



APRIL, 2019 VOLUME XXXVI, # IV

Friday, APRIL 26, 2019 – 6:00 PM

50 YEARS OF MIAMI CRUISING Growth of the Port of Miami from 1968 to 2018 By Allan E. Jordan

The National Opera Center, 330 7th Avenue at 29th Street, 7th Floor, Manhattan

December, 1968 was a watershed moment in the history of cruising. The modern port of Miami was launched with the opening of the terminals on Dodge Island and the arrival of some of the first modern cruise ships, including the STARWARD, BOHEME and FLAVIA. In the years to come, Miami would become the nucleus for start-up and established passenger ship lines, helping to firmly establish and refine the cruise industry.

Writer and historian Allan Jordan will recall Miami's role in advancing the cruise industry. He will highlight moments such as the launch of the SONG OF NORWAY, MARDI GRAS, NORWAY and SOVEREIGN OF THE SEAS and discuss older ships, including the EMERALD SEAS and the DOLPHIN, that would be replaced by modern resorts at sea. He will bring us right up to today's giants such as the MSC SEASIDE and SYMPHONY OF THE SEAS.

Allan Jordan is the author of numerous articles on the cruise industry's history and future as a frequent contributor to Cruise Travel magazine, Maritime Executive and Cruise Business Review. He authored *Saluting the Aloha Spirit*, which recalled the history of American Hawaii Cruises and the sister ships the INDEPENDENCE and the CONSTITUTION, and a history of NCL. He has appeared as a guest lecturer aboard the ships of Royal Viking, Crystal, Princess, and Oceania.

Join us as Allan regales us with the tales from the Port of Miami and projections about its future.



The Port of Miami on Dodge Island, circa 1980.

(Allan Jordan Collection)

NEXT EVENTS: Membership meetings: Friday, Friday May 31 – Historical Ships in Europe, 2018 by Tom Rinaldi; Friday, June 28 – Chandris Lines by Doug Newman. Royal Tea aboard the QUEEN MARY 2, JUNE 7; Group Cruise to Bermuda on the INSIGNIA, August 18

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MEMBER PHOTO OF THE MONTH



The shadow of the SEABOURN QUEST appears on the side of the 11-mile long iceberg A-57A in Antarctica, January 2019. (Mike Boland)

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
NIEUW STATENDAM	Ft. Lauderdale	Amsterdam	Transatlantic	Paul and Marya Klee	04/19

SHIP'S LOG

"Ship's Log" will return in the May issue of The Porthole.

ESCAPE FOR A DAY

By Pat Dacey

On the brisk early spring morning of March 24th, 72 PONY Branch members and guests convened at the Manhattan Cruise Terminal for a tour and lunch aboard Norwegian Cruise Line's NORWEGIAN ESCAPE. This 164,600-ton, 4,266 passenger ship, which entered service in October 2015, provided a unique opportunity to not only experience the hospitality of Norwegian Cruise lines but also to do so for a good cause: the Leukemia & Lymphoma Society. With Norwegian Cruise Line hosting the luncheon as a charity event, "fares" totaling nearly \$4,000 were generously donated to the society.

Our day of activity started with the usual check-in requirements prior to boarding the ship. We were greeted by a very friendly, shore-based representative of Norwegian Cruise Line who gave each attendee a souvenir NCL tote bag and a list of tour sites. Our guided tour included visits to numerous categories of staterooms - from the Forward Penthouse with Balcony (H7) to a Studio Cabin (T1) - as well as insight and details about the ship. The studio cabin, with only 99 square feet of living space, was of particular interest to many in our group since there is no single supplement for solo travelers. Entering "The Haven" allowed all of us to experience, if only momentarily, the most luxurious accommodations and amenities that the NORWEGIAN ESCAPE has to offer. The Haven by Norwegian is located at the top of the ship and features private keycard access, a 24-hour butler and concierge service, a private courtyard, private restaurant and a private bar.

After our guided tour, we were off to lunch and a very welcome surprise. Instead of having lunch in one of the main dining rooms, we were escorted to "The Private Room at Taste" which is located just below the Taste Restaurant. This private dining room seats 75 and is elegantly decorated in wood tones, accented by glass walls holding countless bottles of wine.

Our lunch choices were nicely varied, and all professionally served by an attentive staff that only added to the private room's exclusivity. Appetizers included Crunchy Mediterranean Salad or White Cheddar Soup. For our main course, we could choose from Shrimp and Mushroom Alfredo, Chicken with Madeira Wine Sauce or Rigatoni Primavera with Pesto. The menu, service, fine wine and convivial conversation made our private lunch the highlight of the visit.

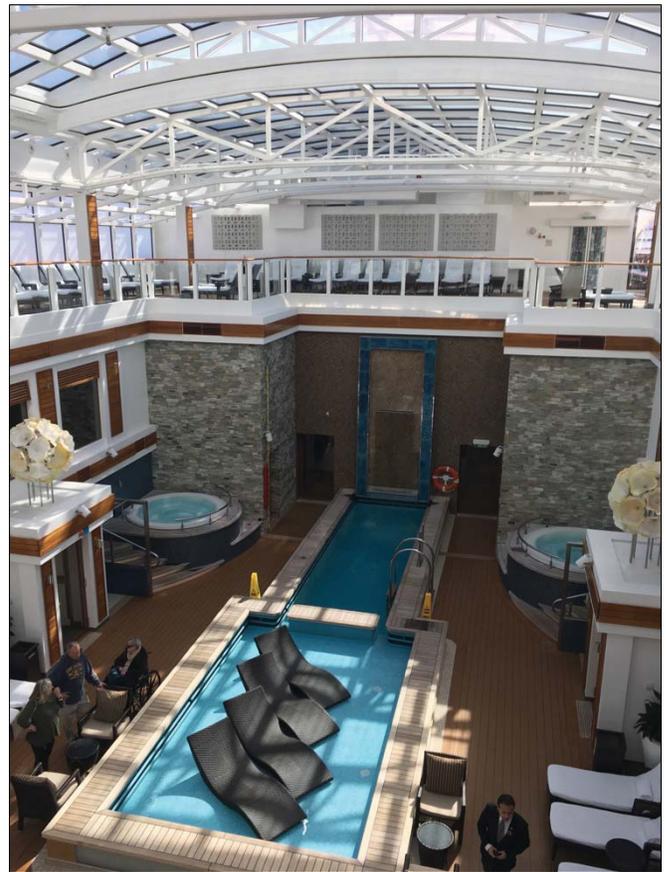
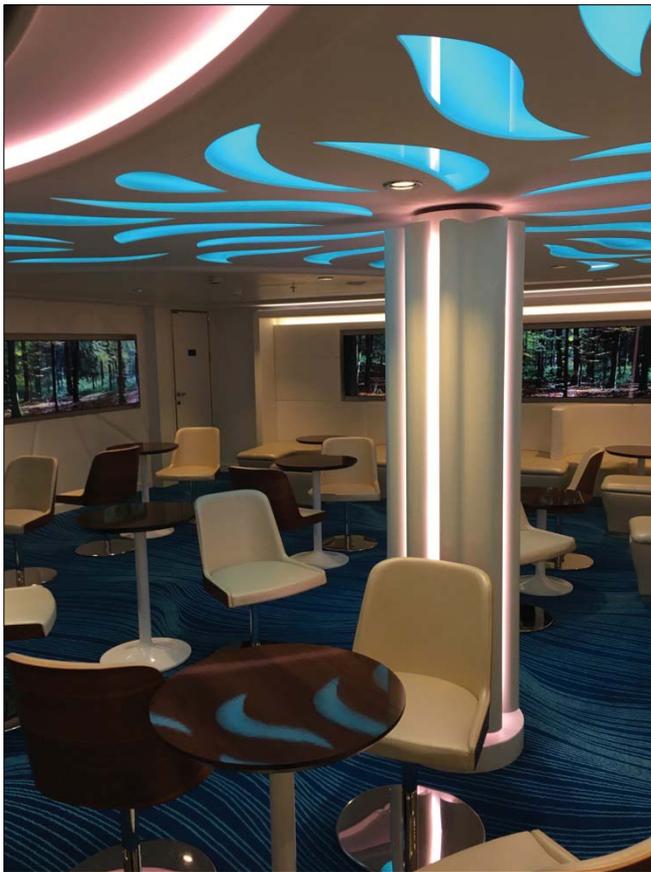
Following lunch, we once again had the opportunity to tour the ship - this time the focus was the public areas. This self-guided tour allowed us to explore some of the spaces unique to Norwegian Cruise Lines, including the many venues located on Deck 8, and the outside promenade known as The Waterfront.

We thank Norwegian Cruise Line for the opportunity to experience the NORWEGIAN ESCAPE.



NORWEGIAN ESCAPE rests at her Manhattan pier, awaiting embarkation of throngs of excited passengers and visitors.

(Bob Allen)



Unique venues on the ESCAPE: the Studio Lounge, for single occupancy passengers (above, left); the glassed-in swimming pool for passengers occupying the Haven, and exclusive upper decks area of deluxe accommodations (above, right).

(Bob Allen)



PONY Branch members enjoy a delightful luncheon in one of the private dining rooms on the NOREGIAN ESCAPE. (Marjorieann Matuszek)

ROYAL TEA FIT FOR A QUEEN

Join World Ship Society for what promises to be a memorable day aboard the legendary QUEEN MARY 2. On Friday, June 7, we will enjoy a Royal Tea and a guided tour of the great transatlantic liner, which will be docked in Brooklyn, NY. The tea will feature indulgent finger sandwiches, scones, pastries and sparkling wine. More information and a reservation form are included with this month's edition of The Porthole. Reserve your space soon!

LIMITED SPACE IS STILL AVAILABLE ON THE PONY BRANCH'S SUMMER BERMUDA CRUISE!

On August 18, 2019, World Ship Society PONY members will depart on a very exciting cruise. For the first time, upscale 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 684-passenger INSIGNIA. 53 branch members and friends have already signed up, making this one of the largest groups we have had in many years. There is still limited space available. For more information, call Brad Hatry at TravelEdge, 212-265-8420, x 222, or 800-729-7472 x 222, or email brad@traveledge.com.

SHIPS IN PORT: CAUGHT IN A STORM – THE MICHELANGELO

By Bill Miller

On an overcast afternoon fifty-three years ago this month, in April 1966, a group of World Ship Society members including myself traveled over to Pier 90, at the foot of West 50th Street. Yes, it was a rather ordinary Saturday for the time – the likes of the OCEANIC, QUEEN OF BERMUDA & OCEAN MONARCH were sailing that afternoon. But we were far more purposeful: the mighty Italian liner MICHELANGELO was due, arriving late in fact, but after encountering a ferocious storm on her voyage from Naples and Genoa. The year-old pride of the Italian fleet was pounded by 90-ft-high North Atlantic waves. The Italian Line flagship was battered. The forward superstructure was seriously damaged, the guard rails on the bow twisted and afterward, like some wounded soldier of the sea, her forward decks were draped in concealing canvas.

Moran tugs carefully nosed the MICHELANGELO in her berth just after lunch. As we watched and stared, there was something of a hush. It all seemed very sad. Crews, along with their own tug and floating derrick from the Bethlehem Steel shipyard over in Hoboken, were quick to arrive on the scene. The 902-ft long MICHELANGELO, capped by her notable latticework funnels, was in need of urgent repairs. Initial rumor along the West Side waterfront was that the \$60 million liner would go over to Hoboken for full repairs. But that was not to be – instead she would return to her Genoa homeport and be thoroughly repaired there. In review, the Italians took the occasion to reinforce the MICHELANGELO's fore decks and bridge area. The same would be done on her sister ship, the RAFFAELLO.

Sailing between the Mediterranean and New York and also making mostly winter cruises to the Caribbean, the 1,775-passenger MICHELANGELO was big, fast, sleek, but not an especially profitable ship. In her ten years of service, she lost the battle with the airlines and consequently carried too few passengers, consumed too much fuel, and was served by a costly, highly unionized Italian crew. When she and the RAFFAELLO were finally yanked from service in 1975, the Italian Line rather embarrassingly reported that neither ship ever earned a single lira. Both ships were later all but hidden away, being sold to the Shah of Iran's Government for use as military barracks. The likes of Home Lines and Norwegian Cruise Line were interested, it was said, in buying them and even the Iranians briefly thought of restoring them as cruise ships. But these ideas were not to be – the RAFFAELLO was bombed and sunk during the Iran-Iraq war in 1983; and a badly neglected MICHELANGELO was sold to Pakistani scrappers in 1991.



The wounded Michelangelo on the south side of Pier 90; the stern section of the Queen of Bermuda is on the left.

(Bill Miller)

CRUISE FROM AUCKLAND TO SYDNEY ON HOLLAND AMERICA LINE'S NOORDAM, FEBRUARY 11-24, 2019

By David G. Hume

On Thursday, February 7, we flew to Auckland to begin a thirteen-night cruise on Holland America Line's NOORDAM. Due to our passage over the International Date Line, we arrived in Auckland on Saturday, February 9. We had booked the Crown Plaza Hotel in Auckland for two nights prior to the cruise to allow us to tour the sights of Auckland. The hotel was centrally located within the city and an easy bus ride from the airport. We were able to walk to all tourist sites as well as to Princes Wharf and Queens Wharf, where the cruise ships dock. On Saturday, we saw the NORWEGIAN JEWEL on the east side of Queens Wharf and the MAJESTIC PRINCESS at Princes Wharf. On Sunday, we saw the ALBATROS, formerly the ROYAL VIKING SEA, on the west side of Queens Wharf and the OVATION OF THE SEAS moored in the harbor at its stern.

We took a taxi to the port on the following Monday to board NOORDAM. Although Holland America Line had requested passengers to delay their arrival at the pier, we found the terminal very crowded, with people coming directly from the airports or required to vacate their hotel rooms. As a result, there were several long lines and some confusion until sufficient shore side personnel were added to deal with the crowd. The terminal on the east side of Queens Wharf from which we boarded was an older structure which had only been partially modernized. A newer, more modern, serpentine-shaped terminal served the west side of Queens Wharf.

On the day of our embarkation, the ALBATROS was still docked on the western side of Queens Wharf and the EUROPA of Hapag-Lloyd Cruises was docked at Princes Wharf.

The NOORDAM is a Vista class ship that entered service in 2006. It is 936 feet long and has a beam of 105.8 feet. The ship carries 1,924 passengers, has a speed of 24 knots and a gross tonnage of 86,318. The NOORDAM has two cylindrical funnels adorned with the old Holland America Line logo of the sailing ship HALVE MAEN (Half Moon) superimposed upon the stylized bow of the NIEUW AMSTERDAM of 1938. The NOORDAM has three sister ships, OOSTERDAM, WESTERDAM and ZUIDERDAM. Two Cunard line ships, QUEEN VICTORIA of 2007 and QUEEN ELIZABETH of 2010, are also Vista class ships, but they differ in several respects from the Holland America Line ships. For instance, the Cunard ships are 27 feet longer, have only one funnel and do not have a magrodome roof over the amidships pool.

On our cruise, the Captain of the NOORDAM was Eric M. J. van der Wal, a Dutchman now living in Seattle Washington, and the Staff Captain was Kyriakos Karras from Greece. The Cruise Director was Benjamin L. Yates and the Hotel Director was

Mark L. Pells. There were 1,830 passengers, with approximately 1,000 from America, 400 from Canada, 100 from Great Britain and the rest from a variety of countries.

Our cabin was on Deck 7, Rotterdam Deck, one deck below and four cabins aft of the port bridge wing. Also on Deck 7 was the Neptune Lounge, reserved for those in the Neptune and Pinnacle Suites.

Above the bridge, on Deck 9, are the Greenhouse Spa and Salon and the Fitness Club. Walking aft on Deck 9, you arrive mid-ship at the Lido Pool and Lido Bar, which are covered by a magrodome roof, followed by the Lido Market, a portion of which on the starboard side becomes the Canaletto Restaurant at night. The Sea View Pool and Sea View Bar are at the stern.

The Crow's Nest Lounge on Deck 10 overlooks the bow.

A Sports Court is on Deck 11, aft of the second funnel.

The main public rooms are located on Decks 2 and 3. On Deck 3 forward is the Vista Lounge, the principal theater on board for production shows, comedians and performing artists. This theater extends from Deck 3 down to Deck 1. Walking aft on Deck 3, you will find the Explorations Café, which also serves as a library and Internet center, the shops, the Ocean Bar on the port side, the photo gallery and the upper level of the Vista Dining Room.

On Deck 2, aft of the Vista Lounge, are the Casino on the port side with the Piano Bar and Sports Bar on the starboard side, the Northern Lights Nightclub on the port side, America's Test Kitchen, which converts to B.B. King's Blues Club at night, the Pinnacle Grill on the port side of the Atrium and the Pinnacle Bar on the starboard side, and the Art Gallery, Lincoln Center Stage, Explorer's Lounge and the Digital Workshop on the starboard side. At the stern is the lower level of the Vista Dining Room. On several days during our cruise, there were concerts in Lincoln Center Stage featuring a pianist and string quartet playing classical music and show tunes. These proved to be so popular that some passengers sat in the Explorer's Lounge to hear the concert.

On Deck 1, surrounding the base of the three-deck high atrium, are the Future Cruise Office, the EXC Tours desk, the Atrium Bar and Guest Services.

A daily program, *When and Where*, is provided every night in the cabins. This program details the events of the following day. Daily news summaries and crossword puzzles are available at Guest Services.

There are two fixed seatings in the Vista Dining Room, one at 5:30 PM and one at 7:45 PM. We opted for anytime dining, allowing us to dine when we chose. In practice, this worked very well, as we rarely had to wait more than two minutes for a table for two. The downside to anytime dining is that the servers do not get to know your preferences. Also, we occasionally had rather slow service. The food was generally very good, although more than once a meat entree ordered well-done was served rare. The décor in the Vista Dining Room is predominantly dark red and maroon, making the room appear closed-in, especially around its central staircase.

One night during our cruise we chose to dine in the Canaletto Restaurant. This restaurant serves Italian cuisine for the modest supplement of \$15 per person. We found the food and wine to be very good, and the service excellent.

The first week of our cruise was port intensive, with consecutive daily stops at Tauranga, Napier, Wellington, Akaroa and Port Chalmers. We were able to dock in all ports except for Akaroa, where the ship's tenders were used to convey passengers to shore. Akaroa was the port from which buses were available to Christchurch, which had been severely damaged by an earthquake on February 22, 2011. The traditional port for visiting Christchurch is Lyttelton, but the facilities there have not yet been repaired from the damage done by the earthquake. Port Chalmers was the port for a visit to Dunedin. During our port visits we were fortunate to have sunny, warm weather.

Our first port of call, Tauranga, was the starting point for tours to Rotorua and to the Hobbiton movie set, for fans of the Lord of the Rings movies. We elected to take a shuttle into Tauranga to walk around the town. The EUROPA sailed in after we had docked and moored directly ahead of the NOORDAM.

On Wednesday, we docked in Napier, where the REGATTA of Oceania Cruises had arrived earlier. The city of Napier was largely destroyed by an earthquake in 1931. When it was reconstructed, many of the new buildings were built in the then fashionable art deco style. We took a shuttle into town and enjoyed looking at the well-maintained historic buildings.

The next port was Wellington, where we were the only visiting ship. Here again we took a shuttle into town. We went into St. Paul's Cathedral and the National Library of New Zealand, where we saw a Maori welcome celebration in honor of a visiting English politician. We then toured the Botanic Gardens.

The next day, we anchored in the harbor of Akaroa, where again we were the only ship. Here we elected to take a bus to Christchurch to see first hand how the city had rebounded from the earthquake of 2011. We saw many new buildings, but also many parking lots and other open spaces where buildings had once been. We also saw the severe damage done to Christchurch Cathedral, the Anglican cathedral, in the center of the city, and to Christchurch Basilica, the Catholic church. Neither had been repaired. A decision has been made not to restore the Basilica. We visited the Canterbury Museum and walked through the adjacent Botanic Gardens. Before leaving, we toured the Christchurch Art Gallery.

On Saturday, we docked in Port Chalmers alongside the GOLDEN PRINCESS. We took a tour to Dunedin for an overview of the town, a visit to Olveston House, an Edwardian mansion, and a stroll through the Botanical Gardens. Upon our return to Port Chalmers, we visited its Maritime Museum.

Following five straight days of touring, we had three days at sea. The first day was spent cruising through Fjordland National Park. We transited Dusky Sound and Doubtful Sound and then entered Milford Sound, where we saw the Stirling and Bowen waterfalls. We were able to view the sounds from the foredeck of the ship, accessible through doors at the forward end of Deck

4. The day was mostly overcast and misty, but it did not rain and the fjords were tranquil. Of the three sounds, only Milford Sound has permanent residents.

The next two days were spent crossing the Tasman Sea to Hobart, Tasmania, a separate island which is part of Australia. The crossing was done at an average speed of 14-15 knots. The weather was overcast and the sea was moderately rough, with swells of three to six meters. The ship pitched through the sea and sometimes shuddered as it hit the waves, but there was very little rolling. The stabilizers did their job well.

The sky in Hobart was slightly overcast when we docked, but the sun came out for the rest of the day. We toured the port area and stopped for a quick look at the Maritime Museum, which featured sailing ships, navy ships and cargo ships, but not cruise ships or ocean liners. We also took a ferry to MONA, the Museum of Old and New Art. This museum has an eclectic mix of avant-garde artistic works, but very few traditional works of art. The emphasis was on set pieces and artful arrangements rather than paintings or sculptures.

We had another day at sea before arriving in Melbourne, on the southern coast of Australia. The morning was overcast and cool with dark clouds covering the sky. By the time we went ashore, the sun was shining brightly and it was warm. We took a tram directly from the port into the city and visited the Flinders Street Railway Station, the Shrine of Remembrance, a war memorial, and the Royal Botanic Gardens. We took another tram to see the Royal Exhibition Building and the Melbourne Museum and then walked through the Victoria Market.

After leaving Melbourne, we headed north along the east coast of Australia to Sydney at an average speed of about 16 knots. We awoke the next morning to find the ship just pulling into the Overseas Passenger Terminal at Circular Quay. Since our balcony cabin was on the port side, we had a great view of the iconic Sydney Opera House across Sydney Cove.

After a leisurely breakfast in the Vista Dining Room on Deck 2, we went to Deck 9 aft to take pictures of the Sydney Opera House, the Sydney Harbour Bridge and the buildings in The Rocks, the oldest section of the city adjacent to the Overseas Passenger Terminal. We disembarked at 9:00 AM and took a taxi to the Hilton Hotel on George Street for a two-night post-cruise stay. Directly across the street from the hotel is the landmark Queen Victoria Building, built in the 1890's. It was designed as a marketplace, but now serves as an upscale mall. After exploring this building, we walked through Hyde Park to visit St. Mary's Cathedral. From there, we walked to the Art Gallery of New South Wales. A highlight of our visit to the art gallery was a special exhibit, Masters of Modern Art from the Hermitage, which featured Impressionist paintings from the collections of Sergey Shchukin and Ivan Morozov.

The next day, Monday, we took a guided tour of the Drama Theatre, Concert Hall and Opera Theatre at the Sydney Opera House and then walked through the Royal Botanic Garden. On Tuesday, before flying home, we visited the Central Railway Station. On the train to the airport, we passed through Circular Quay Station, from where we saw the OVATION OF THE SEAS docked at the Overseas Passenger Terminal.

In total, our cruise encompassed 3,396 nautical miles at an average speed of 16.1 knots. The itinerary on our cruise provided a very comprehensive tour of New Zealand and Australia. It was very pleasant to escape the winter in New York.



Holland America's NOORDAM docked in New Zealand.

(David G. Hume)



A dazzling sculpture highlights the NOORDAM's atrium (above, left); the elegant Ocean Bar (above, right).

(David G. Hume)

NEVER TOO LATE

By Marge Dovman

On January 19, Richard Morse, our very long-time member and almost-as-long-time treasurer, celebrated his 94th birthday. And promptly on March 6th, a small delegation of members and friends visited him on behalf of the PONY Branch, to celebrate the event. Not surprisingly, Richard is somewhat frail, but we are happy to report his mind is not, especially when it comes to ships and past members.

Chairman Pat Dacey arrived carrying a gold colored, sort of Art Deco-shaped box containing a delicious seven-layer cake, to be accompanied by two sea-blue bottles of sparkling Saratoga Water, all imported from New Jersey. Another contribution came from Fred Rodriguez, in the form of two small vases of yellow flowers that he insisted would grow without sunlight. An anonymous box of cupcakes remained behind for Richard to indulge in during afternoon tea, or whenever.

As the celebratory chitchat and cake eating drew to a close, Richard made a short, gracious speech of thanks to us for taking the time to visit him. We expect to see him in just as good shape for his next birthday, again enjoying good cake and delicious ship talk.

SHIP NEWS

By Bob Allen

VIKING SKY SCARE: Viking Ocean Cruises' VIKING SKY lost engine power in extremely rough weather off the west coast of Norway early in the afternoon on March 23. With seas running as high as 27 feet and the ship drifting towards the rocky shoreline, the captain issued a mayday and decided to evacuate all passengers. Since it was too rough to safely launch lifeboats, the Norwegian Coast Guard was called in to stage a dramatic helicopter rescue. Groups of 15 to 20 passengers at a time were airlifted to safety. By early evening, the crew managed to restore some propulsion just in time to avert potential disaster. Although the 47,800-ton vessel was anchored at this time, she was reported to be only two kilometers from land. VIKING SKY then proceeded towards the Port of Molde at approximately four knots. A total of 459 passengers left the vessel by helicopter, while 436 passengers and 458 crew remained on board until the VIKING SKY docked in Molde on Sunday morning. The propulsion failure was triggered by a low engine lubrication oil reading caused by the ship's motion, which automatically shut down the engines. Although the oil levels were within an acceptable level before the incident, Viking Cruises and the ship's engine designers will need to investigate and correct the system to prevent similar failures in the future. Much furniture and equipment was damaged due to the motion of the stricken VIKING SKY, so subsequent cruises were cancelled to permit time for repairs. Norwegian authorities will also investigate whether the ship should have sailed into the dangerous storm; other vessels in the area extended port stays to avoid the violent weather.

VIKING SCARE TWO: Viking River Cruises' 2012-built VIKING IDUN, one of their huge fleet of "Viking Longships," collided with the tanker CHEMICAL MARKETER early in the morning of April 1. The 190-passenger luxury river vessel was navigating the Scheldt River heading from Antwerp to Ghent, Belgium; five aboard were injured during the collision. Four passengers with minor injuries were treated on the VIKING IDUN, while one crewmember was transported to a local medical facility ashore. Despite her damaged bow, VIKING IDUN continued her cruise with a modified itinerary, and no future cruises were cancelled. The Malta-flagged CEHMICAL MARKETER was en route from Turkey to The Netherlands, and no injuries were reported. Fortunately, damage to both vessels was above the waterline, and there were no oil or chemical spills.

CRANE TOPPLES ON OASIS: Royal Caribbean Cruises' 225,282-ton OASIS OF THE SEAS was damaged when a huge crane toppled on the vessel while in dry-dock in the Grand Bahamas Shipyard on April 1. Eight crewmembers were injured, but none seriously. After collapsing, the crane rested on the vessel's starboard stern area; pieces of the crane rained down on the Aquatheatre, a vast outdoor amphitheater on the ship's aft decks. Royal Caribbean has cancelled the ships' first three cruises

in April, instead sending her to Cadiz, Spain for repairs before the beginning of her European summer season. The 2009-built ship was the lead vessel of her class, and at the time of her debut the world's largest passenger vessel; that title has passed to subsequent OASIS-Class ships. OASIS OF THE SEAS will arrive in New York in May 2020, and will be the first of her class to cruise from the Northeast US, and will be the largest passenger vessel to enter the port.

CMV TO SEA OF CORTEZ: Budget-friendly British cruise line Cruise & Maritime Voyages has announced an unusual deployment for an historic ship. The 16,144-ton ASTORIA will reposition to Puerto Penasco, Mexico on the northern shore of the Sea of Cortez in December, 2019. ASTORIA was completed in 1948 as Swedish America Line's STOCKHOLM. At the age of 71, she is the oldest ocean going engine-powered passenger liner in the world, and one of a handful still in operation designed for transatlantic service. She gained notoriety after being involved in a collision, which resulted in the loss of Italia's ANDREA DORIA in 1956. Despite that horrific accident, she continued in service under various names for decades, and was rebuilt as a deluxe cruise ship in the early 1990's. This deployment will mark her return to service from a North American port for the first time since 1960.



CMV's ASTORIA (seen here in 2015 as AZORES) will return to North America for a series of cruises during winter 2019-2020. (Bob Allen)

CELEBRITY ON THE EDGE AGAIN: Celebrity Cruises has announced their intention to build a fifth vessel in their innovative EDGE series, introduced in 2018. According to parent company Royal Caribbean's CEO Richard Fain, "EDGE-Class made an immediate hit with Celebrity Cruises' guests and is a state-of-the-art example of technical excellence and elegant design. We can't wait to build the next one." The wait won't be long; CELEBRITY APEX is due in 2020, with sisters scheduled for completion in 2021, 2022 and 2024.

JOY TO NEW YORK: Norwegian Cruise Lines has announced they will deploy the NORWEGIAN JOY, a BREAKAWAY-Plus vessel, from New York. The 167,800-ton, 4,266-passenger ship, completed in 2017, will sail itineraries to Canada/New England and to Bermuda, beginning on April 14, 2021. Although NCL is mostly comprised of mega-ships, they are also planning to renovate the more modestly sized NORWEGIAN SPIRIT in early 2020. Built in 1998 for sister company Star Cruises, she is of 75,338-tons with a passenger capacity of 2,661. NORWEGIAN SPIRIT will be based in Tokyo for cruises to Japanese ports and Hong Kong.

A NEW VENTURE FOR SEABOURN: Soon after announcing their intention to enter the expedition market, Seabourn Cruises revealed details of the ship they are building for the new division. To be named SEABOURN VENTURE, the ultra-luxurious 264-passenger all-suite expedition vessel will debut in 2021; an unnamed sister ship will follow in 2022. Adam Tihany, who recently completed SEABOURN ENCORE and SEABOURNE OVATION, as well as other cruise commissions, will design the interiors. Fitting for an expedition vessel, natural materials such as leather and wood will be highlighted throughout the ships.



SEABOURN VENTURE is under construction at T. Mariotti Shipyard in Italy. Her PC6 Polar Class specifications will enable her to travel to the most remote and sensitive worldwide destinations. (Seabourn Cruises)

THE ORIGIN OF SILVERSEA: Not to be outdone by rival Seabourn, Silversea Cruises has released details of their new SILVER ORIGIN, a purpose-built vessel for Galapagos Islands cruises. Set for completion during the summer of 2020, the 100-passenger, all-suite ship will feature an interior design inspired by the culture and history of the islands, with an Italian flair. One unusual feature on the new ship will be ocean view bathrooms in some of the deluxe suites.



De Hoop Shipyard in The Netherlands is constructing the SILVER ORIGIN, specifically for cruises to Ecuador's Galapagos Islands (above, left). Basecamp (above, right) is a spacious lounge and nature study center convenient to the Zodiac embarkation area. (Silversea Cruises)

NEW MIAMI HOMES FOR RCI AND MSC: Royal Caribbean International is planning a new office building and adjacent parking garage to house their ever-growing operations in the Port of Miami. The buildings, scheduled for fall 2021 occupancy, will house a daycare facility, fitness center, running track and green space for the convenience of staff. Designed by the firm HOK, the look of the 10-story building was inspired by cascading decks of a modern cruise ship. Included in the \$300 million project will be a complete renovation of RCI's current adjacent office building. MSC Cruises is developing a new terminal building large enough to accommodate two 7,000-passenger vessels simultaneously, or a staggering 28,000 passenger movements per day. Construction will begin in 2020; designed by the renowned firm Arquitectonica, it is scheduled to be operational in 2022.



Dynamic new architecture will greet visitors at Royal Caribbean's new office building (above, left) and MSC's new dual-ship terminal, both on Dodge Island in the Port of Miami. (RCI and MSC Cruises)

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 Branch Secretary: Doug Newman
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