11.5 × 18.5 cm. Irvine was captain when the *Laconia* was torpedoed and sunk by a German U-boat in February 1917. The death of two Americans in that sinking—nearly two years after the *Lusitania* (1907-15) (item 142)—helped precipitate American entry into World War I.

Morse Collection, 74

95. French Line

La Provence (1906-16) passenger list, May 11, 1911. 12.5 × 19 cm.

Morse Collection, 1085

96. French Line

S.S. *De Grasse* (1924-51). Booklet, n.d. 27 × 22 cm.

Morse Collection, 958



97. United States Lines

Dinner menu from the *United States* (1952-73), Jan. 25, 1954. 28 × 22 cm.

Morse Collection, 865

PART 9: GRAPHIC DESIGN

98. United States Patent Office

Walter H. Jones, Printed Folder patent 1,787,276, Dec. 30, 1930. 3 pages. 28 × 22 cm.

Morse Collection, 2892

99. United States Lines

To Europe Tourist *Leviathan* (1919-38), Deck Plan. Folder, n.d. The *Leviathan* was built as Hamburg-America Line's *Vaterland* (1913-17). 46 × 79 cm.

Morse Collection, 839

100. United States Lines

To Europe First Class on the *Leviathan* (1919-38), Deck Plan. Folder, n.d. 46 × 79 cm.

Morse Collection, 840

101. United States Lines

To Europe Cabin Class on the *President Harding* (1923-40), *President Roosevelt* (1923-40), Deck Plan. Folder, 1934. 46 × 79 cm.

Morse Collection, 850

102. White Star Line

To Europe First Class on the *Olympic* (1911-35). Brochure, 1929. 23 × 39.5 cm.

Morse Collection, 707

103. Arthur J. Maginnis

The Atlantic Ferry: Its Ships, Men, and Working. London: Whitaker, 1892. xxii + 304 pp., illus., plans; 22 cm.

Morse-1892-30

104. Navigazione Generale Italiana

Colombo (1921-41) N.G.I. Genoa. Booklet, 1925. 12.5 × 17.5 cm.

Morse Collection, 2656



105. Lloyd Sabaudo

Conte Biancamano (1925-42), *Conte Grande* (1928-41). Booklet, n.d. 21.5 × 29.5 cm.

Morse Collection, 2659

106. Italia

Rex (1932-44) First Class. Booklet, n.d. 30.5 × 25 cm.

Morse Collection, 2643

107. White Star Line

Cabin to Canada. Booklet, circa 1927-29. 23 × 20.5 cm.

Morse Collection, 776

108. French Line

Compagnie Generale Transatlantique—*Normandie* (1935-40). Brochure, 1935. 30.5 × 24.5 cm.

Morse Collection, 1050

109. Norddeutscher Lloyd

Lloyd Express: Bremen (1929-41), *Europa* (1930-45), *Columbus* (1924-39). Booklet, n.d. 24 × 21 cm.

Morse Collection, 2535

PART 10: PARAPHERNALIA

110. Cunard Line

Queen Elizabeth 2 (1969-2008) stationary portfolio. 32.5 × 24.5 cm.

Courtesy of the Akadim Collection

111. Cunard Line

Queen Mary (1936-67) baggage tag. 9.5 × 16.5 cm.

Courtesy of the Akadim Collection

112. French Line

S.S. *Paris* (1921-39) bagages de cabine/cabin class baggage tag, Cabine A 64. 10 × 15.5 cm.

Courtesy of the Akadim Collection

113. Cunard Line

Queen Elizabeth 2 (1969-2008) room key. 14.5 × 9 cm.

Courtesy of the Akadim Collection

114. Cunard Line

Queen Mary (1936-67) playing cards. 9.5 × 6 cm.

Courtesy of the Akadim Collection

115. Red Star Line

Belgenland (1923-35) ashtray. 11.5 × 10.5 cm.

Courtesy of the Akadim Collection



116. Gdynia-American Line

Cup and saucer with seal comprising a trident and the initials PMH: Polska Marynarka Handlowa (Polish merchant marine). Circa 1982. 9.5 × 14.5 cm.

Courtesy of the Akadim Collection

117. United States Lines

The Hales Trophy. Postcard, 14 × 9 cm.

Gift, American Merchant Marine Museum

118. Cunard Line

Queen Elizabeth 2 (1969-2008) lifejacket, manufactured by the Nicki Clothing Company, Ltd., Isle of Man. J.A.C. 66 × 35 cm.

Courtesy of the Akadim Collection

119. United States Lines

First Class Stateroom wanted on voyage baggage tag. n.d. 8 × 16.5 cm.

Gift, American Merchant Marine Museum

120. United States Lines

Eastbound Ticket to Europe, No. 125020. After 1966. 8 × 20 cm.

Gift, American Merchant Marine Museum

121. United States Lines

Bridge Score Pad. n.d. 18 × 10 cm.

Gift, American Merchant Marine Museum

122. United States Lines

Airmail envelope; n.d. 10.5 × 13 cm.

Gift, American Merchant Marine Museum

PART 11: WHITE STAR LINE'S *OLYMPIC* (1911-33) AND *TITANIC* (1912)

123. White Star Line

Model of the *Titanic*. 80 × 20 × 25 cm. Chinese. 2012.

Osher Map Library

124. Anonymous

"The White Star Atlantic Liners *Olympic* and *Titanic*." *Engineering*, May 26, 1911, plate XXXIX. 51.5 × 35 cm.

Morse Collection, 708

125. Beken of Cowes

"*Titanic* ~ 1912." 38 × 49 cm.

Courtesy of the Bolt-Hole Collection

126. Anonymous

"White Star Line: The Mammoth Triple Screw Steamer *Olympic*." New York: William Darling Press, 1921. 16 p. illus., 28 cm.

Morse Collection, 705

127. Anonymous

"The White Star Atlantic Liners *Olympic* and *Titanic*." *Engineering*, May 26, 1911, plate XL. 51.5 × 35 cm.

Morse Collection, 2818

128. Anonymous

"Notes and Illustrations of the . . . *Olympic* and *Titanic*." Booklet, circa 1912. 11.5 × 17 cm.

Morse Collection, 703



129. McKluskie, Tom

Anatomy of the Titanic. San Diego: Thunder Bay Press, 1998. 160 p., illus., 31 cm.

Morse Collection

130. Thomas H. Russell, editor, with special articles by Fred S. Miller, the Great Descriptive Writer

Sinking of the Titanic: World's Greatest Sea Disaster. A graphic and thrilling account of the sinking of the greatest floating palace ever built, carrying down to watery graves more than 1,500 souls. Giving exciting escapes from death and acts of heroism not equalled in ancient or modern times, told by the survivors. Including history of icebergs, the terror of the seas; wireless telegraphy and modern shipbuilding. Chicago: National Bible House, 1912. 21 cm.

Courtesy of Russell Levere

131. Marshall, Logan

Sinking of the Titanic and Great Sea Disasters: A Detailed and Accurate Account of the Most Awful Marine Disaster in History, Constructed from the Real Facts As Obtained from Those on Board Who Survived . . . Including Records of Previous Great Disasters of the Sea, Descriptions of the Development of Safety and Life-Saving Appliances. Dayton, Ohio: Thomas Manufacturing Co., 1912. 350 p., illus. 23 cm.

Courtesy of Russell Levere

PART 12: CRUISING

132. Canadian Pacific Line

Empress of Britain (1931-40) Apartment Plan. 1933. 122 × 92 cm.

Morse Collection, 1695

133. Hamburg-American Line

Cruises 1910 to West Indies and South America as far south as Straits of Magellan. Brochure, December 1909. 28 × 22 cm.

Morse Collection, 2459

134. Swedish American Line

West Indies Cruises 1931, 1932. The New De Luxe Motorliner *Kungsholm* (1928-42)—Swedish American Line. 1931. 25.5 × 20 cm (102 × 81 cm open).

Morse Collection, 1562



135. Hamburg-American Line

A 74-Day Winter Cruise to Madeira, the Mediterranean and the Orient by the Magnificent Twin-Screw Express Steamer Auguste Victoria (1889-1904). Booklet, 1903. 16.5 × 12.5 cm.

Morse Collection, 2363

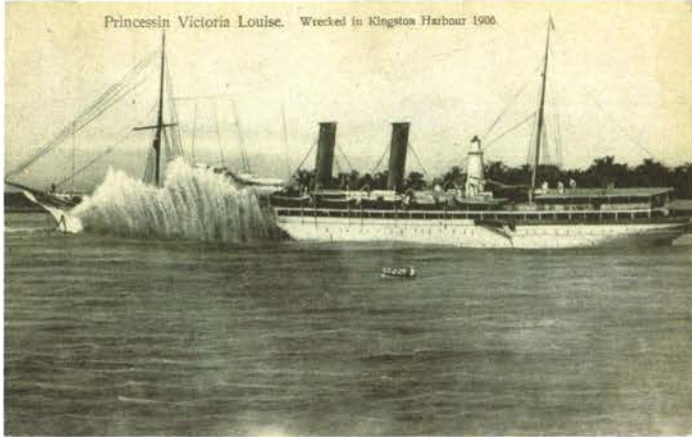
136. Fabre Line

Fabre Line: New York-Naples-Marseilles. Brochure, 1908. 24 × 11.5 cm. Morse Collection, 1144

137. Hamburg-American Line

Princessin [sic] *Victoria Louise* (1900-1906) wrecked in Kingston Harbour, Jamaica. Postcard, 1906; photograph by H. S. Dupedy.

Morse Collection, 2431



138. Cunard Line

A Mediterranean Cruise: Seventh Annual Mediterranean Cruise de Luxe. Brochure, 1929. 23 × 15.5 cm.

Morse Collection, 481

PART 13: STEAMSHIP ROUTES

139. Norddeutscher Lloyd

Dampfer: *Lahn* (1888-1904), Capt. H. Hellmers. Abge-fahren: Sandy Hook 2/7 1890, 6h 8m on Angekommen: Needles 10/7, 5:30 a.m. 1890. Abstract log. 20 × 41cm.

Morse Collection, 2566

140. Canadian Pacific Line

Map from a brochure entitled "The Canadian Pacific Ocean Services Limited: Atlantic Service," 1910. 46.5 × 81 cm.

Morse Collection, 1737

141. International Mercantile Marine

"Map of Europe with Information for Ocean Travelers, Containing Particulars of the American, Atlantic Transport, Dominion, Leyland, Red Star, White Star, White Star-Dominion Steamship Lines." 1912. 72 × 62 cm.

Morse Collection, 2856

THE END OF THE VOYAGE

142. Cunard

"La strage degli innocenti : i tedeschi affondano il *Lusitania* (1907-15) che trasportava quasi duemilia persone [The massacre of the innocents; the Germans sink the *Lusitania*, which carried almost two thousand people]. *Domenica del Corriere*, Milan, May 16-23, 1915, anno. XVII, no. 20. The sinking of Cunard's *Lusitania* on May 7, 1915, received sympathetic treatment in the Italian press. Italy entered the war against

Austria-Hungary two weeks later, but did not declare war on Germany until 1916.

Courtesy of the Akadim Collection

143. United States Lines

Notice to Passengers. Placard, circa 1955. 22 × 29.5 cm.

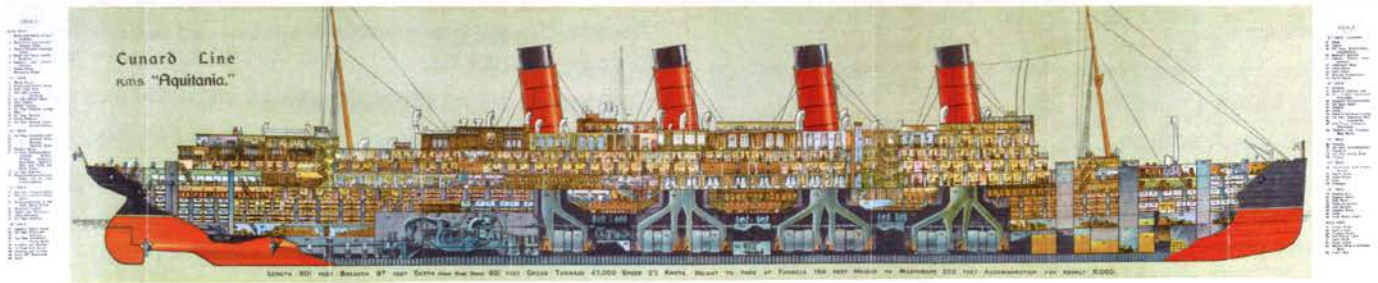
Courtesy of the Akadim Collection Morse Collection, 481

ACKNOWLEDGMENTS

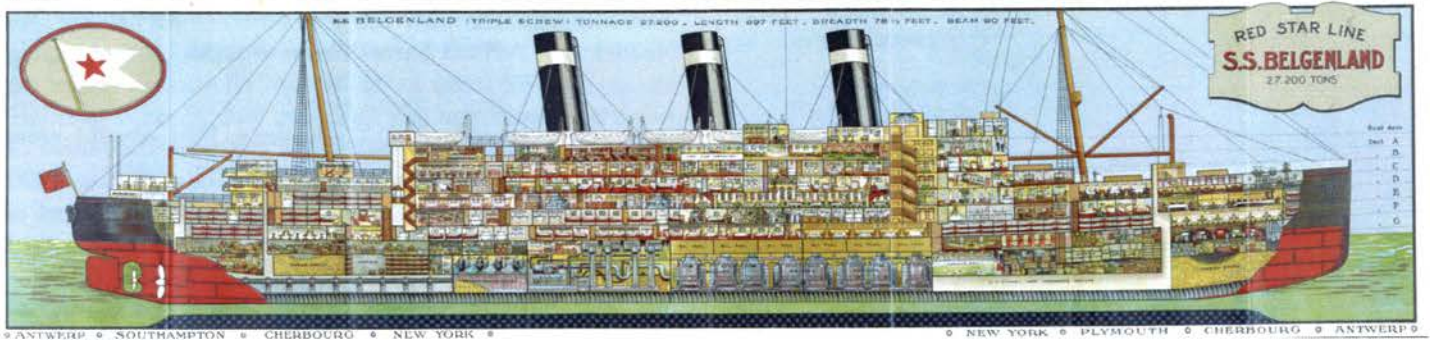
This exhibition was curated by guest curator Lincoln Paine with the invaluable assistance of USM student Matthew O. Carter, who kept track of the guest curator, Curtis Hill, and Tom Edwards; the OML imaging center's Ron Levere, David Neikirk and Adinah Barnett, who digitized and put on-line the nearly 2,900 items in the Morse Collection in record time; Roberta Ransley and Jeff Eastman, who made it possible to find and track all of the items that comprise the Morse Collection; Renee Keul, who created the K-12 activities; Katherine Otterson and Lucinda Hannington, who designed and executed the exhibition checklist; and Stuart Hunter, our indispensable framer and installation guru. Special thanks are due to Josh Smith and the American Merchant Marine Museum for the gift of certain items on view here, to Russell Levere and Hal Fessenden for the loan of items from their personal collections, and as always, to Yolanda Theunissen, Prof. Matthew Edney, and Dr. Harold Osher.

The exhibition is dedicated to the memory of Norman Morse, who did not live to see his life's work displayed. We sincerely hope it meets his expectations.





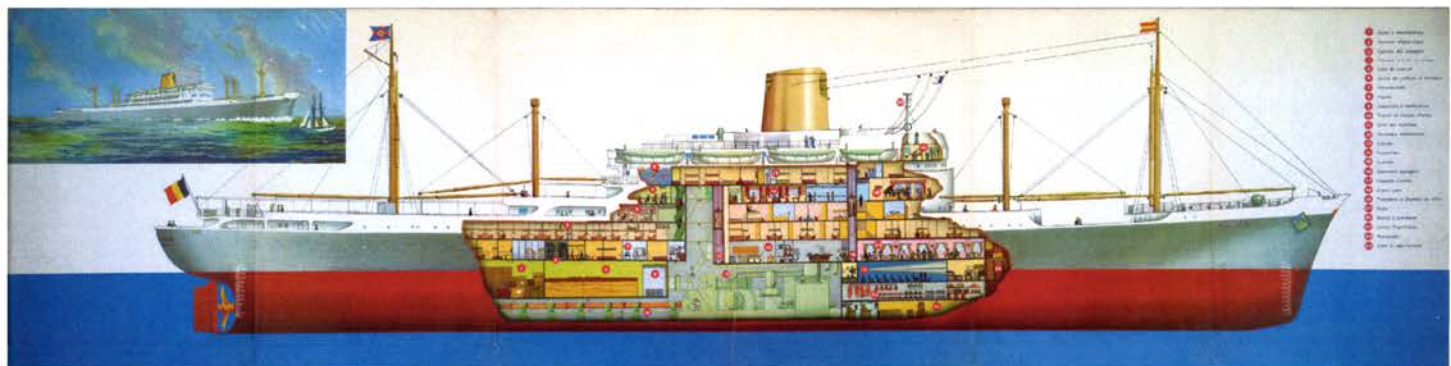
item 59 (1914-50)



item 62 (1923-35)



item 60 (1935-40)



item 61 (1956-61)

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