



Friday, January 31, 2014 - 6:00 PM
At the Community Church Assembly Room, 40 East 35th Street, Manhattan

THV PATRICIA: A WORKING VESSEL WITH CRUISE COMFORTS

By Karl R. Zimmermann

Last September, Karl and Laurel Zimmermann cruised the southern coasts of England and Wales aboard a little-known ship, a tiny fraction of *Queen Mary 2*'s size but even more properly British—the THV *Patricia*. “THV” stands for Trinity House Vessel. Built in 1982, the *Patricia* is a small, hardworking ship, just 282 feet long that tends buoys and lighthouses and responds to emergencies. In what might seem an anomaly, this otherwise no-nonsense ship carries on its upper decks six handsomely furnished and spacious passenger cabins, plus a bright, window-filled dining room and similar lounge above it.

Trinity House, which has been around for five hundred years, has three functions. It's a maritime charity, it provides pilots to guide ships into harbor, and it serves as a General Lighthouse Authority for England, Wales, and the Channel Islands, the role that involves the *Patricia*. So what were the Zimmermanns doing aboard? In 2003 Patricia Voyages was created, allowing the public to book rooms originally intended for the Trinity House “Visiting Committee” of supervisors. Passengers get to watch whatever work is at hand, with no guarantee what or where it will be.

In addition to recounting the pleasures and particulars of their week-long voyage, Karl Zimmermann will sketch in the long history and evolving role of Trinity House in these times of fast-moving technological change and take a look at some of the corporation's earlier tenders.



THV PATRICIA

(Karl Zimmerman)

NEXT EVENTS: Membership meetings on Friday, February 28 – “Canada Steamship Lines” by John Henry; Friday, March 21 – “100 Years Of Norwegian America Line” by Bob Allen; Friday, April 25; Friday, May 30; Friday, June 27 – programs TBA

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SHIP'S LOG

It is somewhat amazing that on a cold and rainy December night in the heart of NYC, the WSS Pony Branch members could be so easily transported around the world on multiple legs of a "world cruise." Acting as director, producer, AV guru and emcee, Greg Fitzgerald introduced the ships' travelers and itineraries.

Marge Dovman used wit and humor, as well as the slides from her trip, to take us from the port of New York through the Panama Canal. With only eleven passengers on board and two days of queuing to get through the canal, Marge had a good time aboard the M/V Austral Ensign. Sharing stories and pictures of all the ships lined up to pass through the locks, as well as the bystanders watching the ships going through, kept us wishing we were there. Marge carried us through the Pacific, and then handed off the program to Paul Klee.

Paul stepped up, sharing pictures of many local experiences and people. He started his adventure with a night aboard the QM, to help get in the Cunard mood. We joined Paul as he went across the Pacific on the QM2, the last fast crossing. At the fastest pace of 28.5 knots, Paul crossed from San Pedro/LA to Sydney. From visits to Pearl Harbor, crossing-the-equator ritual of kissing the fish, and changing temperatures and climates, we got to share in all of the adventures. Pictures of the Saga Rose taking her time crossing on her last world voyage were great to see as well.

Getting us around Australia was Alan Borthwick. We traveled from Sydney to Komodo on the Volendam with Alan. He took us over the Sydney Harbor Bridge, choosing the safer way of taking the elevator half way and going through the museum instead of the tethered line along the spine of the bridge. Alan may have chosen safety over excitement, but the pictures were still incredible. There were also plenty of chances for experiences and making memories by witnessing First Call Ceremonies at Hobart and Freemantle, among others. We got to enjoy pictures of fabulous sunsets, Komodo Island on Easter Morning, and seeing a dragon. (That didn't compare to Ted's according to some).

When Alan left us, Ted Scull picked us up on the Spice Islander. We crossed not only many ships but many locations as well. From Komodo to Piraeus, the Spice Islander to the Silver Whisper, Ted took us through some great ports with images of many ships, handcarts toting mountains of luggage, and porters who would do anything to get on board to be hired. Sharing stories of other passengers and why they were traveling entertained us all. Going from ships that were hotter than anything to the most exquisite ship with a stateroom that was beyond incredible, Ted experienced a wide range of accommodations. It's a good thing Ted was on board to keep one of the ships going in the right direction and not reverting to Malaysia. Our program kept going in the right direction by meeting up with Doug Newman and the Marco Polo in Piraeus.

Doug has a great ability to capture pictures of every ship in every port he goes through. His travels shared with us were full of beautiful ships and beautiful scenery. Picture perfect days for ship spotting in Santorini, Sorrento, and Rome were captured on film. An unscheduled stop in Genoa, rough weather into Marseilles, and Barcelona as a final port of call brought us all around wishing we were right there with him.

Ted jumped back in for a brief interlude to take us on the Patricia from Bilbao to Southampton to help us bridge to the final leg.

J. Fred Rodriguez brought us back to the States on the SS United States. A story fraught with a hurricane on the high seas had us experiencing one of the worst storms on the Atlantic. The story of the United States goes from being a much loved high speed ship to one that is in disrepair from rusted cables and being asbestos ridden. Committees out to save her have been established, and no one more than J. Fred would love to have her sailing the seas again.

Traveling around the world left us hungry and eager to chat over a great buffet organized by Stuart Gewirtzman. At this point in the evening, everyone wanted to plan their own world cruise, or at the very least, a segment to take us on some of the amazing ships we heard about through some of the beautiful places we saw pictures of.

Julie Heyel



The final leg of the PONY "World Cruise" was on the s.s. UNITED STATES from Southampton to New York. (Bob Allen collection)

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
SEABOURN SOJOURN	Dover	Montreal	Transatlantic	Don & Ann Eberle	09/13
EXPLORER OF THE SEAS	New York	New York	Caribbean	Carol Miles & Mario DeStefano	11/13
NORWEGIAN BREAKAWAY	New York	New York	"Nowhere"	Carol Miles & Mario DeStefano	01/14
QUEEN MARY 2	Southampton	New York	Transatlantic	Ted and Suellen Scull	12/13
MSC DIVINA	Miami	Miami	Bahamas	Tom Cassidy	11/13
NIEUW AMSTERDAM	Ft. Lauderdale	Ft. Lauderdale	Caribbean	Tom Cassidy	12/13
MSC DIVINA	Miami	Miami	Bahamas	Bob Allen	12/13

MEMBER PHOTO OF THE MONTH



COSTA LUMINOSA at Nassau, Bahamas, December 8, 2013.

(Bob Allen)

LAST CHANCE TO RENEW YOUR 2014 MEMBERSHIP

World Ship Society membership applications have been included with this edition of The Porthole. For those who have not renewed and wish to partake in the events planned for 2014, please complete and mail your application and dues today.

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. **FEBRUARY MEETING – Wednesday, February 12; MARCH MEETING – Wednesday, March 12.** 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. 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.

PROJECT LIBERTY SHIP www.liberty-ship.com or 410-558-0164 On the East Coast, sail on the restored Liberty Ship JOHN W. BROWN from Baltimore on a cruise along the Chesapeake Bay, June 14, September 6 and October 4. 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 CT06355-0990, or www.mysticseaport.org or call 860-572-0711.

SHIP NEWS

SAFELY OFF THE ICE: The 52 passengers stranded on Christmas Day on the 1,764-grt research/expedition vessel AKADEMIK SHOKALSKIY were safely transferred to the rescue vessel AURORA AUSTRALIS by January 2. The transfer consisted of a short helicopter ride to the Chinese icebreaker XUE LONG, followed by a barge ride to the AURORA AUSTRALIS. The SHOKALSKIY was trapped in sea ice near the Mertz Glacier, approximately 1,500 miles south of Hobart, Australia. The 22-person crew has remained on board to assist with efforts to free the vessel and return to port.

MSC STRETCH: Fast-growing Italian cruise line MSC has announced a major reconstruction of its quintet of LIRICA-Class vessels, at an estimated cost of 200 million Euros. LIRICA, ARMONIA, SINFONIA and OPERA will each be cut in two, and a new 24-meter midsection will be inserted. The four ships are the smallest in the fleet at approximately 60,000-grt; the planned expansion to 65,000-grt will increase passenger capacity from 2,065 to 2,258, with most new cabins featuring balconies. The work will take place between August 2014 and November 2015, in a shipyard to be announced. MSC is also in the process of developing designs for their next generation of cruise ships. It is estimated that the new vessels will come online between 2017 and 2019, and be approximately 150,000-grt, slightly larger than MSC's SPLENDIDA-Class vessels.



MSC ARMONIA (ex-EUROPEAN VISION), scheduled for lengthening in 2015

(MSC Cruises)

NO MORE YEAR-ROUND CARNIVAL IN NEW YORK: Carnival Cruise Line will no longer have a ship based year round in New York when the CARNIVAL SPLENDOR repositions to Miami in November 2014. SPLENDOR will continue to be a seasonal presence, returning to New York in the spring of 2105.

TWO MORE MAKES FOUR FOR VIKING OCEAN: Viking Ocean Cruises has announced that they will add two additional ships to their fleet, giving the new cruise line a total of four ships by 2017. The new vessels will be of 48,000-grt and accommodate 928 passengers, the same as the currently building VIKING STAR. Viking founder Torstein Hagen has indicated that further expansion is being considered.

FOUR FOR AMERICAN TOO: American Cruise Lines will also be expanding their fleet, with four new riverboats to be introduced between 2015 and 2017. Carrying between 150 to 200 passengers, the riverboats are planned to cruise along the Mississippi River system, as well as the Columbia and Snake Rivers.

FAREWELL TO THE RUBY: Saga Cruises 1973-built SAGA RUBY completed her last voyage on January 9, 2014 – two days later than scheduled, due to rough weather in the Bay of Biscay. Her final voyage was originally planned as a leisurely cruise from Southampton to the Caribbean and back. It was changed to a Mediterranean voyage en route, due to generator failure affecting the ship's air-conditioning plant. Built in 1973 as VISTAFJORD for Norwegian America Line at Swan Hunter, Wallsend-on-Tyne, she was the last major liner built in England, and had a remarkable 41-year career as a deluxe cruise ship in service for NAL, Cunard and Saga. Although official announcements have not been made, it is rumored that the 24,000-ton vessel, which left Southampton on January 10, is bound for a role as a floating hotel Singapore.

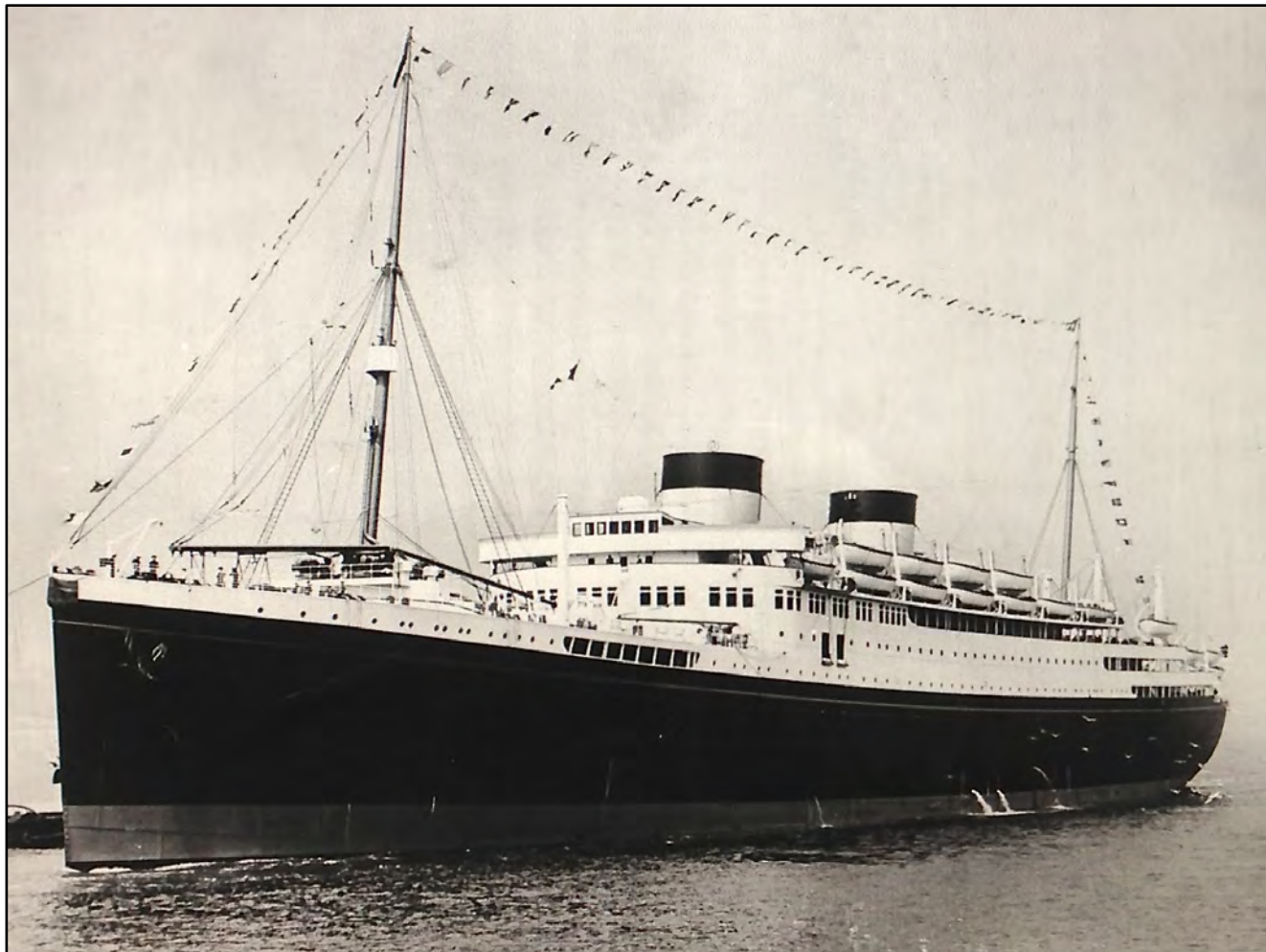
CENTURY TO MOVE TO CROISIERES DE FRANCE: Although unconfirmed by Celebrity Cruises, it has been reported that their 1995-built CENTURY will be transferred to the Croisieres de France fleet in 2015, becoming the largest French passenger ship in history. At 71,000-grt, she will surpass the legendary 1962-built FRANCE in size, although not in length or passenger capacity. CENTURY is the smallest and oldest vessel in the Celebrity fleet, and has been extremely popular in worldwide deployment for almost 20 years. In 2006, she received a major renovation, adding several new public venues and hundreds of cabin balconies to make her more competitive with the latest generation of cruise ships.



Celebrity Cruises CENTURY at Grand Cayman in 2006, shortly after her new cabin balconies were installed.

(Bob Allen)

SHIP OF THE MONTH



m.s. GEORGIC

(Cunard-White Star / Bob Allen collection)

Fifteen years after the TITANIC disaster, the White Star Line was thinking about a new generation of liners to replace their aging fleet, and resurrect their reputation as a North Atlantic carrier. A spectacular 60,000-ton, 30-knot ship was designed, with a length of 1,010 feet – the first time the 1,000-foot mark had been exceeded. Combining new diesel-electric technology, the latest passenger comforts, and a streamlined three-stack profile, she was to compete for both passengers and the “Blue Ribband” speed crown. Contracts were signed, and the keel of the new OCEANIC was laid at Harland & Wolff Limited in Belfast in late June, 1928. However, due to the worsening economic climate in Europe and unresolved issues with the ship’s propulsion system, work stopped 13 months later. Only the keel had been completed, and the project was abandoned; some of the steel was used in two smaller, more modest 27,000-ton vessels that White Star commissioned to replace the OCEANIC project. They were the near-sister ships BRITANNIC (1930) and GEORGIC (1932), which was the last to be built by the White Star Line.

The sister ships were conceived as Britain’s first “Cabin” liners, operating from Liverpool to New York, not in direct competition with the First Class liners on the Southampton route. It was a sensible decision, given the line’s declining fortunes on the Atlantic run, as well as the onslaught of the Great Depression, which affected the world economy just as the GEORGIC was under construction. The French Line, the United States Lines and others had built or were building Cabin liners during this period. Yet the advent of these ships was not enough to save the White Star Line. The British government engineered a merger of White Star and the financially stronger Cunard Line in 1934, including funding to complete Cunard’s stalled “No. 534” project (QUEEN MARY) and a future sister ship. The merged company was known as the Cunard-White Star Line, but the name reverted to Cunard Line in the 1950’s.

BRITANNIC and GEORGIC were fine, popular ships offering modern accommodations more up-to-date than those on the aging trio of pre-World War I liners (OLYMPIC, MAJESTIC, HOMERIC) that White Star was operating on its First-Class service in the early Thirties. GEORGIC was an improved version of the earlier BRITANNIC, featuring a rounded superstructure front, more in keeping with the ship’s streamlined, squat twin-funneled appearance. The forward-facing Cabin Class Palm Court on Promenade Deck took full advantage of the great arc of superstructure front. This versatile room featured expansive, full height windows and functioned as a daytime observation lounge, a teatime dance hall, an elegant venue for cocktail hour, and the forward link of the wrap-around promenade deck. A track chart was positioned on the aft bulkhead, for those interested in monitoring the ship’s progress across the Atlantic. Certainly, the origins of the semi-circular forward observation lounges on the later QUEEN MARY, MAURETANIA (II), QUEEN ELIZABETH and CARONIA can be found in this room. The Lounge (featuring a small dome and huge, flared lighting pylons), Long Gallery, Children’s Room, Card Room, and Smoking Room all overlooked a covered promenade. The style was an eclectic mix of 1930’s Traditional, Art Deco and Tudor, with hints of various period styles in some of the furnishings as well. It was a change from the more traditional Tudor and period styles that were found on the BRITANNIC. In addition to the unique Palm Court, the Smoking Room was a standout, paneled in horizontal bands of black and vermillion veneers. A shallow, semi-circular ceiling dome radiated decorative beams, mimicked by bold contrasting linoleum strips on the deck. There was also an electric fireplace, mirrored columns and backlit sculpture niches. Chinese lacquer screens set in graceful arches

separated the main room from the adjacent Verandah Café and Cocktail Bar. Indirect lighting and wall sconces were used throughout the room, and ship-wide. A huge variety of fabrics were found on the furniture – solid leathers, Aubusson-style tapestries and floral patterns of every description. The domed Cabin Class Dining Room featured contemporary-style etched mirrors and glass panels, while the indoor pool was surrounded by high Art Deco-patterned tile on the bulkheads, and walrus and penguin sculptures poised for a dip. The entire effect, which may have had a more than few clashing design elements, nevertheless spoke of the solid comfort and quality that was typical of Irish shipbuilding of the era. GEORGIC was no doubt a fitting final tribute to the quality of the White Star liners that came before her.

GEORGIC enjoyed eight successful seasons on the North Atlantic, first from Liverpool, and then beginning in 1935 from London to New York. There were also seasonal cruises from New York, to the usual destinations of Bermuda, Nassau, Havana, the Caribbean and New England / Canada. Her schedule in the 1930's also included a long Mediterranean cruise from New York. After the outbreak of World War II, she was outfitted as a troop carrier on the Clyde in Scotland in March 1940, and began her trooping career. Unfortunately, on July 14, 1941, GEORGIC's luck ran out. While anchored Port Tewfik, Egypt, she was attacked by Nazi bombers, and was soon ablaze; the burned-out ship was beached, partially submerged. It seemed like the end was near for the GEORGIC, but due to a shortage of allied tonnage in 1941, she was raised by October, and in December was towed to Port Sudan for additional repairs. The next leg of her journey was to Karachi in the spring of 1942, followed by Bombay in December, where more substantial repairs were made. Her next voyage was around Africa and north in the Atlantic to Belfast, where she was rebuilt at Harland & Wolff for additional war service.

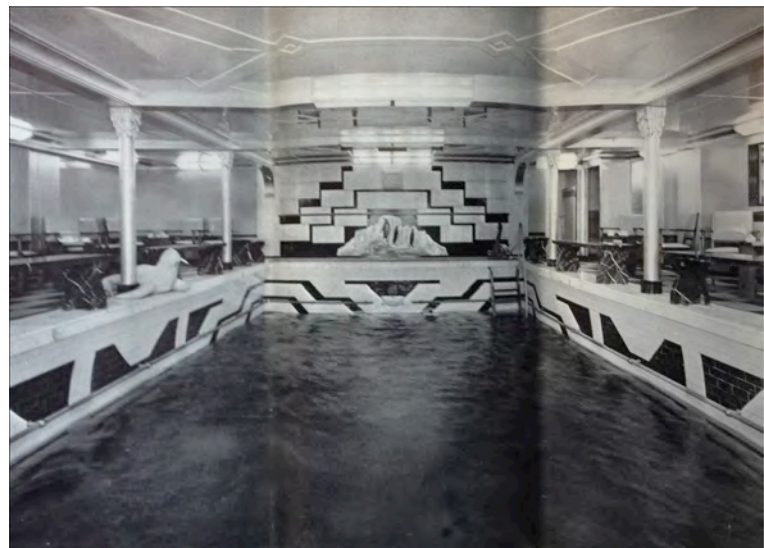
GEORGIC emerged from the shipyard in December 1944 with a much-altered appearance. She had only her aft funnel; the forward dummy had been removed. Her mainmast was removed as well, and her tall graceful forward mast was reduced in height. GEORGIC had been sold to the Ministry of War Transport, but was still being managed by Cunard-White Star. Her military service lasted until 1948, three years after the end of the war. At that time, she was sent to the Tyne for conversion into a single-class emigrant ship, commencing her first voyage from Liverpool to Sydney, Australia in January 1949. The following spring, she was back on the North Atlantic run under charter to former owner Cunard, and continued emigrant runs to Australia during the winter months. Although no longer a luxury vessel and still bearing wartime scars, she filled an important role in transporting emigrants and budget-minded tourists during the first decade after the war. Her final North Atlantic charter to Cunard ended in October 1954 and she continued one more year on the run to Sydney, concluding her service on November 19, 1955. Sold in early 1956 to the ship breakers British Iron & Steel Corporation, she arrived in Faslane, Scotland for demolition on February 1 of that year. It would be older sister BRITANNIC that completed the last voyage of a White Star ship four years later in 1960, but GEORGIC was a fine and heroic vessel that will be remembered as the last built for the legendary line.



A clue to GEORGIC's Art Deco-influenced design is evident in the graphics of her 1932 deck-plan. (all Bob Allen collection)



GEORGIC's Cabin Class Smoking Room, Verandah and Cocktail Bar.



GEORGIC'S Cabin Class pool, with classic Art Deco tile patterns.



The GEORGIC at Pier 92, alongside QUEEN MARY at New York. In this 1950's photo, she is seen with her post-war single-stack profile.

(Bob Allen collection)

Owner:	White Star Line, Liverpool, England	Dimensions:	711' x 82'
Builder:	Harland & Wolff, Belfast, Northern Ireland	Gross Tonnage:	27,759 (1932); 27,469 (1949)
Route:	Liverpool – New York	Maiden Voyage:	June 25, 1932
Service speed:	18 knots	Last Voyage:	October, 1955
Pass. capacity:	479 Cabin, 557 Tourist, 506 Third (1932)	Demise	Scrapped at Faslane, 1956
Pass. capacity:	1,962 single austerity class (1949)		

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