



Friday, February 22 - 6:00 PM

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

## CRUISING TWO GREAT RIVERS: THE YANGTSE & THE NILE

By David Hume

Our Vice-Chairman, David Hume, will relate his experiences on two very different river cruises. For the first, we will board the 2006-built, 268-passenger *Victoria Anna* of Victoria Cruises for a cruise down China's Yangtze River from Chongqing to Yichang, stopping at the ghost town of Fengdu and passing through the spectacular Three Gorges and, via a system of locks, skirting the Three Gorges Dam. Victoria Cruises is a Sino-American joint venture with the firm's headquarters located in Astoria, Queens.

Then on Egypt's legendary Nile, he cruises in the 146-passenger riverboat *Emilio* of Domina Prestige Cruise Line for a journey from Aswan to Luxor, visiting the ancient temples of Kom Ombo and Edfu and touring the Valley of the Kings and Valley of the Queens. Emilio Travel is a full-service Egyptian agency that also owns a hotel in Luxor and a fleet of buses.



**NEXT MEETINGS:** Friday, March 22; Friday, April 26; Friday, May 31; Friday, June 28 (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](mailto:oceanvoyag@aol.com) or via the PONY mailing address.

## SHIP'S LOG

With the rough waters of the previous year hopefully behind us, the January meeting seemed a sign of smoother seas ahead. It began, naturally enough, with our new chairman, Ted Scull, introducing the other newly elected officers. Following this, longtime member Bernie Grandjany asked for the floor, to wish the new officers well and to praise The Porthole and its reappearance. Then Ted introduced the evening's speaker, PONY Branch member and professional photographer Tee Adams, whose first attempt at showing his videos came to nought some time ago when he was caught in a massive traffic jam on the way from his home in Pennsylvania and had to reverse course. This time he made it to the meeting despite the snowy evening.

Part one of his three-part program took us back to July 8, 2008, showing us ships docked in and sailing from the port of Southampton. Views ranging from closeups to zoom were taken from various vantage points including the Hythe ferry. The liners that actually sailed were the QUEEN VICTORIA, AURORA and VENTURA, and in doing so illustrated a procedure new that year - backing out of the pier and then sailing forward.

Part two was a map of the Southampton area, on which Tee had indicated his various shooting locations. He did likewise for the Port of New York, where his favored locations included Hamilton Park, in Weehawken, and Stevens Tech, in Hoboken, along with Staten Island.

And then came the main feature - the QUEEN MARY 2 as she sailed into and out of New York in 2011. The footage was actually shot at different times (the QM called here four times during that year) and from different places, both ashore and aboard (Tee was on the July 1st cruise to Canada) - all blending smoothly into a depiction of the ship's one arrival and departure. Tee began his project by hitting the road one 3 A.M. to capture the QM's arrival in the harbor by 5. His viewpoints shifted from shore to shipboard and back again as we watched with him as the MARY sailed up the river, and then joined him aboard as he sailed himself, passing ferries and sailboats, noting the arriving CARNIVAL MIRACLE, riding up and down the external elevator, and sailing under the Verrazzano Bridge and out to Ambrose, with clock faces to record the latter two. It came as a shock to realize that we weren't aboard.

With a program like this, we can't help but feel that we are right on course.

Marjorie Dovman

### ARRIVALS AND DEPARTURES: January, 2012 - January, 2013

SHIP	FROM	TO	VOYAGE	PASSENGER(S)
QUEEN VICTORIA	Los Angeles	Los Angeles	Hawaiian Islands	Laurel & Karl Zimmermann
AZAMARA QUEST	Istanbul	Athens	Black and Aegean Seas	Laurel & Karl Zimmermann
CELEBRITY SILHOUETTE	Civitavecchia	Ft. Lauderdale	Transatlantic	Laurel & Karl Zimmermann
QUEEN MARY 2	New York	Southampton	Transatlantic	Greg Fitzgerald
EXPLORER OF THE SEAS	Bayonne	Bayonne	Bermuda	Greg Fitzgerald
VEENDAM	New York	New York	Bermuda	Bob Allen
MARCO POLO	London	London	N. European Waterways	Bob Allen
CELEB. CONSTELLATION	Miami	Miami	Western Caribbean	Bob Allen
AMERICAN STAR	Fernandina, FL	Charleston, SC	SE US Intracoastal	Marge Dovman
QUEEN ELIZABETH	Southampton	New York	Transatlantic	Tony Cooke
OCEANA	Haifa	Southampton	Mediterranean	Tony Cooke
QUEEN MARY 2	Dubai	Southampton	Suez Canal	Tony Cooke
VENTURA	Southampton	Southampton	Iceland & Norway	Tony Cooke
OCEANA	Southampton	Southampton	Norway	Tony Cooke
BLACK WATCH	Dover	Dover	Baltics and Russia	Tony Cooke
QUEEN MARY 2	Southampton	Southampton	Canary Islands & Madeira	Tony Cooke
BOUDICCA	Portsmouth	Portsmouth	Canary Islands & Madeira	Tony Cooke



## **YOUR DAILY PROGRAMME**

**SOUTH STREET SEAPORT MUSEUM** [www.southstreetseaportmuseum.org](http://www.southstreetseaportmuseum.org) or 917-492-3379. Now part of The Museum of the City of New York, SSSM reopened in December with six new exhibits -- A Fisherman's Dream: Folk Art by Mario Sanchez; Romancing New York: Watercolors by Frederick Brosen; Timescapes (a 22-minute film on the history of New York City); Street Shots / NYC; Compass: Folk Art in Four Directions; Handheld Devices (a display of historical tools); Remains of the Stay (a look at remains of an old seaport area hotel). Two classic seafaring films are scheduled to be shown at the Seaport. Moby Dick (1957), directed by John Houston and starring Gregory Peck, will be screened at the Seaport (12 Fulton Street), on Tuesday February 26 at 6:00 PM. Mutiny on the Bounty (1935), directed by Frank Lloyd and starring Clark Gable, Charles Laughton and Franchot Tone, will be screened at the Seaport (12 Fulton Street), on Tuesday March 12 at 6:00 PM. For additional information on exhibits, ship visitation and other events, contact the museum.

**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). **MARCH MEETING — Wednesday March 13, 2013:** "The Search for Oil - Ships, Supply Vessels and Tugs of the Beaufort Sea and Western Arctic 1977 to 1985", is the title of the program to be presented by WSS member Tom McLean. Meetings are held at the Vancouver Maritime Museum at 1905 Ogden Avenue (Kitsilano Point).

## **NEW YORK HARBOR CRUISES**

**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<sup>th</sup> 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. Contact via website or telephone for departure times and prices.

**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<sup>th</sup> Street. Contact via website or telephone for departure times and prices.

**NEW YORK WATERWAY**, [www.nywaterway.com](http://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.

## **MEMBER PHOTO OF THE MONTH**

Share your favorite ship photos taken within the last year by sending them for publication in The Porthole!



Aida Cruises' AIDAaura and Carnival's CARNIVAL DESTINY at George Town Grand Cayman, January 29, 2013

(Bob Allen)

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

We know that many of you have great photos, 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.

### **SHIP NEWS**

**A QUANTUM LEAP:** Royal Caribbean Cruise Lines began construction of their new class of vessels, formerly "Project Sunshine," now known as the Quantum Class; the two vessels will be QUANTUM OF THE SEAS and ANTHEM OF THE SEAS. According to Royal Caribbean International president and CEO Adam Goldstein, "The new ship will be such a leap forward in terms of vessel design and guest experiences that we thought the name QUANTUM OF THE SEAS was perfectly appropriate." Royal Caribbean is truly an innovator in cruise ship design. Over the past 43 years, their ships have included the SONG OF NORWAY Class of 1970, with a cantilevered observation lounge set into the aft section of the funnel; the SOVEREIGN OF THE SEAS Class of 1988, at 73,000-tons, cruising's first newly-built megaship, featuring a four-deck atrium; VOYAGER OF THE SEAS Class of 1999, the world's largest cruise ship upon completion at 137,000-tons, with a central indoor shopping mall; and OASIS OF THE SEAS, the largest liner ever built at 225,282 tons, with a vast open-air central courtyard and many other innovative features. When completed by German Meyer Werft Yards in 2014, the 167,000-ton, 4,100-passenger QUANTUM will be the world's second-largest class of passenger ships.

**SMALL MIRACLE:** On the opposite end of the cruise spectrum, at least in terms of ship size and age, recent news reports from Portugal indicate that four of five laid-up ships of bankrupt Classic International Cruises have been sold to a Portuguese entrepreneur. Investor Rui Alegere has purchased FUNCHAL (1961), ATHENA (ex-STOCKHOLM, 1948), ARION (ex-ISTRA, 1965) and PRINCESS DANAË (ex-PORT MELBOURNE, 1955). Alegere intends to start a new cruise line utilizing these small classic vessels, the newest being 48 years old. If this venture succeeds, it will be a surprising reprieve for these fine old liners.



The PRINCESS DANAË is one of the world's oldest cruise ships. She was built by Harland & Wolff, Belfast in 1955 for the Port Line as the 12-passenger cargo liner PORT MELBOURNE. She is seen here in the mid-1970's after being converted to the cruise ship DANAË sailing for Greek-owned Carras Cruises, a small luxury operator of that era. During her long career, PRINCESS DANAË also spent years owned by Costa Cruises, and their one-time subsidiary Prestige Cruises.  
(Carras Cruises / Bob Allen collection)

**CMV ON THE MOVE DOWN UNDER:** In related news, Cruise & Maritime Voyages (CMV), the British operators of the MARCO POLO (ex-ALEXANDR PUSHKIN, 1965) and DISCOVERY (ex-ISLAND VENTURE, 1972) have chartered the 528-passenger, 20,606-ton ASTOR of 1987. They will operate the ship seasonally in Western Australia, filling the void left by ATHENA, which carried out a cruise program for Classic International Cruises Australia for the past decade. ASTOR, built in Kiel, West Germany for a never-realized Southampton to Capetown, South Africa liner service, was briefly operated as ASTOR before being sold to Black Sea Shipping and sailing as FEDOR DOSTOEVSKIY. She then reverted to the name ASTOR in 1991, cruising for the German Transocean Tours, which despite its collapse in 2009, reorganized and continued to operate. Transocean had operated the MARCO POLO as well before she was chartered to CMV in 2010.



**CDF DOUBLES IN SIZE:** Croisieres de France (CDF), the French-market cruise line that is a subsidiary of Royal Caribbean International, will double in size with the acquisition of the ZENITH, completed in 1992 for Celebrity Cruises. They currently operate the HORIZON of 1990, ZENITH's sister ship. The expansion will allow CDF to move the HORIZON (which reverted to her original name when she entered the CDF fleet in 2012) from her Marseilles base to a Caribbean deployment for winter 2013-2014, followed by new Northern European itineraries from the Port of Calais, France. ZENITH, after an extensive refurbishment, will continue the popular Mediterranean itineraries from Marseilles.



ZENITH, once flagship of Celebrity Cruises and a familiar sight in New York harbor, will be reunited with her sister HORIZON in service for the French market Croisieres de France. (Celebrity Cruises / Bob Allen collection)

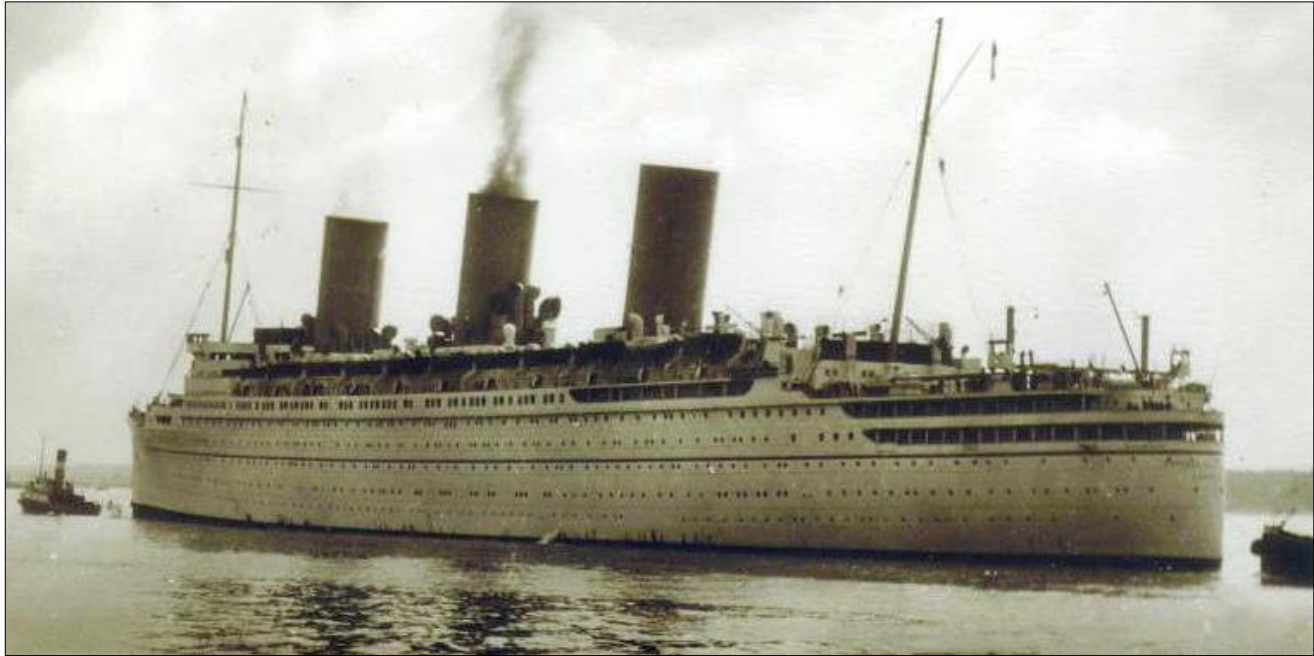
**ACCIDENTS:** An accident during a crew lifeboat drill has tragically cost the lives of five crew members of Thompson Cruises' 1992-built THOMPSON MAJESTY (ex-ROYAL MAJESTY, NORWEGIAN MAJESTY, LOUIS MAJESTY). At the time of the accident on February 10, THOMPSON MAJESTY was docked in Santa Cruz de la Palma in the Canary Islands. Online photos showed a snapped cable to one of the lifeboats, which tumbled more than 60 feet into the harbor waters killing the five men, and injuring three. No passengers were involved in the accident. The 40,876 THOMPSON MAJESTY, when owned by Norwegian Cruise lines in the late 1990's, was lengthened with a 100-foot section amidships. She is currently owned by Louis Cruise Lines of Nicosia, Cyprus and is operating under charter to the British Thompson Cruises, a division of Thompson Holidays.

**MORE ACCIDENTS:** Also on February 10, Carnival Cruise Line's CARNIVAL TRIUMPH was adrift 150 miles off the Mexican coast in the Gulf of Mexico after an engine room fire disrupted power to the main engines. Electrical power for hotel services also failed, but emergency generators are supplying some power. Varying reports from both Carnival and those on the stricken vessel indicate that air conditioning, toilets and galley equipment were working only in certain parts of the ship following the power outage. Passengers were advised to remain in public areas, and many took to sleeping on deck. The 101,509-ton ship, a DESTINY-Class vessel completed in 1999, had 3,143 passengers and 1,086 crew on board at the time of the accident. As of February 12, the ship is being towed to the nearest port, Mobile AL, while the CARNIVAL LEGEND and CARNIVAL ELATION have sailed to the site and are ferrying supplies to the TRIUMPH. Carnival ships which suffered fires at sea include the CARNIVAL ECSTASY in 1998 and CARNIVAL SPLENDOR (also resulting in a loss of propulsion and hotel services power) in 2010. Both of these incidents were resolved without any serious injuries to passengers.



The stricken CARNIVAL TRIUMPH is a DESTINY Class vessel, which was introduced in 1996.

(Bob Allen)

**EMPRESS OF BRITAIN**

(Bob Allen collection)

The 1930's were well known as a golden age of ocean liner design, particularly on the prestige run from New York to Northern Europe. EMPRESS OF BRITAIN was one of the greatest liners of the period, but she is somewhat lesser known, having been operated on the transatlantic run from England to Quebec, Canada rather than New York. Her owner, Canadian Pacific, operated a vast transportation network from England to Japan, operating transatlantic and transpacific steamship lines, hotels, and transcontinental rail lines. EMPRESS OF BRITAIN was conceived in the late 1920's as their largest and fastest ship on the Atlantic route, while the outwardly similar but much smaller EMPRESS OF JAPAN (1930) was the premier Pacific vessel. She was a stunning ship, with a blue-striped white hull, straight stem, cruiser stern, three enormous buff-colored funnels and two incredibly tall masts, which had to be cut down by two feet in 1937 to permit passage beneath the new Golden Gate Bridge in San Francisco. Decades before ROTTERDAM and QE2 were advertised as equally suited for crossing or cruising, she was the first major liner to be designed as a truly dual-purpose vessel – Atlantic liner during the warmer months, and luxury world cruise ship in winter. EMPRESS OF BRITAIN's maiden voyage from Southampton to Quebec was on May 27, 1931; she easily set speed records on both the outbound and return voyages. Less than six months later, with her outboard set of propellers removed for lower-speed cruising efficiency, she departed Southampton for New York and her first annual world cruise. She boasted marvelous facilities for luxury cruising and crossing: a huge deck tennis court and adjoining outdoor café, a squash racket court, an "Olympian" indoor pool and adjoining lounge, gymnasium and Turkish baths, spacious open and enclosed promenades, and a sports deck. Surprisingly, there was no permanent outdoor pool, only a temporary one rigged for the cruise season on the forward Lounge Deck. Public areas rivaled any offered on the prime New York to Europe route. The Lounge deck, circled by a continuous indoor / outdoor teak promenade, was 14 feet high, giving public spaces a lofty feel. Forward was the column-free Empress Room, with mirrored walls and an Austrian oak parquet floor, used for ballroom dancing, cinema and lectures. Silver floor-mounted lighting standards were topped with rose-colored ostrich plumes. A huge blue oval dome depicted the stars in the sky as they appeared on June 11, 1930, the night the EMPRESS OF BRITAIN was launched by HRH the Duke of Wales, later King Edward VIII. Proceeding aft was Mayfair, the ship's main lounge. Decorated in an elaborate Renaissance style, it was inspired by the Temple of Minerva. Green marble columns supported an amber glass barrel-vault skylight, above a sea of overstuffed furniture covered in lavish fabrics. The aft-facing Cathay Lounge, decorated in tribute to Canadian Pacific's Far East itineraries, was the height of Chinese Art Deco at sea. Chinese fretwork was featured in the architecture and the furniture, with lighting and wall decorations repeating the theme. The glass fireplace, with peach, green, gold and black mirrored accents, was flanked by huge red lacquer vases. The room's center featured a green jade carving placed on a fretted ebony pedestal, beneath a suspended clock. Brilliant red and black lacquer furniture sat on a Makassar ebony and oak floor, under a ceiling of gold leaf. The Art Deco Salle Jacques Cartier (Dining Room) was paneled in light oak and decorated with huge murals on silver backgrounds; the oak beams above concealed indirect fixtures which flooded the ceiling with light. Set on an octagonal plinth at the room's center was the lavish cold buffet, topped by a brilliantly lit colored glass ziggurat. Yet all of this glamour could not fill a ship in depression years, especially one that departed for Europe from Quebec rather than New York. EMPRESS OF BRITAIN continued her transatlantic schedule followed by world cruising, but was not economically successful. However, in 1939 she captured headlines by transporting the King George VI and Queen Elizabeth home from a Canadian tour. Requisitioned for trooping service when World War II began, she roamed the globe, but for less than a year. Attacked by Nazi bombers in October 1940, she was set ablaze; two days later she was torpedoed and sunk by a U-boat. She was the largest Allied merchant vessel to be sunk during the war. One can only imagine what a dazzling and successful liner she would have been, had she survived to sail during post-war prosperity!

**Owner:** Canadian Pacific, London England  
**Builder:** John Brown & Co., Clydebank Scotland  
**Route:** Southampton – Quebec; cruising  
**Service speed:** 24 knots  
**Pass. capacity:** 465 First; 260 Tourist; 470 Third

**Dimensions:** 760' x 97.4'  
**Gross Tonnage:** 42,348  
**Maiden Voyage:** May 27, 1931  
**Last Voyage:** October, 1940  
**Demise:** Attacked by Nazi bombers, October 26, 1940;  
 Torpedoed and sank by Nazi U-32 on  
 October 28, 1940

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