



## COLUMBIA Project – Maritime Preservation for the Hudson River

FRIDAY, APRIL 29, 2011 – 6:00 P.M.

AT THE COMMUNITY CHURCH ASSEMBLY ROOM, 40 EAST 35<sup>TH</sup> STREET, MANHATTAN

The SS COLUMBIA may look familiar to New York steamboat enthusiasts, though she spent her entire career on the Detroit River. That's because the COLUMBIA was designed by Frank Kirby, a noted naval architect whose work also included important Hudson River steamboats such as HENDRICK HUDSON, WASHINGTON IRVING and ROBERT FULTON. While all of the great Hudson River day boats have disappeared, the COLUMBIA survives today in a somewhat neglected state in Detroit. Richard Anderson, our speaker, will speak about the history of this very important historic steamboat, a National Historic Landmark and today America's oldest surviving passenger steamer. We will hear of his efforts with the SS Columbia Project, a nonprofit group that seeks to restore the vessel to active service on the Hudson River. Built in 1902, the COLUMBIA provided service between Detroit and the amusement park on Bob-Lo Island until her retirement in 1991. Since 2006 she has been owned by the New York-based SS Columbia Project. Mr. Anderson, Founding President of the SS Columbia Project, launched the efforts to save the ship in 2006 and has been an advocate for Maritime Preservation since joining South Street Seaport Museum as a volunteer at age 10. Website: <http://www.sscolumbia.org>



THE STEAMBOAT COLUMBIA, SEEN IN HER PRIME IN DETROIT IN THE MID TWENTIETH CENTURY.

**NEXT MEETINGS:** FRIDAY, MAY 20    FRIDAY, JUNE 24

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**THE PORTHOLE**, published by the Port of New York Branch, World Ship Society, welcomes original material for publication. Address to the editor, Bob Allen, at [oceanvoyag@aol.com](mailto:oceanvoyag@aol.com) or via the PONY mailing address.

## ARRIVALS AND DEPARTURES

<b>SHIP</b>	<b>FROM</b>	<b>TO</b>	<b>VOYAGE</b>	<b>PASSENGER(S)</b>
QUEEN MARY 2	Southampton	New York	Transatlantic crossing	Ted & Suellyn Scull
QUEEN MARY 2	New York	Capetown	World Cruise segment	Carloh Krancke
MERCURY	Baltimore	Baltimore	US East Coast / Bahamas	John & Maureen Drexel
NORWEGIAN SUN	Port Canaveral	Port Canaveral	Western Caribbean	John & Minerva Moises-Witkowski
NORWEGIAN SUN	Port Canaveral	Port Canaveral	Western Caribbean	Arnold & Sharon Hyman
NIEUW AMSTERDAM	Ft. Lauderdale	Ft. Lauderdale	Eastern Caribbean	Joe & Mary Rinaldi



THE NIEUW AMSTERDAM (LEFT) AND ZUIDERDAM AT ANCHOR OFF HALF MOON CAY UNDER A DRAMATIC CLOUDY SKY.

(Joe Rinaldi)

**Feel free to email photos taken on your cruises to The Porthole for possible inclusion in “Arrivals and Departures.”**

### SHIP'S LOG

Our March meeting took us back in history to the origin of the steamship (as opposed to the steamboat). Chairman Carol Miles introduced our speaker, historian and author John Laurence Busch, whose recently released, detailed study, “Steam Coffin: Captain Moses Rogers and the Steamship SAVANNAH Break the Barrier,” was available for sale and signing at the meeting.

Mr. Busch, a very interesting and dynamic speaker, began his talk with a vivid description of the nature of the country as it was 200 years ago: “The West” meant Ohio, and a number of states were still territories or parts of other states; news was spread by letter or newspapers, of which there were many; as for currency, the government made only coins, while private groups printed paper money backed by various financial arrangements and transportation by water was both more efficient and more economical than by road.

As he spoke, Mr. Busch displayed some of the items he was discussing, such as a newspaper, and examples of the various types of currency in circulation at the time.

But back to that matter of transportation by water: it was powered, as it had been for centuries, by oars or sails. But here and there people were experimenting with steam. Technology expert Robert Livingston, unsuccessful at creating his own steamboat, joined forces with Robert Fulton, and when Fulton’s North River steamboat ran a regular service to Albany, it silenced the scoffers and showed that it was possible to control when and where we got someplace. A later steamboat added wooden paddlewheels, which needed frequent repairs.

Crossing the ocean under steam was another matter. The New York maritime community came up with a number of reasons, technical and not, why it was impractical, impossible and dangerous.

Enter Captain Moses Rogers, a sailing ship captain from Connecticut. He happened to be in New York when the first steamboat sailed and “caught the steamboat fever.” He got some experience sailing along the East

Coast and met other steam believers. They set up the Savannah Steamship Co., the country's first steamship company, with the aims of proving it possible to cross the Atlantic under steam, and to navigate regular service.

To do this, the group constructed a small vessel that they named SAVANNAH, cleverly designed to answer all the objections that had been raised, but to no avail. Local mariners considered the ship suicidal and nicknamed it "STEAM COFFIN," and Rogers had to raise his crew in New London. And although the SAVANNAH was designed to carry 30-40 passengers – the first ocean-going steamship – she sailed empty.

At this point Mr. Busch threw the deck open for questions of which there were quite a few; ranging from the length of the crossing (answer: it depended on who was asked) to how construction was financed (answer: the company was the first true venture capital group).

But the moral of the story is that after overcoming many obstacles, Moses Rogers broke through the psychological barrier to crossing the Atlantic under steam and opened the gates to the modern world and its uses of steam.

Our thanks to John Laurence for an extremely interesting and rewarding evening.

Marge Dovman

### **PLEASE SEND YOUR STORIES AND PICTURES!**

We know that many of you have great stories about your cruises, maritime interests, collections and other topics of interest to WSS PONY members. To contribute to the Porthole, just contact Bob Allen at a meeting or via email at [oceanvoyag@aol.com](mailto:oceanvoyag@aol.com). If possible, please send stories in Microsoft Word format. Hardcopy stories should be mailed to the WSS P.O. Box.

### **YOUR SHIP OF THE MONTH**

Response to the new Ship of the Month feature has been very positive. Do you have a liner that you would like to see profiled? If so, email the editor at [oceanvoyag@aol.com](mailto:oceanvoyag@aol.com), or write The Porthole at the mailing address on the front page.

### **YOUR DAILY PROGRAMME**

**SEAPORT MUSEUM NEW YORK**, [www.seany.org](http://www.seany.org) Contact via email [reservations@seany.org](mailto:reservations@seany.org) or call 212-748-8786. Museum Harbor Tours: Schooner PIONEER Sail, Tugboat DECKER Mini-Cruises and Lunch Tours. Contact Seaport Museum New York for details on tour and event times, pricing and reservations.

**VANCOUVER WSS & VANCOUVER MARITIME MUSEUM** [www.worldshipsocietyvan.ca](http://www.worldshipsocietyvan.ca) For information or if you visit, contact Glenn Smith: 604-684-1240, email [glenn.smith@worldshipsocietyvan.ca](mailto:glenn.smith@worldshipsocietyvan.ca). **MAY MEETING** will be held on **Wednesday May 11, 2011**. The program will be a "Video Night – Member's Choice." Meetings are held at the Vancouver Maritime Museum at 1905 Ogden Avenue (Kitsilano Point).

**NEW SOUTH WALES WSS: MAY MEETING** will be held on **Thursday May 19, 2011**. The program will be a "Member's Slide Night." Meetings are held at the Uniting Church Complex in Lord Street, Roseville at 8:00 PM. Contact the branch at PO Box 495, Grosvenor Place 2000, Sydney, New South Wales, Australia.

**MUSEE MARITIME, PARIS, FRANCE:** An exhibit celebrating the 60<sup>th</sup> Anniversary of the launching of the legendary s.s. FRANCE opened on **February 9, 2011** and will run until **October 23, 2011**. For additional information, see [www.musee-marine.fr](http://www.musee-marine.fr).



(Musée Maritime, Paris, France)

**MUSEO NAVAL DE LA NACION, TIGRE (BUENOS AIRES), ARGENTINA:** PONY member Dick Faber recently visited this maritime museum in Tigre, Argentina, a suburb of Buenos Aires. He reports that the permanent exhibit "Merchant Marine" includes wonderful builders' models of liners, and models of the deluxe stateroom and suites from the Hamburg South America Line's CAP ARCONA. For more information, contact the museum at [museonaval@hotmail.com](mailto:museonaval@hotmail.com).



A MOCK-UP OF A STATEROOM ON THE CAP ARCONA, ON VIEW AT THE MUSEO NAVAL DE LA NACION IN TIGRE, ARGENTINA (Dick Faber)

**CRUISE WITH THE PORT OF NEW YORK WORLD SHIP SOCIETY ON THE MS ROTTERDAM**

We are pleased to announce a World Ship Society group cruise for 2011. It will be a 9-night Transatlantic crossing on Holland America's m.s. ROTTERDAM (VI) with a pre-cruise option to stay on the s.s. ROTTERDAM (V), now a museum, hotel and convention venue in Rotterdam, Holland. A flyer for the cruise is enclosed; for

information, rates and booking instructions, contact Brad Hatry at Pisa Brothers Travel: 212-265-8420, x 222; 800-729-7472, x 222 or email [brad@pisabrothers.com](mailto:brad@pisabrothers.com).

### **THE BAZAAR IS COMING**

Don't miss the annual Ocean Liner Bazaar on Saturday June 4, from 10:00 AM through 2:00 PM. As usual, it will be held at the Abigail Adams Smith Auditorium, 417 East 61<sup>st</sup> Street (between First and York Avenues). Dealers will display and offer for sale ocean liner memorabilia including models, deckplans, prints, brochures, china and other exciting ephemera! A flyer for the Bazaar is enclosed.

### **WORLD SHIP SOCIETY VISIT TO THE N.S.SAVANNAH IN BALTIMORE, MD**

Join us for a wonderful opportunity to visit the historic nuclear passenger-cargo liner SAVANNAH in Baltimore Harbor on National Maritime Day, Saturday, May 21, 2011. The SAVANNAH's Promenade Deck will be the ideal venue from which to watch the National Maritime Day Ceremony. Next, we will enjoy a crab cake luncheon, followed by a private presentation and Question & Answer session in the Officer's Mess. A flyer for this event is enclosed. Space is limited, and the deadline for reservations is May 14, 2011.



N.S. SAVANNAH ON HER FIRST NEW YORK ARRIVAL IN 1964. (Bob Allen Collection)

### **SHIP NEWS**

#### **GETTING BIGGER AND SAILING TOWARDS YOU.....**

During the last 60 days, two major cruise lines have announced new building projects. Here is a brief summary:

**Princess Cruises:** The ROYAL PRINCESS and an unnamed sister ship will debut in 2013 and 2014. At 141,000 gross tons and carrying 3,600 passengers, they will be the largest ships in the Princess fleet. Unlike most of their recent vessels, these new ships will not be based on the GRAND PRINCESS design of 1998, but will be of a totally new design. A unique feature will be the Sea Walk, a glass-floored walkway extending 28 feet beyond the side of the vessel at a midships location. The ships will be constructed by Fincantieri at their Monfalcone, Italy shipyard.

**Royal Caribbean Cruise Line:** "Project Sunshine" is the code name for Royal Caribbean's newest series of ships, the first of which will set sail in late 2014. According to RCCL Chairman and CEO Richard Fain, "This next generation will not disappoint. It will offer features for everyone, from grand, spectacular spaces to small intimate settings; from active, invigorating activities to the serenity of more personal space; and from a plethora

of dining alternatives to a cornucopia of opportunities for families.” At 158,000 gross tons and catering to 4,100 passengers, the new vessels will be significantly smaller than Royal Caribbean’s latest ship, the 223,000-ton ALLURE OF THE SEAS. The “Project Sunshine” vessels will be built by Meyer Werft Shipyard in Papenburg, Germany.



A RENDERING OF PRINCESS CRUISES' ROYAL PRINCESS, WHICH WILL ENTER SERVICE IN 2013 (Princess Cruises)

#### **DON'T BE BLEU, SAGA WILL HAVE A NEW SHIP SOON**

Saga Cruises, deluxe operator for the over-50 crowd, has announced that its newest vessel (currently sailing as BLEU DE FRANCE) will be christened SAGA SAPPHIRE. Formerly EUROPA, SUPERSTAR ARIES, and HOLIDAY DREAM, the 37,301-ton vessel will be given a complete renovation before joining Saga. Originally built as the ultra-luxury cruise ship EUROPA of 1981 for Hapag Lloyd, her subsequent employment has been closer to the mass-market or budget markets. This will change when she sails as SAGA SAPPHIRE, offering her passengers single seating dining, intimate alternative restaurants and luxurious new décor in both public areas and cabins. An additional nineteen balcony cabins will be added, and her indoor pool will be reopened. Her first voyage is scheduled from Dover, England in March 2012. Saga has also announced the withdrawal of the 1981-built SAGA PEARL II (ex-ASTOR, ARKONA) at about the same time, but has not indicated if she was sold, will be laid up, or will be transferred to a sister company, expedition cruise line Spirit of Adventure Cruises.



WITH HER MUSTARD-COLORED FUNNEL AND THE PAINT LINE OF HER BLUE HULL SET ONE DECK LOWER, SAGA'S RENDERING OF ITS NEW SAGA SAPPHIRE LOOKS VERY ELEGANT. (Saga Cruises)

## TITANIC ANNIVERSARY CRUISES ARE SELLING FAST!

At least three TITANIC memorial cruises are planned for 2012, the 100<sup>th</sup> Anniversary of the tragic White Star liner's sinking. The longest voyage is on Fred Olsen's BALMORAL which sails on April 8 from Southampton, England calling at Cobh Ireland (retracing TITANIC's voyage, but omitting Cherbourg, France), then pausing on April 14 at the site where TITANIC sank exactly 100 years earlier. She then proceeds to Halifax, Nova Scotia (where TITANIC victims are buried) and arrives in New York on April 19. Preceding this cruise, BALMORAL will sail a five-night cruise round-trip from Southampton, visiting Liverpool, England (TITANIC's port of registry and home of the White Star Line) and Belfast, Northern Ireland, where TITANIC was built. Recently announced was an eight-night cruise from New York on Azamara Club Cruises' AZAMARA JOURNEY, which will visit Halifax and then rendezvous with the BALMORAL at the disaster site on April 14. For additional information, visit [titanicmemorialcruise.co.uk](http://titanicmemorialcruise.co.uk).



2012 WILL BE THE 100<sup>TH</sup> ANNIVERSARY OF THE TITANIC DISASTER (Bob Allen collection)

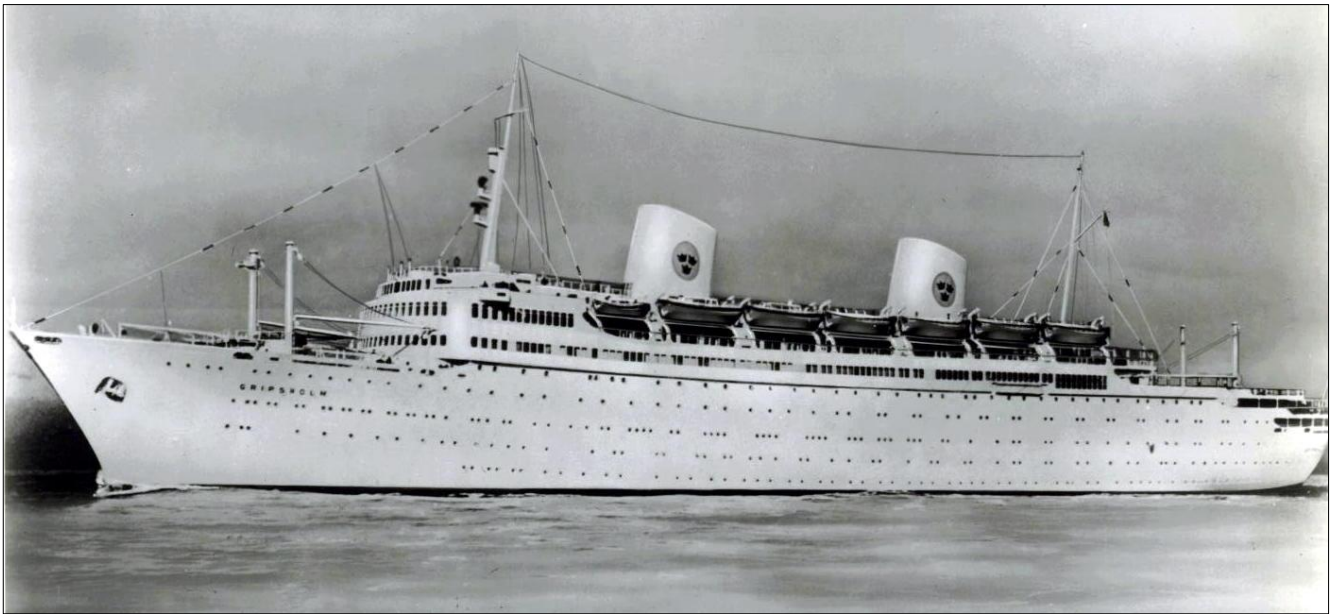
## P&O's PARADE OF LINERS

To mark its 175<sup>th</sup> anniversary in 2012, P&O Cruises (originally Peninsular and Oriental Steam Navigation Company) will have its entire fleet of seven ships depart Southampton simultaneously on July 3. The British cruise line, now part of the Carnival Corporation, was founded three years before the Cunard Line. The celebration has been dubbed the "Grand Event." Passengers sailing that day will enjoy a sailaway party on deck, a special 175<sup>th</sup> Gala Dinner, a heritage art display and presentations, and special speakers. There will also be a drawing on each ship for a lavish prize – a full world cruise! Cruises being offered on July 3 will range in length from four to twenty-one nights.



P&O CRUISES' AURORA WILL BE ONE OF SEVEN SHIPS PARTICIPATING IN THE 175<sup>TH</sup> ANNIVERSARY PARADE IN SOUTHAMPTON WATERS ON JULY 3, 2012. (P&O Cruises)

## SHIP OF THE MONTH



**m.s. GRIPSHOLM**

(Bob Allen Collection)

<b>Owner:</b>	Swedish America Line, Gothenburg	<b>Dimensions:</b>	631' x 81.7'
<b>Builder:</b>	Ansaldo, Sestri-Ponente, Italy	<b>Gross Tonnage:</b>	23,191
<b>Route:</b>	Gothenburg – New York; cruising	<b>Maiden Voyage:</b>	May 14, 1957
<b>Service speed:</b>	19 knots (21 knots maximum)	<b>Last Voyage:</b>	September, 1995
<b>Passenger capacity:</b>	150 First; 692 Tourist; 440 cruising	<b>Demise:</b>	Sank en route to scrapyard, 2001

The Swedish American Line, a small company formed to compete with neighboring Norwegian America Line, was founded during the World War I period using second-hand vessels. Although never a major player on the North Atlantic, they did create some of the most beautiful and luxurious ships to ever serve on the route. The post-World War II generation of SAL liners included the GRIPSHOLM (1957), a remarkable vessel in many respects. With the exception of the never-commissioned STOCKHOLM of 1941, all other passenger vessels of the line were built in various northern European shipyards; GRIPSHOLM was a product of Ansaldo Yard just outside of Genoa, Italy. Her design was tremendously graceful, with a clipper bow, spoon-shaped stern, tall forward and aft masts, and two beautifully proportioned funnels. The forward dummy funnel was topped by a viewing platform, just one of several innovative passenger facilities on the ship. Perhaps most unique was the Sun Deck, just above the public rooms. An extremely wide space under the lifeboats (on each side of the ship) was divided by a glass screen bulkhead, creating two parallel promenades running the length of the deck. One was open to the sky and sea while the other, inboard, was sheltered from the elements, yet open aft for ventilation. It was a brilliant way to keep open deck space useful in almost any weather. In an odd twist of fate, GRIPSHOLM was still under construction on July 25, 1956 when another Ansaldo-built liner was involved in tragedy. She was the ANDREA DORIA, rammed and sunk that foggy night in a collision with the Swedish America liner STOCKHOLM (1948). After the accident, SAL felt the need to demonstrate their confidence in the STOCKHOLM's Captain Nordenson and Third Officer Carstens-Johannsen. They were both assigned to the new GRIPSHOLM, where they stayed until 1958. There followed years of steady service between New York and Sweden until 1966, when the new KUNGSHOLM was built and took over the North Atlantic route; GRIPSHOLM became a full-time cruise ship. The two liners were at the very top of the cruise business in those years, and remained so until the abrupt closure of SAL's passenger services in 1975, due to projected financial losses in the early years of the jumbo jet. GRIPSHOLM was sold for further trading, first as the deluxe NAVARINO in 1976, but grounded off Patmos in 1981 and was severely damaged. During repairs, she suffered another series of accidents and was nearly lost, but eventually emerged under the ownership of start-up Regency Cruises as REGENT SEA in 1985. Very successful again as a budget cruise ship focusing on unusual itineraries and quality cuisine, she sailed another 10 years until Regency's bankruptcy. Numerous plans to extend her life failed to materialize and GRIPSHOLM, now named simply SEA, sank en route to an Indian scrapyard on July 12, 2001.

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