

Friday, December 6 - 6:00 PM
Community Church Assembly Room, 40 East 35th Street, Manhattan
THE ULTIMATE IN UNUSUAL WORLD CRUISES

By PONY Branch Members

An around-the-world cruise may just be the ultimate wish for many ship enthusiasts but few of us have ever had the time, let alone the money, to undertake such an ambitious sea venture. So we have pooled our considerable resources by tying together individual segments undertaken over the decades by a half-dozen members who have volunteered to create one, using slides, digital images and live narration.

Naturally, we set off from New York with Marge Dovman taking us aboard one of her favorite freighter trips along the East Coast and through the Panama Canal to the Pacific. Paul Klee will take over sharing his trans-Pacific voyage aboard the *Queen Mary 2* via Hawaii to the South Pacific, New Zealand and Australia. Transferring to a Holland America Line ship, Alan Borthwick sails from Sydney through the Roaring Forties along the south coast of Australia and northward to Singapore. Ted Scull then fills in the long segment between here and the Mediterranean by stringing together three separate voyages, two taken many decades ago and one more recent. We first sail in the elderly Shipping Corporation's *State of Madras* via Malaysian ports and across the Bay of Bengal to Madras where he continues across the Indian Subcontinent aboard Indian Railways' *Bombay Mail* to Bombay. There he picks up the equally elderly British India liner *Dwarka* for a passage via Karachi into the Persian Gulf as far as Dubai, transferring to the contemporary and rather luxurious *Silver Whisper* via Oman, the Red Sea, Suez and into the Mediterranean. Doug Newman takes over sailing the classic cruise liner *Marco Polo* from Piraeus westward via Italian ports to Barcelona where Ted completes the short link via train to Bilbao and Swedish Lloyd's *Patricia* to Southampton. The grand finale comes with Fred Rodriguez's swift crossing to New York aboard the *United States*.

To top off the evening, our annual holiday buffet will follow.



Four of the eight ships that will take you around the world, clockwise from upper left: UNITED STATES, STATE OF MADRAS, PATRICIA, DWARKA. (Ted Scull)

NEXT MEMBERSHIP MEETINGS: Friday, January 31; Friday, February 28 (programs TBA)

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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.

SHIP'S LOG

Ship's Log will return in the January, 2014 issue of The Porthole.

ARRIVALS AND DEPARTURES: September, 2013 – November, 2013

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
SAGA RUBY	Dover	Dover	Norway	Tim & Lisa Dacey	09/13
QUEEN ELIZABETH	Venice	Istanbul	Adriatic & Black Sea	Robert Hofmann	09/13
CORONEL JOSE JULIO	Belem	Macapa	Brazil Coastal	Tom Rinaldi	09/13
ANA BEATRIZ IV	Macapa	Belem	Brazil Coastal	Tom Rinaldi	10/13
AMERICAN SPIRIT	Seattle	Seattle	San Juan Islands	Marge Dovman	10/13
CELEBRITY REFLECTION	Miami	Miami	Eastern Caribbean	Robert Hofmann	11/13

MEMBER PHOTO OF THE MONTH



Saga Cruises' SAGA RUBY at Eidfjord, Norway on September 12, 2013.

(Tim Dacey)

YOUR DAILY PROGRAMME

SOUTH STREET SEAPORT MUSEUM www.southstreetseaportmuseum.org or 917-492-3379. In light of unresolvable financial challenges, South Street Seaport Museum's brief merger with The Museum of the City of New York has come to an end. While the galleries at 12 Fulton Street (Schermerhorn Row) remain closed due to damage from Hurricane Sandy, Bowne Printers, the Museum's re-creation of a working 19th century print shop at 209 Water Street, is open every day, 11 am to 7 pm. A variety of hand-printed cards and other items are available at the adjacent Bowne & Co. Stationers at 211 Water Street, with all proceeds benefiting the Museum. Volunteers are also needed to help restore the historic ships. Contact the Museum for additional information.

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 – Wednesday,**

December 11: Annual General Meeting, Christmas Social, plus members' presentations. **JANUARY MEETING – Wednesday, January 8:** program TBD. Meetings are held at the Vancouver Maritime Museum at 1905 Ogden Avenue (Kitsilano Point).

NEW SOUTH WALES WSS: Meetings are held at the Uniting Church Complex in Lord Street, Roseville at 8:00 PM. **DECEMBER MEETING - Thursday December 19:** The Year in Review and Christmas Party. Contact the branch at PO Box 215, Strathfield, New South Wales 2135, Australia.

THE NATIONAL LIBERTY SHIP MEMORIAL, INC. www.ssjeremiahobrien.org or liberty@ssjeremiahobrien.org or 415-544-0100. 1275 Columbus Avenue, Suite 300, San Francisco, CA 94133-1315. See the SS JEREMIAH O'BRIEN at Pier 45 at Fisherman's Wharf, San Francisco, CA, or join one of the day cruises under the Golden Gate Bridge and around San Francisco Bay. Contact the museum for prices, sailing time and tickets.

NEW YORK HARBOR CRUISES

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

CIRCLE LINE, www.circleline42.com or 877-731-0064. Circle Manhattan and other harbor cruises, departing from pier 84 at West 44th Street. Contact via website or telephone for departure times and prices.

NEW YORK WATERWAY, www.nywaterway.com or 800-533-3779. Trans-Hudson ferry service and special-event cruises. Contact via website or telephone for departure times and prices.

CRUISE SHIP PHOTO EXHIBITION

The work of maritime photographer and PONY member Barry Winiker is featured in a new exhibition at the Mystic Seaport in Mystic, CT. Barry's exhibit, entitled "Sun Ships: Modern Cruising" features 38 photos taken between 1980 and 2012, representing the design diversity and passenger activities aboard vessels from over 25 cruise lines. Barry explains: "My views from the deck are documentary and informative, as well as interpretive. They are concerned as much with the architecture and design as they are with weather conditions, time of day and play of light and shadow. The wealth of shipboard visual information is enormous – it is a subject that inspires, challenges, and offers immeasurable possibilities."

For more information and museum hours, contact Mystic Seaport, 75 Greenmanville Avenue, PO Box 6000, Mystic CT 06355-0990, or www.mysticseaport.org or call 860-572-0711.

THANK YOU FOR YOUR STORIES AND PHOTOGRAPHS

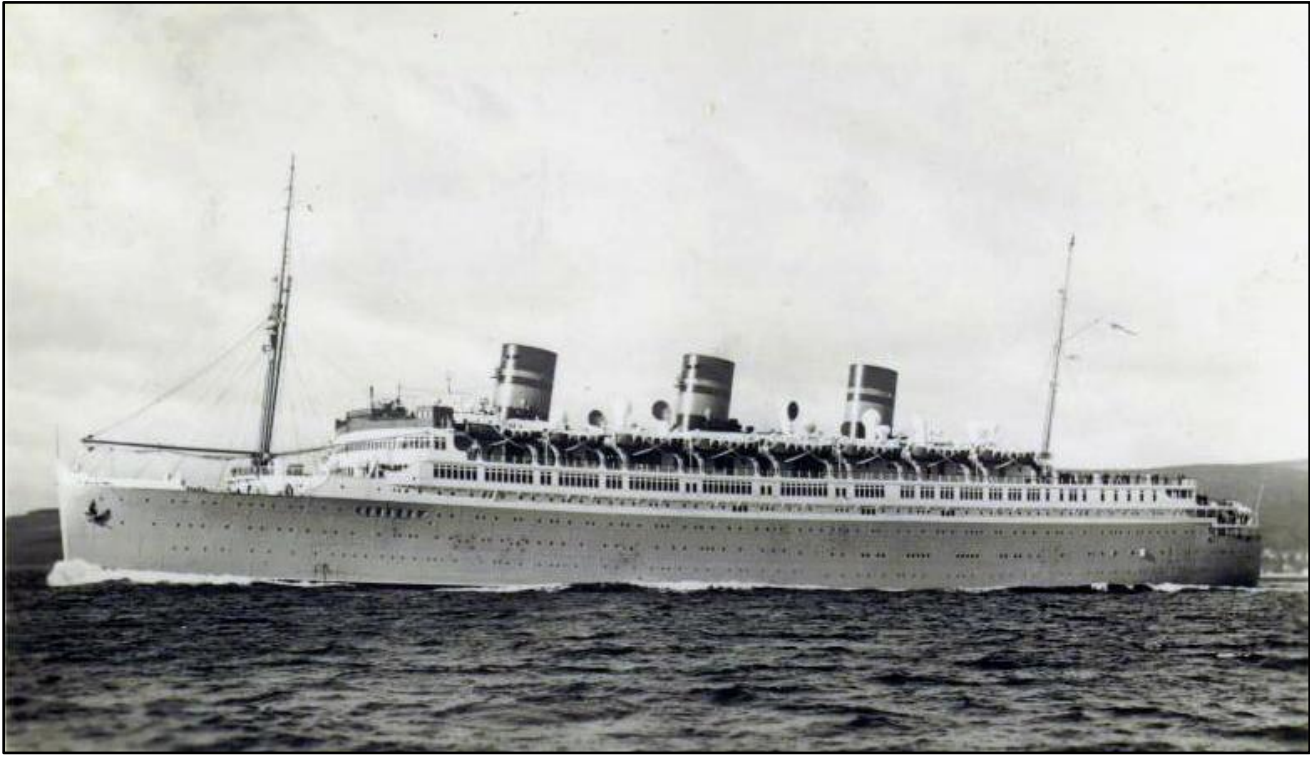
As 2013 draws to a close, The Porthole editor wishes to thank all of the members who supplied the beautiful "Member Photos of the Month" and contributed interesting articles to the PONY newsletter. Please keep them coming in 2014!

SHIP NEWS

Ship News will return in the January, 2014 issue of The Porthole.

GEORGE McDERMOTT

George McDermott, former PONY World Ship Chairman, died of pneumonia after a long illness early on Sunday, November 24, 2013 at the Bellevue Hospice in New York City. George became a World Ship member in September, 1967 and remained active in the society until earlier this year.



QUEEN OF BERMUDA

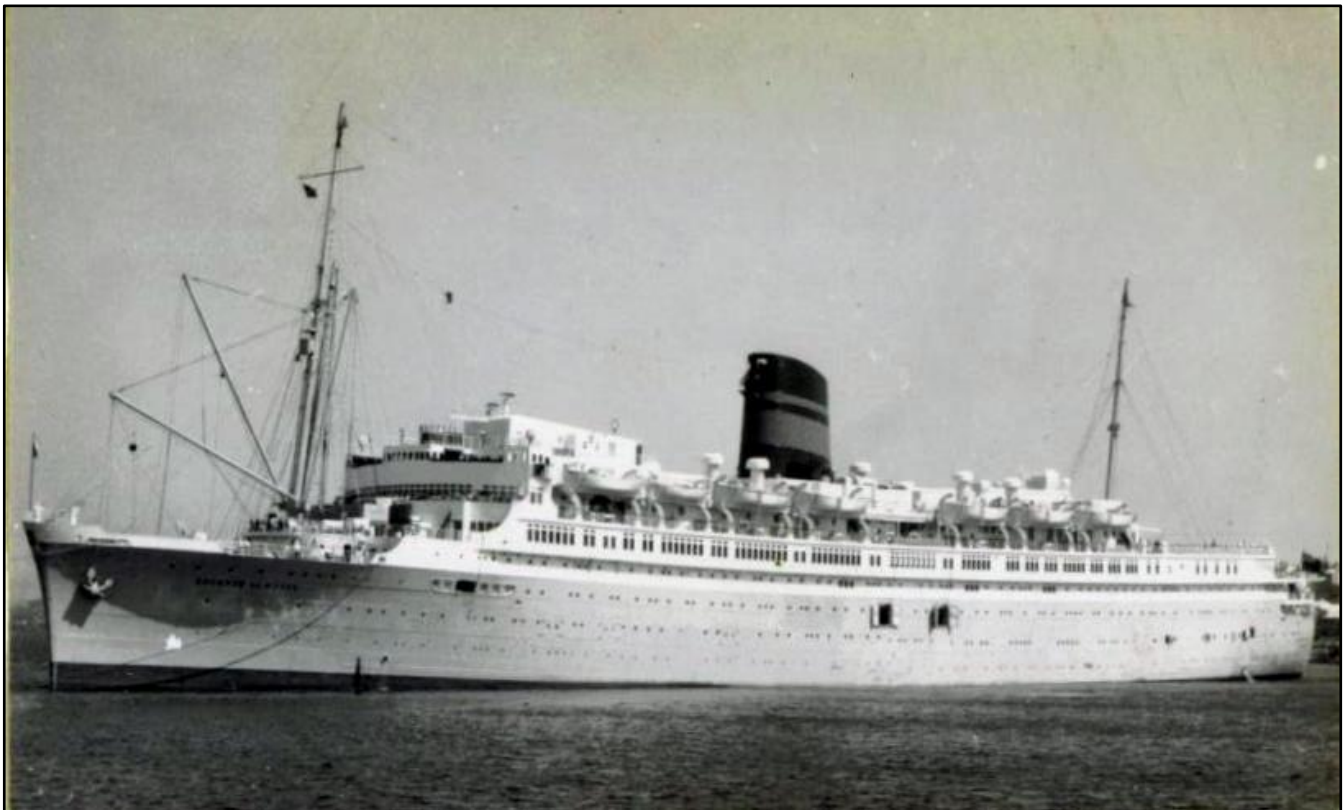
(Bob Allen collection)

Today's cruise ships boast luxuries as diverse as rock climbing walls, waterfront shopping malls, multiple a la carte restaurants, water parks and in the near future, swinging observation capsules. But at the height of the Great Depression in 1933, one of the most luxurious and successful cruise ships of all time entered service on the New York to Bermuda route. Fittingly named QUEEN OF BERMUDA, she was a sister ship to the equally luxurious MONARCH OF BERMUDA of 1931. QUEEN OF BERMUDA was built as a replacement for the smaller BERMUDA (1927), which was destroyed by fire in 1931. Her owners, Furness Withy & Co., were a British shipping company with roots going back to the 1870's. They purchased the Quebec Steamship Company, their liner BERMUDIAN and the rights to provide steamship service from New York to Bermuda in 1919. Furness immediately renovated the BERMUDIAN into a more luxurious vessel, christened her FORT HAMILTON, and rebranded company as the Furness Bermuda Line. Great success and an aggressive building program culminated in the QUEEN OF BERMUDA of 1933, built at Vickers-Armstrong Shipbuilders Ltd., Barrow-in-Furness, England. Her 6-day Bermuda cruises typically left New York on Saturday afternoon, spent Sunday at sea, Monday through Wednesday docked at Hamilton, Thursday at sea, and arrived back in New York on Friday morning; the following 24 hours were used to prepare the ship for her next complement of passengers. There were also occasional voyages that included Nassau and Caribbean islands. QUEEN OF BERMUDA was one of the most luxurious liners afloat, and along with her sister were known as the "Millionaires' Ships." Her Saturday departure schedule and her romantic island destination also made her immensely popular with honeymooners from the northeastern United States. Beautifully proportioned with three red and black funnels and a light grey hull, QUEEN OF BERMUDA looked much like a miniature version of the future QUEEN MARY, which in 1933 was a stalled shipbuilding project, rusting at her builder's yard in Scotland.

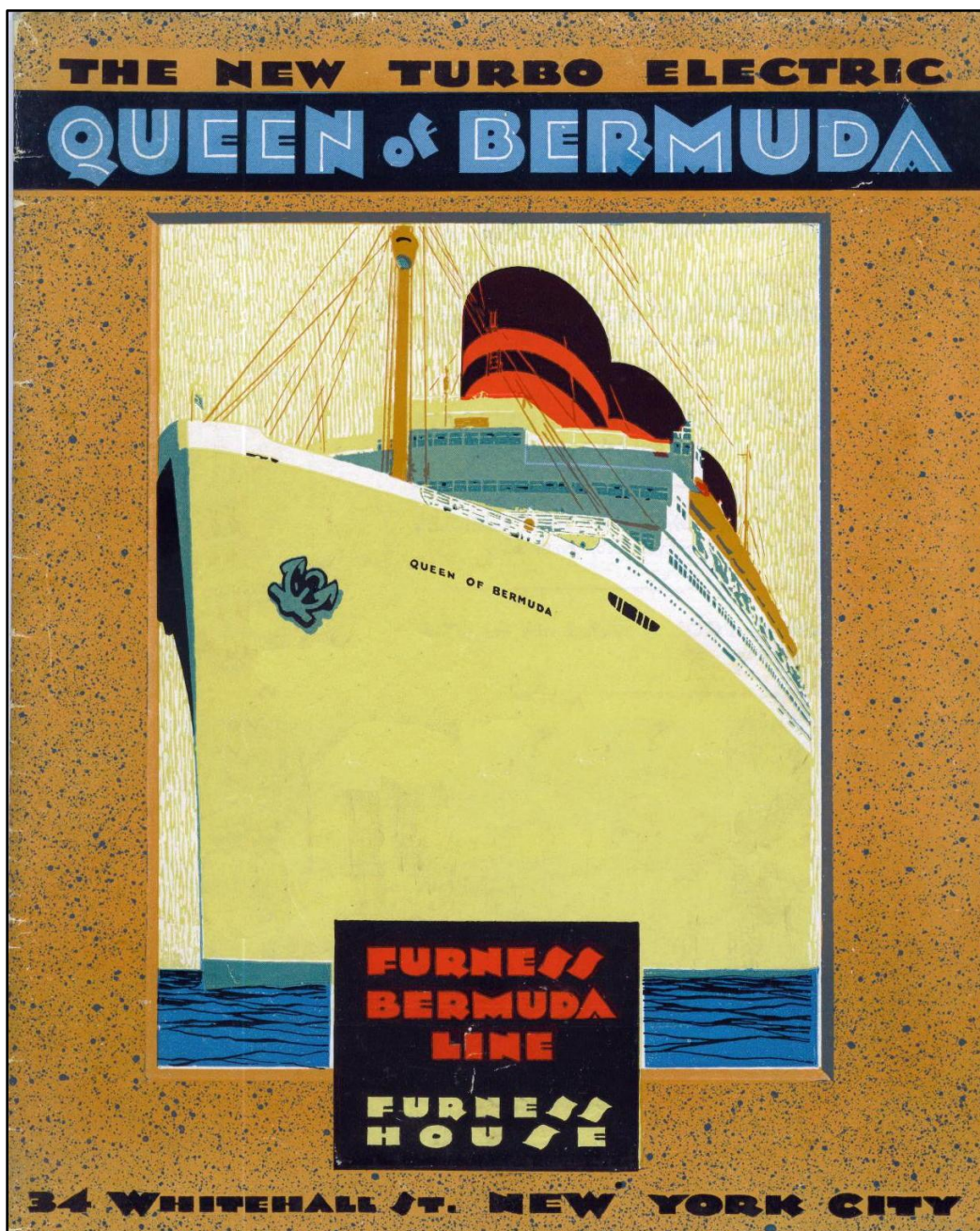
On the interior, QUEEN OF BERMUDA was a remarkable ship, designed in a variety of contemporary and period styles. Most of the rooms had lavish lighting and detailing, later known as Art Deco, but at the time was simply referred to as "modern as Radio City." The "Atrium" Dining Room was done in Chinese Deco, with illuminated columns, jade, silver and red lacquer panels with Oriental themes, and hung with Chinese silk draperies. The adjacent "Nubian" Cocktail Bar was an intimate room with black lacquer bulkheads. The "Homer" Library overlooking the bows was done in Empire style, paneled in exotic Bubinga. The "Forum" Lounge was over 20 feet high, featured a second level gallery, and was fitted for cinema projection and theatrical productions. It was paneled in Golden Sycamore, and column capitals were finished with silver leaf. The "Corona" Smoking Room was a more typical British venue, located one deck above the Lounge. It was paneled in English oak, featured large bay windows and had Tudor and Jacobean furnishings; attached was an open air verandah overlooking the Sports Deck. Perhaps the most interesting part of the ship's interior design was the suite rooms aft of the Lounge. The "Elysium" Dancing Hall spanned the full width of the ship, and had an island bandstand on the port side. The glass panels in the surrounding full-height windows could be removed to allow in balmy tropical breezes. The "Siris" and "Isis" Verandah Cafés were positioned forward and aft of the Dance Hall, each with its own bar to satisfy the desires of the American clientele living under Prohibition. Adjoining this dancing paradise was the "Silver Lagoon," an oval indoor swimming pool flanked by a well-equipped gymnasium on the port side, and changing rooms to starboard, both with ocean views. A bulkhead of folding glass screens separated the pool from the aft sun deck. No less luxurious were the cabins, accommodating 700 in First Class, and 31 in Second Class, the latter used mainly by passengers requiring one-way

transportation to or from Bermuda, rather than a cruise. Regardless of class, all cabins featured a private bathroom, and most were outside.

After seven successful years of superb cruise service, the QUEEN OF BERMUDA was drafted at the outbreak of World War II in 1939. She was refitted and became an armed merchant cruiser and troop ship, deployed worldwide. In 1941, additional anti-aircraft guns were installed on her top deck, and it became necessary to remove the aft dummy funnel to allow them to function properly. An additional advantage in removing the aft funnel was that her profile could no longer be confused with the QUEEN MARY, as Hitler had offered a reward to anyone who could sink the QUEEN MARY or QUEEN ELIZABETH, the two largest troopships in the Allied fleet. QUEEN OF BERMUDA survived the war, as did her sister MONARCH OF BERMUDA, and by 1947 both ships were undergoing refits to return them to commercial service. Unfortunately, during conversion fire broke out on MONARCH OF BERMUDA, and Furness decided that she was beyond repair and sold her to the British government. They salvaged the 16-year-old vessel and rebuilt her as the Australian immigrant ship NEW AUSTRALIA. QUEEN OF BERMUDA was much luckier, and was once again the most luxurious way to go to Bermuda in early 1949. Another decade of Bermuda cruises commenced, and in 1951, Furness introduced the OCEAN MONARCH, a smaller, single-funnel replacement for MONARCH OF BERMUDA. In 1961, Furness came to the conclusion that in order to compete with newer cruising liners such as GRIPSHOLM and ROTTERDAM, the time had come to create a more modern image for the QUEEN OF BERMUDA. Her 3-funnel design had been developed in the late 1920's; by the 1960's the QUEEN MARY was the only other three-stacker in service. In the fall of 1961 she entered the Harland & Wolff Yards in Belfast, where her three funnels were replaced by a single, taller tapered one amidships. This aspect of her conversion gave QUEEN OF BERMUDA the distinction of being the only ship in history to have a single, double, and triple-stack profile! Her straight stem was modified to create a slight rake, extending forward eight feet. Fortunately, her lavish Art Deco interiors were little altered, and she retained her original warmth and charm. Her new exterior appearance seemed to have been reasonably successful, as the ship retained her popularity when she reentered service in April, 1962. 1965 turned out to be a pivotal year for the QUEEN OF BERMUDA. The devastating YARMOUTH CASTLE fire that fall resulted in the implementation of strict new fire safety standards, which were implemented at the beginning of 1967. It became clear that the QUEEN OF BERMUDA would require a major interior renovation in order to meet the new fire codes. Also, the advent of the revolutionary OCEANIC in 1965 had changed the landscape of cruising, and made the QUEEN OF BERMUDA seem even more of a relic. Facing these challenges, Furness decided to sell both the OCEAN MONARCH and QUEEN OF BERMUDA by the end of 1966, and exit the Bermuda run. QUEEN OF BERMUDA departed New York on her last Bermuda cruise in November 1966, and headed directly for ship breakers in Scotland later that month. It had been a glorious 33-year run for the "Millionaires' Ship."



After her rebuilding as a single-stacker in 1962, QUEEN OF BERMUDA lost her shared status with QUEEN MARY as the final three-stackers in service. However, her more modern profile made her viable in an era of sleek new post-war cruise ships. (Bob Allen collection)



A 1933 brochure cover for Furness Bermuda Line's magnificent QUEEN OF BERMUDA.

(Bob Allen collection)

Owner: Furness Withy & Co, Ltd. Hamilton, Bermuda
Builder: Vickers-Armstrong, Barrow, England
Route: New York – Bermuda
Service speed: 19 knots
Pass. capacity: 700 First, 31 Second

Dimensions: 580' x 76.4'; (588' after 1961)
Gross Tonnage: 22,575
Maiden Voyage: March 7, 1933
Last Voyage: November 19, 1966
Demise: Scrapped at Faslane, Scotland, December 1966

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