



MEMBERS' VIEWS OF NEW YORK HARBOR & SHIPPING, PLUS ANNUAL HOLIDAY PARTY

Friday, December 9, 2011 - 6:00 PM

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

For our December holiday party, some of our best member-photographers will be showing their pictures of the New York harbor scene. Paul Klee will share some liner photos from the 1960s and 1970s, plus OpSail 1964 and historic harbor scenes. Rob O'Brien plans to show ocean liners from their golden era to their twilight. Rob has his own website and is noted for his night photography. Rich Wagner, who also has his own website, will show Norwegian Epic's maiden arrival in New York and photos of QE2's final departure from New York, including some narration. He might include shots of QM2 arriving in Manhattan this past summer that he took from the bridge, or other cruise ships that have called in New York this year. Stuart Gewirtzman will feature many of the boats and ships that can be seen working in New York Harbor every day, as well as photos of unusual ship visits and events that have occurred in recent years. Also featured will be several photos of maritime wrecks and ruins taken in areas of the harbor not often visited by the general public. Justin Zizes, who contributes photos to the PONY WSS website, may also participate. After the presentation, members are invited to celebrate with a special holiday buffet dinner.



NIEUW AMSTERDAM (2) arrives in New York on her maiden voyage, May 16, 1938

(Rob O'Brien collection)

NEXT MEETINGS: Friday, January 27; Friday, February 24; Friday, March 30; Friday, April 27; Friday, May 18; Friday, June 29 (all programs TBD).

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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 or via the PONY mailing address.

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)
QUEEN MARY 2	New York	Quebec	New England Canada	Mary Brennan
EXPLORER OF THE SEAS	Bayonne	Bayonne	Bermuda Cruise	Mary Brennan
OOSTERDAM	San Diego	Honolulu	Transpacific / Hawaii	Hans & Karen Segboer
CRYSTAL SYMPHONY	New York	Montreal	New England / Canada	Warren Boin

MEMBER PHOTO OF THE MONTH



Holland America's MAASDAM on a crystal-clear fall morning at anchor at Sydney, Nova Scotia.

(Bob Allen)

SHIP'S LOG

No doubt the approach of Halloween accounted for the strange creature that stood before us at the start of our October meeting. It wore a captain's cap and a sort of apron with the picture of a ship, christened the SS PONY for the occasion, and its face was hidden behind thick rimmed glasses and a Groucho mustache. But we all knew it was really our chairman, Carol Miles, opening the meeting. (The cap and apron were part of an outfit made by a friend for Carol's birthday party.)

After greeting us, she brought on Ted Scull (dressed as himself), who described changes on the waterfront from the 60's, when it was neither very visible nor accessible to most New Yorkers, to the present, when parks and beaches, ferry docks and marinas line the shore. This was by way of introducing our speaker, Roland Lewis, president and CEO of the Metropolitan Waterfront Alliance, which in many respects is responsible for the change.

To the accompaniment of a trailer for a DVD film from his organization, Mr. Lewis described the MWA, a spinoff of the Municipal Art Society, and its role as a liaison with over 550 other waterfront groups. Then, with a brief but informative PowerPoint presentation, Mr. Lewis gave us his group's mission statement: to make the local waters "cleaner and more accessible" and to provide places for play, work and transportation. We saw a nutshell history of the waterfront from pristine nature to industrial ugliness, and the aims of the MWA and its associated groups – to provide all kinds of waterfront access, to restore the harbor, create a clean environment, and foster economic development.

A Q & A session elicited several members' ideas for the waterfront of the future.

Our thanks to Mr. Lewis for his interesting and enlightening presentation.

Marge Dovman

YOUR DAILY PROGRAMME

SOUTH STREET SEAPORT MUSEUM – CLOSED; see article in SHIP NEWS

VANCOUVER WSS & VANCOUVER MARITIME MUSEUM www.worldshipsocietyvan.ca for information or if you visit, contact Glenn Smith: 604-684-1240, email glenn.smith@worldshipsocietyvan.ca. **DECEMBER MEETING** will be held on **Wednesday December 14, 2011**: Members' night. Meetings are held at the Vancouver Maritime Museum at 1905 Ogden Avenue (Kitsilano Point).

NEW SOUTH WALES WSS: DECEMBER MEETING will be held on **Thursday December 15, 2011**. The program will be a Member's Slide Night and Christmas Party. 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.

NEW YORK WATER TAXI, www.nywatertaxi.com or 866-989-2542 departing from both South Street Seaport Pier 17 and Pier 84 at West 44th Street. Contact via website or telephone for departure times and prices.

CIRCLE LINE DOWNTOWN, www.circlelinedowntown.com or 866-989-2542 offers harbor cruises on the ZEPHYR, departing from the South Street Seaport. Contact via website or telephone for departure times and prices.

NEW YORK WATERWAY, www.nywaterway.com or 800-533-3779 Contact via website or telephone for departure times and prices.

SHIP NEWS

SOUTH STREET SEAPORT MUSEUM TO REOPEN IN 2012

The Museum of the City of New York, the new manager of the South Street Seaport Museum, announced that the Lower Manhattan museum will reopen to the public in late January, 2012. The museum reverted to its original name on November 2, after a brief period when it was known as Seaport Museum New York. Museum director Susan Henshaw Jones is now in command, and is enthusiastic about the museum's future. Jonathan Boulware was recently hired as Director of Ships, and is in the process of preparing the museum's active vessels, PIONEER, W.O. DECKER and LETTIE G. HOWARD for a return to service by April 2012. The WAVETREE is in the process of being restored, but the project is not yet fully funded. The PEKING, which just turned 100, may not remain as part of the museum's long-term fleet. In other positive developments at South Street, Browne & Co. Stationers at 211 Water Street has reopened, and children's programs resumed on November 21.

HOLLAND AMERICA LINE TO DISCONTINUE NEW YORK-TO-BERMUDA SERVICE; CELEBRITY TO CONTINUE

Holland America recently announced that they will discontinue regular Bermuda cruises from New York after the 2012 season. The VEENDAM IV (1996), currently serving that route, is one of the few mass-market ships small enough to dock in Hamilton harbor. She will be leaving the Bermuda run around Labor Day 2012, and will spend the fall season cruising to New England and Canada. After 2012, Holland America vessels will make only occasional calls at Bermuda, en route to other destinations. Holland America operated a popular New York to Bermuda service in the 1970's on the STATENDAM IV (1957), and also in the 1970's and 1980's on VEENDAM III (1958, ex-ARGENTINA) and VOLENDAM III (1958, ex-BRAZIL). ROTTERDAM V (1959) also regularly served both Bermuda and Nassau on weekly cruises from New York in the 1970's. Holland America was well known for cruises that included Bermuda as a port-of-call as long ago as the 1920's. Shortly after Holland America's statement was released, Celebrity Cruises announced that they will continue weekly cruises to Bermuda from the Port of New York (Bayonne) in 2012, 2013 and beyond. Celebrity has offered weekly New York to Bermuda cruises for over 20 years, except for the 2007-2009 seasons. Prior to 1989, Chandris America Line and Chandris Cruises, Celebrity's former parent company, provided weekly Bermuda service for several decades. The CELEBRITY SUMMIT (2001) currently serves on the Bermuda run and docks at King's Wharf, as she is too large to enter Hamilton harbor. She will be thoroughly refurbished in early 2012 in the style of the CELEBRITY SOLSTICE Class vessels ("Solsticised"); Celebrity will announce deployment for the 2013 season around April, 2012.

POETRY IN MOTION: WORLD SHIP SOCIETY LUNCHEON ABOARD THE MSC POESIA

Saturday, October 22nd was a brisk fall day, and the 92,627-ton, 3,223-passenger MSC POESIA sat at Pier 88, waiting to welcome 72 PONY Branchers aboard for tours and lunch. The NORWEIGIAN JEWEL was her next-door neighbor, while AIDAAURA and CROWN PRINCESS were docked nearby.

We were divided into three groups, in order of arrival, for guided tours of the ship's public areas plus a couple of cabins. Each tour proceeded at a different rate. At least one went at a leisurely pace while this writer's was more of a whirlwind - maybe a Force 9 or so.

MSC Cruises is a subsidiary of Mediterranean Shipping Company of Geneva, Switzerland, which is the world's largest privately-owned shipping line. The Aponte family of Italy is the company's owner. Completed in 2008 at Aker Yards in St. Nazaire, France, POESIA is the third in a series of four sister ships, the others being MUSICA (2006), ORCESTRA (2007), and MAGNIFICA (2010). POESIA follows MSC's basic design concept; she is a high-density mass-market vessel, suitable for worldwide deployment. What distinguishes MSC ships from most of their mass market competitors in today's cruise industry is a devotion to high-quality interior design. The overall look of the ship is contemporary European, with an emphasis on high-quality materials; subtly veined marble, faux-plaster bas relief, glass and fabric panels are particularly noteworthy. The exceptional lighting includes imaginative urns, torchieres, fiber optics and indirect ceiling fixtures. Furniture

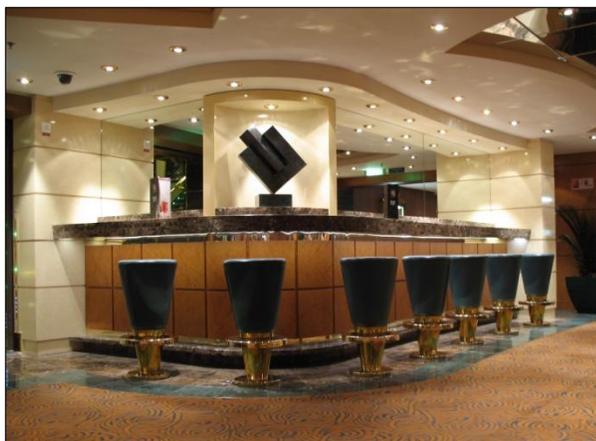
is solid and comfortable, mostly covered in solid velour or soft leather. While sophisticated and elegantly tailored, the public rooms also offer brilliant color and a glamorous feeling reminiscent of an earlier era. In fact, one can sense a merger of a modern cruise ship and a Costa, Home Lines or Italia beauty of the 1960's. There are certainly some standout rooms. The Zebra Lounge is themed to the black-and-white animal, with striped zebra-pattered carpet, furniture upholstery and lampshades. A spacious amidships bar and lounge, Zebra features a stunning mirrored grand stair connecting to the casino one deck above. Bar dei Poeti is an intimate coffee bar and cabaret with a rich red color palette, accented by brilliant Murano torchieres. The burgundy-hued Pigalle Lounge, with expansive views over the ship's wake, features oversized light urns cleverly dividing the space into intimate seating areas. Other small, cozy bars (Giada, Smeraldo and Le Rendez-Vous) serve as ante-rooms to the two dining rooms, located one above the other aft of the central atrium. The S32 Disco is a stunner in silver faux leather, electric chartreuse, mustard yellow and black, framed in stainless steel arches. Located on the highest deck aft, it effectively serves as an observation lounge as well, since there isn't one facing forward. On the higher decks, public spaces are windowed with glass panels connected by small steel brackets and silicone joints. There are no posts, columns or window frames to obstruct the expansive views.

All tours ended in the Le Fontane Ristorante on deck 5 (Petrarca Deck), where a five-course meal awaited us, accompanied by red and white wine. We could start off with either chilled shrimp cocktail or timbale of zucchini parmigiana, followed by roast bell pepper and mozzarella soup. For the entrée we could choose among fettuccine with sautéed shrimps, roast pave of ling cod, or roast veal. Dessert brought further choices, between a cheese plate or a trio of Italian desserts. There were tea and coffee, of course, plus petit fours.

There were several hints, and statements, that we should leave after lunch, or certainly by 3:00 P.M. As usual, many did, but some didn't. We have not heard of anyone remaining long enough to sail to Halifax with the ship.

For this seagoing glimpse and taste of Italy, we thank Paul Immerman for handling the arrangements, Brad Hatry for his assistance, and MSC Cruises USA's Phyllis Fragiorgi.

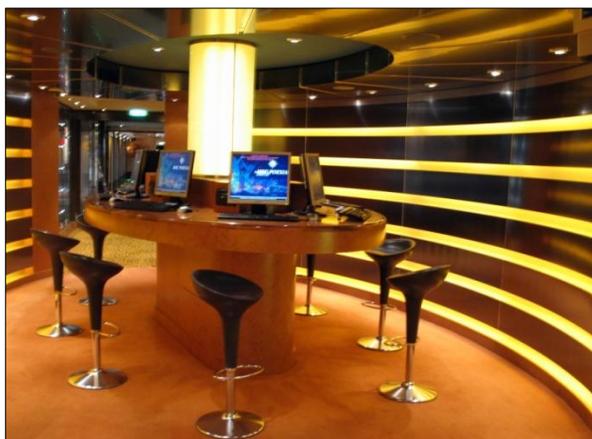
Marge Dovman and Bob Allen



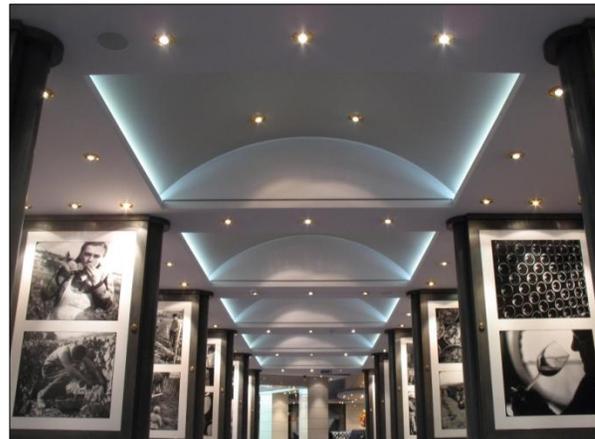
The Giada Bar features crisp styling and lighting, and is ideal for a before-dinner drink, or after-dinner coffee.



Illuminated fabric-lined niches, carved columns and a mural create a warm, luxurious atmosphere in Le Rendez-Vous.



The Cyber Café is typical of the modern design on board.



The photo gallery shares a cool grey and blue décor with the adjacent wine bar, Il Grappolo d'Oro.



The S32 Disco glows with chartreuse light and stainless steel architectural elements.



The Zebra Lounge is a dazzling center of shipboard life, decorated with zebra-like carpets, fabric and artwork.



Kiato is POESIA's chic Japanese restaurant.



As seen through the frameless glass bulkhead, even POESIA's pool deck exudes style and good craftsmanship.



MSC POESIA at Sydney, Nova Scotia.

(all POESIA photos by Bob Allen)

SHIP OF THE MONTH



s.s. BRASIL

(Bob Allen collection)

American liners, particularly those built in the postwar period, were well known for their simplicity and a certain nautical cleanliness. While Italian, French and Scandinavian ships of the era were famous for their lavish design and sumptuous luxury, American ships were crisp and businesslike. Nevertheless, these Americans had flair and originality that are remembered fondly a half-century later. Moore-McCormack Line's BRASIL typified these qualities. She and her sister ship ARGENTINA replaced vintage liners of the same names when they debuted on the New York to Buenos Aires run in 1958, carrying both passengers and substantial cargo. Despite a fascinating itinerary including Bahia, Rio de Janeiro, Sao Paulo and Montevideo, most of her passengers fled to air transportation by the early 1960's. What they abandoned was an all first-class ship designed for luxury travel in the tropics, with spectacular design coordinated by Raymond Lowey, a renowned mid-century industrial designer. BRASIL featured wide-open decks and sheltered promenades, two outdoor pools, spacious lounges and bars, and a stunning café overlooking the main pool. This room, the Deck Verandah, featured a balconied double-height aft section with a dramatic two-deck high glass bulkhead overlooking the pool and the ocean beyond. Even more unique was the amidships dummy funnel (engine exhausts were expelled through twin kingposts far aft). The forward portion included a winged observation platform, while the center section was open to the sky. It was here that nude sunbathing was offered – with separate areas for men and women. Staterooms were all outside and quite spacious, and several suites featured floor-to-ceiling windows. In an unusual layout, the elegant dining room stretched along the starboard side of the second passenger deck, with cabins along the port side. This arrangement placed most tables near the starboard shell plating, which would have been wonderful, had the designers not omitted portholes. Due to the popularity of air travel, BRASIL and her sister were spending more time in cruise service throughout Europe, Africa and the Caribbean soon after completion. The effort had some success, and in 1963 the sisters were renovated and enlarged to create additional cabins for much-needed revenue. Interestingly, during the renovation the nude sunbathing area was decked over, and the unique observation wings were cut off. As a substitute for the wings, a small observation lounge was built above the ship's bridge – a maritime first, which is now a standard cruise ship feature. Solidly built, but with high fuel consumption and expensive to operate, the remodeled BRASIL returned to service in mid-1963, yet profitability remained elusive. Unfortunately, the debilitating combination of the strike-prone American crew and competition from the airlines caused Moore- McCormack to prematurely retire both BRASIL and ARGENTINA in September 1969. Both ships languished in layup for three years until purchased by Holland America Line in 1972, when they were rebuilt and returned to service as VOLENDAM (ex-BRASIL) and VEENDAM (ex-ARGENTINA). For the next 30 years, the former BRASIL operated for multiple cruise lines, and sailed worldwide as MONARCH SUN, ISLAND SUN, LIBERTE, CANADA STAR, QUEEN OF BERMUDA, ENCHANTED SEAS and UNIVERSE EXPLORER! Although no longer run as a first-class luxury vessel, she built an enduring legacy as a fine ship. She will be fondly remembered for years to come.

Owner:	Moore-McCormack Lines, New York	Dimensions:	617' X 86'
Builder:	Ingalls Shipbuilding Corporation, Pascagoula, MS	Gross Tonnage:	14,984
Route:	New York – Buenos Aires	Maiden Voyage:	September 12, 1958
Service speed:	23 knots	Last Voyage:	"Semester at Sea", spring 2004
Passengers:	553 First Class	Demise:	Scrapped, 2004 -2005 at Alang, India

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