

Acknowledgements

Tom Witherspoon was on the Final Voyage as the official photographer for the City of Long Beach. It was discovered that his collection of slides were in the archives aboard the Queen Mary and have been made available by Commodore Everette Hoard. (As a young man he knew Captain Treasure Jones who, memorably instructed him, “you better take good care of my ship”.)

These have all been carefully digitally scanned, cleaned and, where necessary, restored in the UK by Lesley Harris of *Pixave* in West Sussex; the results of her work are truly outstanding.

Beth Delthony of *Santiago Tourist* was very helpful identifying the unlabelled images from Chile.

Bill and Ada Duncan also travelled on the Final Voyage and admits that “we fell under the spell of the Queen Mary”. So, apart from writing regular columns for his newspaper during the voyage, he was inspired to start work on this iconic history of the ship which was published in 1969.

RMS Queen Mary – Queen of the Queens (ISBN : 978-0-8375-6746-4)

In November 2011, aged 83, Bill died in a car accident and his wife Ada has been very supportive of the project, supplying copies of his photographs.

Apart from permitting me to publish these extracts from *The De Witt Journal*, their son Ward S. De Witt has trawled through the three carousels of 35mm colour slides taken by his father during the voyage. Fortunately he has previous experience of converting family slides into digital images so these end products are very presentable.¹

Velma Krauch described her book *Three Stacks and You're Out* as ‘A light-hearted account of the Last Great Voyage of RMS Queen Mary around Cape Horn’. It is still highly sought after by liner enthusiasts – there was a book-dealer in Toledo, Ohio who was asking \$200 for a copy, although in Florida it was only \$46.²

William H. and Velma Krauch had a son, William K. Krauch, and a daughter Nikki, now Mrs Lee, who has the family archive. I appreciate that the family have granted me copyright permission to publish these extracts from the book. Nikki has also ‘braved the spiders in the loft’ to find the scrapbook that her Mom had put together after the voyage. It contained many menus, daily activity schedules, newspaper articles and photos. The digitally scanned copies of these have added interesting insights into the voyage.

Kenneth Vard produced a rather special book entitled *Liners in Art*, full of wonderful paintings of the memorable great liners; the foreword was written by Captain

¹ In 1959 Ward G and Florence Stark DeWitt published a diary of one of their ancestors under the title *Prairie Schooner Lady*. Westernlore Press.

² In 1997 Velma had a second book published *This Is Your Life Story: How to Write It, How to Teach It*. Encore Pub. ISBN 10: 0961940859

Treasure Jones. Ken was in Long Beach for the arrival of the ship. He and the Captain spent many happy hours together over the years, both before and after John's retirement, and he has been most kind in allowing me to reproduce the excellent painting *'The Final Farewell to New York'* for the title-page of this book (ISBN: 978-1-8411-4118-3).

Andrew Britton has published books in the 'Classic Liners' series which draws on various collections. He was generous enough to provide me with copies of all those relevant to the Final Voyage from the edition of *RMS Queen Mary* (ISBN: 978-0-7524-7952-1).

The contributions, as well as the access to the following institutions needs to be fully acknowledged:

The Los Angeles Times for the Prelutsky text extracted from the *Los Angeles Times – West Magazine*.

The Surrey & Hants News for the Felling text extracted from the *Surrey & Hants Series*.

The Long Beach Press-Telegram for the Duncan text extracted from the *Independent Press-Telegram*.

Newspapers.com/Ancestry.com for the Duncan digital text extracted from the *Independent Press-Telegram*.

I felt that it was important to ensure that the content of the Appendices was accurate. I am most grateful for the extensive data and images I received from Les Stitson, the Information Officer of the London Omnibus Traction Society, for the appendix about the London Buses.

John Little, Assistant Curator and Head of Research at the Museum of Flight in Seattle, was very supportive with the two appendices relating to aviation matters; the text on the Douglas Aircraft was corrected by Bruce Florsheim MS, previously with Boeing.

There have been extended exchanges with Prof John F. Kihlstrom of University of California, Berkeley and an eminent member of the American Philatelic Society.

Members of the Queen Mary Association have also been very supportive and sent data and photographs, as well as memories and 'bits of trivia' as they describe some of them. Many thanks particularly to Stan Adams, Roger Jones, Peter Heaton and Roy Donaldson. The website of the QM Association has provided many good photographs of the Final Departure.

I also had contact with Matthew Nicholson, whose father was Senior 1st Officer John C Nicholson at the time of the Final Voyage and later rose to the rank of Captain in Cunard.

The Captain's sons, Michael, David, Robert and his daughter, my wonderful wife, Susan, have all been very patient and longsuffering, supporting the project with photographs and items of memorabilia.

Michael Gallagher, the Cunard Historian, has created a fitting historical background for the book which puts the Final Voyage into its clear context as the termination of an illustrious career.

Bringing together the various accounts of the voyage, the images and the data is one thing – turning it all into a notable book is quite something else. I need to thank Miles Cowsill for his excellent creative compilation to produce such a lasting memorial of an especially unique voyage.