

APRIL, 2018 VOLUME XXXV, # 4

Friday, April 27, 2018 - 6:00 PM

## CRUISING NEW YORK STYLE

### THE BIRTH, DECLINE AND REBIRTH OF CRUISING FROM THE PORT OF NEW YORK

By Allan E. Jordan

Community Church Assembly Room, 40 East 35th Street, Manhattan

The Port of New York played a pivotal role in the birth of modern cruising as the center of the burgeoning industry in the post-World War II era. Eclipsed by the Miami and Port Everglades in the 1970s, New York began a long decline as a cruise homeport. Eventually cruises no longer departed year-round from the port as South Florida became cruising's epicenter. In recent years, however, New York has been reborn as a popular year-round cruise port once again, with terminals in Manhattan, Brooklyn, and New Jersey hosting a wide range of cruise ships.

Writer and historian Allan Jordan will trace the evolution of cruising from the Port of New York, from its role in the birth of the modern cruise industry through its decline and rebirth as a cruise homeport. Along the way, he will recall many of the ships that became well-known cruising from New York, from dual-purpose ocean liners such as the *CARONIA*, *GRIPSHOLM*, and *BREMEN* and early full-time cruise ships such as the *NASSAU*, *OCEANIC*, and *AMERIKANIS*, to the ships of today's resurgence that includes Carnival Cruise Line's new *CARNIVAL HORIZON*, Norwegian Cruise Line's *NORWEGIAN ESCAPE* and Royal Caribbean International's *ANTHEM OF THE SEAS*.

Allan is a frequent contributor on the history and future of the cruise industry to *Cruise Travel* magazine, *Maritime Executive*, and *Cruise Business Review*. He is also the author of two books—a history of Norwegian Cruise Line and *Saluting the Aloha Spirit*, a history of American Hawaii Cruises—and has lectured aboard many cruise ships.

Join us as Allan recounts the evolution of cruising New York style.



A well-known postcard of New York's luxury liner row in its early 1960's heyday features the *INDEPENDENCE*, *AMERICA*, *UNITED STATES*, *OLYMPIA*, *QUEEN ELIZABETH*, *MAURETANIA* and *SYLVANIA*. Passenger services at the port were in steep decline within ten years, but this postcard was still for sale at local kiosks in the 1970's. (Bob Allen collection)

**NEXT EVENTS:** Membership meetings: Friday May 18, Friday June 22 (programs TBA).

Group cruise on the *QUEEN MARY 2*: September 23 or 30 (7 or 14 days) Group Cruise on the *INSIGNIA*: August 18, 2019

**ADDRESS:** PO Box 384, New York, NY 10185-0384

**E-MAIL:** [wsspony@gmail.com](mailto:wsspony@gmail.com)

**WEBSITE:** [www.worldshipny.com](http://www.worldshipny.com)

**MEMBER PHOTO OF THE MONTH**



VEENDAM at New York, July 22, 2012

(Bob Allen)

**ARRIVALS AND DEPARTURES**

<b>SHIP</b>	<b>FROM</b>	<b>TO</b>	<b>VOYAGE</b>	<b>PASSENGER(S)</b>	<b>DATE</b>
EMPRESS OF THE SEAS	Miami	Miami	Cuba cruise	David Hume and Marjorieann Matuszek	04/18

**MUSEUMS, LECTURES AND HARBOR CRUISES**

**CONTACT THESE INSTITUTIONS BY EMAIL OR PHONE FOR CURRENT EVENTS AND ADDITIONAL INFORMATION:**

**SOUTH STREET SEAPORT MUSEUM** [www.southstreetseaportmuseum.org](http://www.southstreetseaportmuseum.org) or 212-748-8600.

**Curator’s Talk: Millions: Migrants and Millionaires aboard the Great Liners, 1900-1914, by William Roka**  
**A special talk with the Seaport Museum’s Historian**

**Thursday April 12 | 6:30 pm | \$10 (free for members) |**

Join the Seaport Museum’s historian and curator of Millions: Migrants and Millionaires aboard the Great Liners, 1900-1914 for an in-depth look at the exhibition and New York’s special relationship with ocean liners.

**About the Exhibition**

Millions: Migrants and Millionaires aboard the Great Liners, 1900-1914 is one of the first exhibitions to examine, side-by-side, the dichotomy between First Class and Third Class passengers aboard ocean liners in the early 20th century. Ships like Titanic, Olympic, Lusitania, Mauretania, Aquitania, and Emperor dominated transatlantic travel. On each voyage, they transported thousands of people. First-Class passengers sailed across the Atlantic in the lap of luxury while Third-Class passengers made the voyage in the stuffy lower decks.

From 1900 to 1914, nearly 13 million immigrants traveling in Third Class arrived in the United States. During this same period, America’s wealthiest citizens, totaling no more than a hundred thousand passengers each year, traveled to Europe in First Class, spending over \$11.5 billion (2017) on luxury vacations. Even though First Class and Third Class sailed on the same ships, their journeys were worlds apart.

**MYSTIC SEAPORT** [www.mysticseaport.org](http://www.mysticseaport.org) or 860-572-0711.

**NEW SOUTH WALES WSS:** Meetings are held at the Uniting Church Complex in Lord Street, Roseville. Contact the branch at PO Box 215, Strathfield, New South Wales 2135, Australia for additional information.

**MERSEYSIDE WSS:** Meetings are held at The Seafarer's Centre, Cambridge Road, Crosby L22 1RQ. Contact the Mersey Log editor for more information at johnthomas23@gmail or 01244 34702.

**THE NATIONAL LIBERTY SHIP MEMORIAL, INC.** [www.ssjeremiahobrien.org](http://www.ssjeremiahobrien.org) or [liberty@ssjeremiahobrien.org](mailto:liberty@ssjeremiahobrien.org) or 415-544-0100. 1275 Columbus Avenue, Suite 300, San Francisco, CA 94133-1315.

**PROJECT LIBERTY SHIP** [www.ssjohnwbrown.org](http://www.ssjohnwbrown.org) or 410-558-0646. Visit or sail on the World War II vintage Liberty Ship, based in Baltimore, MD. Contact for dates and more information.

**NEW YORK WATER TAXI**, [www.nywatertaxi.com](http://www.nywatertaxi.com) or 866-989-2542. Harbor cruises departing from both South Street Seaport Pier 17 and Pier 84 at West 44 Street. Hop on – hop off service throughout New York Harbor is offered as well. Contact via website or telephone for departure times and prices.

**CIRCLE LINE DOWNTOWN**, [www.circlelinedowntown.com](http://www.circlelinedowntown.com) or 866-989-2542. Harbor cruises on the ZEPHYR from April to December, and aboard New York Water Taxi from January to March, departing from Pier 17, South Street Seaport.

**CIRCLE LINE**, [www.circleline42.com](http://www.circleline42.com) or 877-731-0064. Circle Manhattan and other harbor cruises, departing from pier 84 at West 44 Street.

**NEW YORK WATERWAY**, [www.nywaterway.com](http://www.nywaterway.com) or 800-533-3779. Trans-Hudson ferry service and special-event cruises.

**THE NATIONAL LIGHTHOUSE MUSEUM** [www.lighthousemuseum.org](http://www.lighthousemuseum.org) or 718-390-0040 – **PLEASE NOTE NEW PHONE NUMBER!** Contact for schedule of cruises and other events.

**THE WORKING HARBOR COMMITTEE** [www.workingharbor.com](http://www.workingharbor.com) or 212-757-1600. Cruises to both remote and well-travelled parts of New York Harbor - the Hudson River to view tugboat races, Gowanus Bay and Erie Basin in Brooklyn, and a circumnavigation of Staten Island.

**THE NOBLE MARITIME COLLECTION**, [www.noblemaritime.org](http://www.noblemaritime.org) or 718-447-6490. Maritime lectures and art exhibits at the Sailor's Snug Harbor Cultural Center on Staten Island, NY.

### **GO TO GOVERNORS! ISLAND REOPENS FOR THE SEASON**

Governors Island is about to reopen for the 2018 season, which begins May 1 and ends October 31. Ferry service is available from the Battery Maritime Building in lower Manhattan, as well as Pier 6, Atlantic Avenue, Brooklyn Bridge Park (weekends only). The fare is: adults \$3, seniors \$ 1; IDNYC holders and children under 13 free. Ferry departures on weekday mornings are free. Another travel option is NYC Ferry's South Brooklyn route, which calls at the island on weekends until October 29.

### **SHIP'S LOG - FEBRUARY**

February was time for another Bill Miller spectacular. And as a hint to the program, a 12-inch or so model of the s.s. UNITED STATES rested on the podium. Bill bought it at Macy's for ten dollars when he was a child. Introduced by our chairman, Marjorieann Matuszek, Bill started his talk on an autobiographical note. Projecting photographs to illustrate his remark that his apartment was "full of ship stuff," he described the joys of growing up in Hoboken, where he had a front row seat for all of the liner activity, especially with Holland America and Bethlehem Steel just down the street. And it was easy to take the Lackawanna Ferry across the river to lower Broadway, where the many shipping companies were generous in making brochures available to young collectors. And of course, he joined the PONY Branch of the World Ship Society and met other ship lovers.

Bill's apartment housed many photos of Luxury Liner Row, along with his personal version of it – 2000 ship models lined up along their respective model piers, frequently rearranged according to their own schedules as Bill recreated the excitement of sailing day for himself.

Leaving his apartment, Bill took us back to the 1950's and 1960's, the post-war glory days of the trans-Atlantic liners. With more photos from the Miller archives, he showed us a procession of all the well-known liner companies of the age, starting of course with Cunard, describing the trans-Atlantic service of the two QUEENS, MARY and ELIZABETH, and the embracing atmosphere of the MARY, which the ELIZABETH never had. The MAURETANIA and other Cunarders were not ignored. Also noted was the October 1958 flight of a jet plane, which ultimately ended trans-Atlantic liner services. As for the fates of the two QUEENS, the MARY is now a floating museum and hotel in Long Beach, California; the ELIZABETH succumbed to mysterious fires off Hong Kong in 1972.

On to the French Line, whose ships such as LIBERTE and ILE DE FRANCE were known for their cuisine. In the late 1950's, President de Gaulle wanted a new luxury ship to show off French food and service. He got his wish, in the "person" of the FRANCE, which provided the desired atmosphere, against a somewhat austere 1960's décor, which was described as "a background for elegantly dressed ladies." Following a mutiny over plans to withdraw her from service in 1974, the FRANCE was laid up, but later had a successful second life as the cruise ship NORWAY.

The "star" of the United States Lines, the UNITED STATES, led a built-in double life as a troop ship disguised as a liner. Both a popular passenger ship and a symbol of American engineering and design, her engine specifications and top speed were kept secret. After 17 years of service, her government subsidy was judged too expensive, and she began the longest layup in liner history: 48-1/2 years and counting.

Many lines used the on board presence of celebrities to keep their vessels in the public eye. Various movie stars gravitated towards the QUEENS, while the Duke and Duchess of Windsor preferred the UNITED STATES. Another steamship company, the American Export Lines, arranged for movie star Grace Kelly and her entourage to travel to Europe on their CONSTITUTION for her royal Wedding to Prince Rainer of Monaco in 1956. CONSTITUTION and her sister ship INDEPENDENCE were also very popular with Italian immigrants, who could practice English as they sailed to their new homeland.

And Bill recounted the stories of many other lines and liners of the era – Italia, whose ANDREA DORIA sank after a collision with the Swedish STOCKHOLM in 1956; Holland America, with its motto "It's good to be on a well-run ship!", and their MAASDAM and RYNDAM designed primarily for tourist class passengers, which popularized budget voyages. Holland America's "Grand Dame" and flagship ROTTERDAM of 1959 had a hugely successful career, and has been a floating hotel in her namesake city since 2008. One of Canadian Pacific's vessels, the EMPRESS OF CANADA of 1961, became Carnival Cruise Lines' first ship, the MARDI GRAS. Despite much skepticism in the maritime world, Carnival became a highly successful

operation, now in control of 112 cruise ships owned by 14 lines. Bill confided that Carnival is now negotiating to buy the Atlantic Ocean. He also included the stories of Norwegian America Line, North German Lloyd, Zim Lines and Home Lines, owners of the legendary OCEANIC of 1965.

Bill explained how the era of the great liners was closed out by the QUEEN ELIZABETH 2, which made her maiden arrival in New York in May, 1969. QE2's décor, as Bill described it, was something between "James Bond and early Twiggy." She sailed for Cunard for 39 years, before being sold for use as a floating hotel in Dubai. For nostalgia, Bill pointed out that we have QE2's successor, the QUEEN MARY 2. "The great liners live on!" proclaimed Bill at the end of this magnificent program.

Marge Dovman



Home Lines' OCEANIC was one of the final liners trans-Atlantic era. Designed for two-class crossings, her owners abandoned the Atlantic run by the time of her 1965 maiden voyage, and placed her in year-round cruise service. (Bob Allen collection/Home Lines)

### **WORLD SHIP SOCIETY PONY IS CRUISING AGAIN!**

The PONY World Ship Society has an unprecedented lineup of group cruises from which to choose. In 2018, we will be cruising on the magnificent Cunard Line flagship QUEEN MARY 2. Members can select a 7-day northbound voyage from New York to Quebec, a 7-day southbound voyage from Quebec to New York, or the entire 14-day cruise round trip from New York--without repeating any ports. Each itinerary also includes an overnight stay in beautiful Quebec City. For summer 2019, we have already reserved space on a very exciting cruise. For the first time, deluxe operator Oceania Cruises will be sailing 7-day round-trip cruises from New York to St. George's and Hamilton, Bermuda. We will be cruising on the luxurious, intimate 700-passenger INSIGNIA. Starting at only \$1,299 per person, this cruise is a remarkable value, and is sure to sell out quickly. Don't hesitate if you wish to have the best selection of cabins on any of these cruises. For more information, call Brad Hatry at Worldview Travel, 212-265-8420, x 222, or 800-729-7472 x 222, or email [brad@worldviewtravel.com](mailto:brad@worldviewtravel.com).



There are many good reasons to join the PONY Bermuda cruise; one is to enjoy the elegance of Oceania's INSIGNIA. Her Grand Dining Room (above left) and Library (above right) are typical of her elegant, classically appointed interiors. (Oceania Cruises)

## **SHIPS IN PORT: THE BEAUTIFUL HANSEATIC by Bill Miller**

It was, as I remember, a perfect summer morning. No haze, no humidity – but just ideally clear. It was July 1958 and I was poised at my favorite position: at Elysian Park in Hoboken's north end. Located directly across from Manhattan's Chelsea Piers (at West 20<sup>th</sup> Street), I could also look north and, most of all, see Luxury Liner Row (beginning at West 44<sup>th</sup> Street) and the passenger ship funnels "sitting" above the pier sheds. On that morning, several liners were sailing, beginning at 11am. But there was something special as well: the newly rebuilt *Hanseatic* was departing, leaving Pier 97 at 11:30am, on its eastbound maiden voyage. Just before noon and dressed in colorful flags, the 672-ft long ship passed Hoboken -- and me. Another liner, the brand new *Santa Rosa*, moored at Pier 57, sounded her whistle three times in salute; the German liner responded with three blasts of her own. The *Hanseatic* looked especially beautiful – and, from stem to stern, gleaming in fresh paint.

Built in Scotland and dating from 1930, the 30,000-tonner had been a three-stacker in her first lives – sailing for Canadian Pacific Steamships, first as the *Empress of Japan* (until 1942) and then as the *Empress of Scotland*. Acquired by the West German-flag Hamburg Atlantic Line in 1958, she was rebuilt and modernized as a twin-stack ship. As the *Hanseatic*, she was a far more modern ship, carrying up to 1,274 passengers, 85 in intimate, upper-deck first class and 1,189 in tourist class, and sailing (for nine months of the year) between Cuxhaven (Hamburg), Southampton, Cherbourg and New York; for the remainder, she cruised to the sun – mostly to the Bahamas and the Caribbean.

The *Hanseatic* was a popular ship for eight years before catching fire at Pier 84 (September 1966) and then, at thirty-six, being too old to repair. Towed to Hamburg, she was promptly scrapped there.



The HANSEATIC arriving at Pier 97, with the QUEEN FREDERICA on the far right.

(Port Authority of NY & NJ)

## **SHIP NEWS by Bob Allen**

**QE2 ON THE VERGE OF A RENAISSANCE?** The QE2's owners have posted a website which indicates the legendary ocean liner is about welcome guests as a luxury floating hotel in Port Rashid, Dubai. On April 9, the website began accepting reservations starting on the 18<sup>th</sup> of the month. A terminal building and gangway now connect to the ship, and signs identify the hotel entrance and visitor parking. The former Cunarder, which will turn 49 in early May, has been freshly painted and is said to have undergone significant internal restoration and rebuilding. The website offers a variety of refurbished staterooms, and deck plans show dining venues located in the Chartroom Bar, Queen's Grill, Yacht Club, Grand Lounge and The Golden Lion.



The QE2, seen on her final New York departure on October 16, 2008.

(Bob Allen)

**BELFAST BUILDS AGAIN:** Once a major British shipbuilding city, Belfast, Northern Ireland has not been in the forefront of cruise shipbuilding, repair and overhaul business for decades. That may change after the first large project in many years is completed by the MJM Group at Harland & Wolff. They are now undertaking a large-scale renovation of the AZAMARA PURSUIT, which will enter service for Azamara Cruises on August 1.



AZAMARA PURSUIT and sisters ships AZAMARA QUEST and AZAMARA JOURNEY were built by Renaissance Cruises as the R-ships. (Azamara Cruises)

**TWO PLUS TWO EQUALS MORE FOR VIKING:** Viking Ocean Cruises is expanding again, just weeks after announcing a deal to construct additional VIKING STAR-Class ships. They have entered into an agreement with Vard Holdings Limited, a subsidiary of Fincantieri, who is building the current fleet. The “special” ships, of a totally new design, will likely be expedition-class vessels according to industry press reports -- a logical expansion area for Viking. Two vessels will be contracted for delivery in 2021 and 2022, with an option for two additional units; the cost is estimated at approximately \$570 million. The hulls will be built at Vard Romania, while fitting out and delivery will be by Vard Norway. Viking has not provided any additional information regarding the new ships’ names or planned itineraries. In other Viking news, the line is now offering some river/ocean combination cruises. Starting in June 2018, passengers will be able to combine a Basel or Budapest to Amsterdam river cruise with an Amsterdam to Bergen ocean cruise, or the reverse itinerary. The combined cruises range from 15 to 22 days.

**SILVERSEA EXPANDING:** Silversea Cruises’ SILVER SPIRIT was cut in two in early March at the Fincantieri Shipyard in Palermo, Italy. A 49-foot long section has been inserted, increasing the deluxe cruise ship’s length to 691 feet, tonnage from 36,009 to approximately 42,000, and her passenger capacity will increase from 540 to 608. This is Silversea’s first vessel expansion, and the stretched 2009-built SILVER SPIRIT will be very much like the line’s SILVER MUSE in size and layout. The expanded SILVER SPIRIT will make her first voyage on May 6 from Rome to Barcelona. SILVER MUSE, which entered service in 2017, will be docked in New York on April 24-25, during a voyage from Ft. Lauderdale, FL to Dublin, Ireland.



SILVER SPIRIT was cut in half for expansion at Fincantieri Shipyard, Palermo, Italy (Silversea/Fincantieri)

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