

JUNE, 2010

VOLUME XXVI, # 6

Thursday, June 24, 2010 at 6:00 PM
Community Church – Assembly Room
40 East 35th Street (Between Park and Madison Avenues)

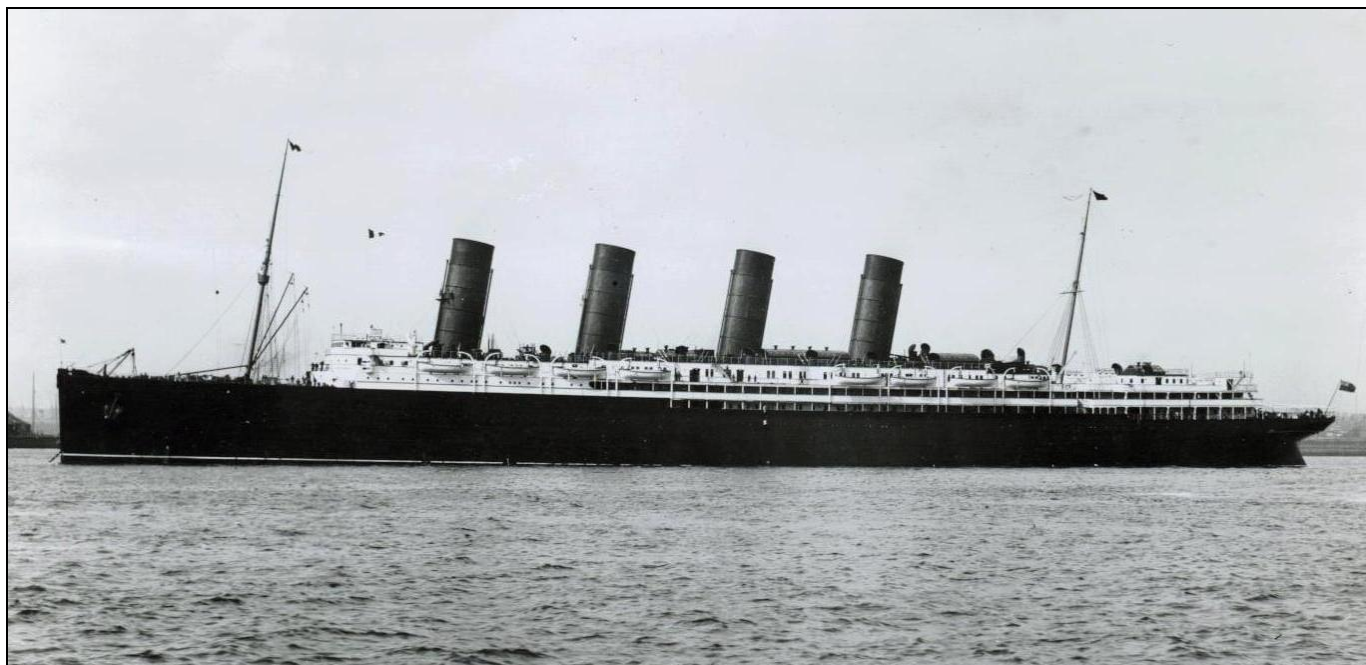
DOCUMENTARY FILM - THE LINERS: SHIPS OF DESTINY

Rob McAuley Production for Channel Four, the Australian Broadcasting Company

The film to be shown covers the period from the transition of sail to steam through to the sinking of the Lusitania during World War I. The footage contains historical films and stills intertwined with the then-contemporary (1995) footage, Hollywood cameos, and talking heads, most familiar to us (and a few not).

Segments show SS Great Britain in Bristol; the Great Eastern, Isambard Kingdom Brunel's great failure; building of the Suez Canal and its importance to world trade, power and politics; rivalry between the British and Germans for supremacy at sea; race for the Blue Ribband; J. P. Morgan's expansion from railroads to buying the Red Star Line and the White Star Line; immigrant trade and profits; Titanic's construction and sinking; port of Hamburg scenes and Albert Ballin Village; World War I; sinking of Lusitania; and threading through it all P&O's then new ORIANA passing through Suez and into the Indian Ocean.

The program will be introduced by Paul Immerman who, with his wife Ellen, purchased this film at a recent Ocean Liner Bazaar. Paul, a securities lawyer, is a long-time World Ship Society member and a former trustee of the Ocean Liner Museum. He will point out some of the film's features and not quite accurate portrayals.



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NEXT MEETINGS: Cruise to Halifax and Boston on the QUEEN MARY 2; July 1-6.
Friday, September 24; Friday, October 29; Friday, November 19
Wednesday, December 15 - Holiday Party & John Maxtone-Graham
lecture on the FRANCE / NORWAY

WEB SITE:

www.worldshipny.com

SHIP'S LOG

The April meeting will be reviewed in the summer issue; the May review is on page 5.

ARRIVALS AND DEPARTURES

Karl & Laurel Zimmermann sailed from New York to Florida and the Bahamas on the NORWEGIAN GEM. Ellen Meshnick & Paul Immerman cruised from Athens to Rome on the AZAMARA JOURNEY. Ronald Thomas & Richard Colon did a New York - Southampton - New York round trip on QUEEN MARY 2, April 15 - 29. Don & Ann Eberle sailed to Amsterdam via Florida, visited the ROTTERDAM V, and returned the plaque that the Steamship Historical Society once presented to the ship. Bernice & Milton Heller circumnavigated Australia for 34 days in March. Tom Rinaldi cruised Scandinavia on the MONA LISA (ex-KUNGSHOLM), a graduation present upon attaining his master's degree. Tom Cassidy, Dick Faber and Bill Miller were on the VEENDAM to Bermuda. Also sailing to Bermuda, on the CELEBRITY SUMMIT, were Bob Allen & Rob Rothberg and Doug Friedlander & David Sykes. Ted and Suellyun Scull sailed on SeaStreak's service from East 35th Street direct to Oak Bluffs, Martha's Vineyard over Memorial Day Weekend. In June, Ted Scull spent a week aboard Lindblad's NATIONAL GEOGRAPHIC EXPLORER coastal cruising Svalbard; an overnight with DFDS Seaway's PEARL OF SCANDINAVIA from Copenhagen to Oslo; and on one of Europe's last train ferry crossings from Puttgarden, Germany to Rodby, Denmark en route by train from Hamburg to Copenhagen.

WE WANT TO HEAR FROM YOU!

We know that many of you have great stories about your cruises, maritime interests, collections and other topics of interest to WSS PONY members. To contribute to the Porthole, just contact Marge Dovman at a meeting or via the P.O. box.

JOIN WSS AT SEA

Join our July 4 Holiday Weekend Cruise, sailing July 1 on the QUEEN MARY 2, from Brooklyn to Halifax and Boston. For details, contact Brad Hatry at Pisa Brothers Travel, 212-265-8420 ext. 222.

YOUR DAILY PROGRAMME

VANCOUVER WSS & VANCOUVER MARITIME MUSEUM

If you're visiting Vancouver, BC the local branch of WSS will have its next meeting on Wednesday, September 8. The program will be announced at a later date. Meetings are held at the Vancouver Maritime Museum at 1905 Ogden Avenue (Kitsilano Point). For additional information if you visit, contact Glenn Smith: 604-684-1240, e-mail glenn.smith@worldshipsocietyvan.ca. In the museum, current exhibits include "We Stand For Thee: An exhibition to commemorate the Canadian Navy Centennial" and "Studies in Sea Ice", by Roberta Holden. For more information, contact the museum at 604-257-8300 or www.vancouvermaritimemuseum.com.

AT THE SOUTH STREET SEAPORT MUSEUM

Something different for summer is The Ocean Liner Movie Series, featuring commentary by "Mr. Ocean Liner," Bill Miller, and entertainment enthusiast Mary Ellen Kelly. On Wednesday July 28 at 6:00 PM, the presentation will be the 1941 comedy "The Lady Eve" starring Barbara Stanwyck and Henry Fonda, with light refreshments following the movie. Admission to the screening, at 12 Fulton Street, is \$25 for non-members, \$20 for members. For more information, call 212-748-8786, e-mail reservations@southstseaport.org or go online to www.southstreetseaportmuseum.org.

FRIENDS OF HUDSON RIVER PARK

Cruises and nautical events coming up at the park include the North River Historic Ship Rally (June 19), a 4th of July Kids Cruise and the 2010 Great North River Tugboat Race & Competition (September 5). Tickets are \$20 for adults, \$15 for members and \$10 for kids. For a complete list of events, locations and pricing, visit www.fohrp.org, or call 212-757-0981.

AT THE WATERFRONT MUSEUM

View Rich Samuelson's Encaustic Paintings of Tugboats & Waterfront Scenes, until October 30 aboard the Waterfront Museum and Showboat Barge, in Red Hook, Brooklyn (across from Fairway Market). Hours are Saturdays from 1-5 PM and Thursdays from 4-8 PM. For more information, got to www.waterfrontmuseum.org or call 718-624-4719.

CRUISE THE "LUCKY LIBERTY," SS JEREMIAH O'BRIEN

If you're visiting San Francisco this summer, don't miss the opportunity to sail the Liberty Ship JEREMIAH O'BRIEN, a National Historic Landmark. Cruises feature live 1940's music, meals and beverages. Departure dates are Saturdays June 26, July 17, August 21 and October 9 and Sunday October 10. Rates vary from \$125 to \$150. For more information, visit ssjeremiahobrien.org or call 415-544-0100.

HELP THE PARK!

The Hudson River Park, which stretches from Battery Park to 59th Street, has recently completed major projects including Chelsea Cove, from 22nd to 24th Streets. Unfortunately, the Park is faced with a 50% loss of funding from 2009 and \$8 million in matching funds from New York City. If you are interested in helping to secure the Park's annual operating expenses and long-term maintenance funding, please consider a donation. Contact Friends of Hudson River Park at 212-757-0981 or at www.fohrp.org.

POSTED ON BOARD

To the Editor:

Richard Colon and I did a round-trip crossing on the QUEEN MARY 2 from April 15 to April 29 - New York to Southampton and back! As usual, it was magnificent - a great ship! We escorted back from Southampton to New York a 93-year-old, Dorothy Adam, who is a Cunard legend. Her famous nickname is "Disco Dorothy", and she just completed her 30th world cruise, this time on the QUEEN VICTORIA!

Ronald Thomas
May 8, 2010

GUEST EDITOR

Marge Dovman continues to enjoy a long rest; Bob Allen is still manning the Editor's desk in her absence.

THANKS TO ALL

It's that time of year again to thank those who have been especially helpful in getting The Porthole published each month. So thank you to Brad Hatry, and George McDermott, and to Mary Brogan for typing stories, Village Copier for printing and mailing, and Bob Allen for guest editing. An thanks to our sources of information, including The New York Times, The New York Post, and the websites of CNN, Maritime Matters, Seatrade Insider and many of the major cruise lines.

THANK YOU, RICHARD MORSE!

After 39 years as our Treasurer, charter member Richard Morse has resigned from the Board. Thank you Richard, for four decades of important work on behalf of Wold Ship, and lots of good cheer!

SHIP NEWS

- Peter Deilmann Cruises' DEUTSCHLAND was evacuated after a fire broke out in the engine room on May 23. The 22,00-ton, 520-passenger luxury vessel, which caters to the German market, was cruising the coast of Norway with 364 passengers and 243 crew. All passengers were evacuated safely and were flown back to Germany, while the DEUTSCHLAND was towed to Bergen, Norway where repairs are underway; she will be out of service until late June. The DEUTSCHLAND gained fame appearing in the TV show "Das Traumschiff," which is a popular German show similar to "The Love Boat."
- More news from the German market: TUI Cruises will expand to a two-ship fleet in May 2011 with the addition of the CELEBRITY MERCURY, to be renamed MEIN SCHIFF 2. She will enter service after a renovation that will reconfigure much of the public space and add numerous cabin balconies. The 76,998-ton, 1,948-passenger MERCURY was built for Celebrity Cruises at Meyer Werft in Papenberg, Germany in 1997. Her sister ship, the former CELEBRITY GALAXY, became MEIN SCHIFF in 2009, the first ship in the TUI fleet. Royal Caribbean Cruises, the owner of Celebrity, is also a joint venture partner in TUI Cruises.
- The NORWEGIAN EPIC, at 153,000-tons, will be the largest ship in the Norwegian Cruise Lines' fleet when she arrives in New York on her maiden voyage on July 1. She will feature staterooms designed for the single traveler, who will no longer have to pay up to 200% of double occupancy fare to enjoy a cruise. The cabin design will be quite compact - only 100 square feet - and will be inside, without an ocean view. However, there will be a "porthole" looking into the corridor, but one-way vision glass will prevent passers-by from looking in. These "studio" staterooms will also have exclusive access to the "Studios Lounge," which will feature cozy lounge furniture and a coffee bar. NORWEGIAN EPIC has suffered three small fires within the final month of construction at STX Yards in France; hopefully, there will be nothing but smooth sailing ahead.
- The CARIBBEAN PRINCESS collided with her Brooklyn pier in May, causing a gangway to be severely dislocated. Until repairs are completed in June, both she and the QUEEN MARY 2 will be docking at the New York City Passenger Ship Terminal at 48th Street in Manhattan.
- Problems plagued the Staten Island Ferry ANDREW J. BARBERI long before her latest accident, in which she rammed her pier early Saturday morning, May 8. On her maiden voyage from Staten Island to New York in August 1981, her engine and steering failed, leaving her grounded near Governor's Island. Another accident in 1995 was blamed on the complicated propulsion system, most likely the cause of the 2010 accident. The 2003 accident, caused when the captain blacked out after taking painkillers, killed 11 and injured dozens. The ship's propeller is known as the Voith Schneider and is also the its steering mechanism. It is an eggbeater-like device with a circle of blades that hang down in the water, allowing for increased agility and quick turns. Considered very complicated and expensive to maintain, this type of propulsion system was not installed on later ferries.
- The president of the Intrepid Sea, Air and Space Museum, Bill White, resigned suddenly on May 19, shortly before Fleet Week festivities. Reached by phone, Mr. White explained that he had resigned after working on the Intrepid for 19 years to pursue another job. He indicated that the resignation was unrelated to an investigation into fund-raising for former state comptroller Alan Hevesi. Mr. White was subpoenaed more than two years ago by Attorney General Cuomo's office, which has been investigating the solicitation of campaign contributions from pension fund managers. Mr. White would not comment about an "ongoing investigation," but stated that he was "not hiding a single thing that is material or interesting."

FIRST CALL PLAQUES

Alan K. Borthwick

Most ships display plaques on an obscure wall. These plaques commemorate first calls of that particular ship to major ports. When Mary and I booked a VOLENDAM cruise circumnavigating Australia, I realized that there would be numerous first calls and I wanted to learn more.

Upon boarding in Sydney, I wrote to the hotel manager, René Tuinman, requesting permission to observe a ceremony. He told me that Hobart, Tasmania, would have a ceremony at 10:30 AM in the Ocean Bar and that my wife and I were welcome. Mary and I showed up at the ceremonies for both Hobart and Fremantle.

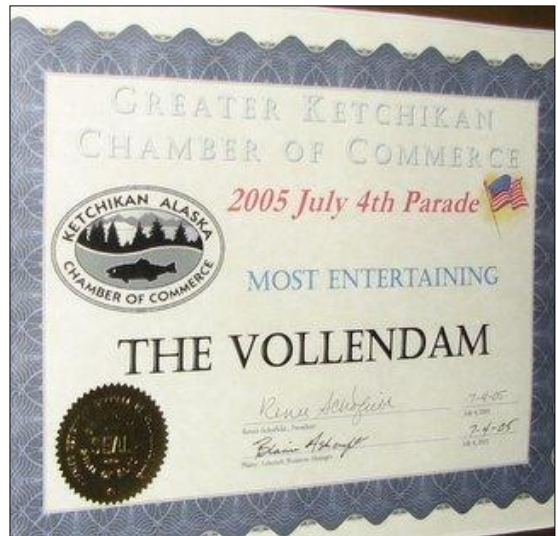
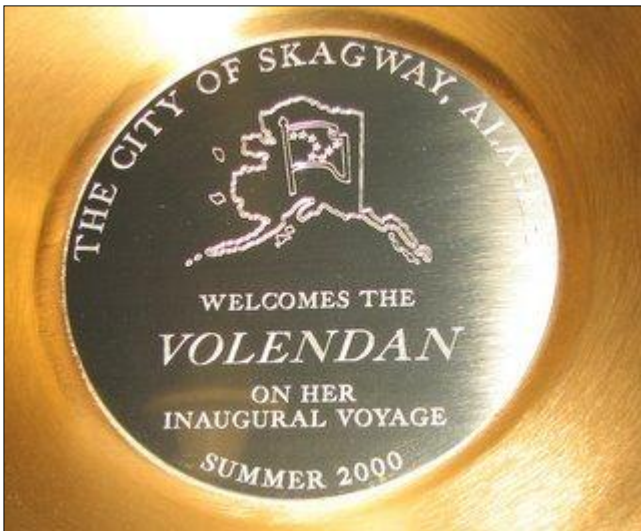
We found the lounge prepared by the beverage manager who had retrieved the gift plaque to be presented by Holland America. At the designated time the port guests, the master, and the hotel manager arrived. There would be some social conversation while the beverage stewards offered beverages and canapés, always bringing the master an ice water with a slice of lime without being asked.

The representative of the port (TasPorts or FremantlePorts for these two ceremonies) presented their plaques to the master with a few words about hoping for many returns. In Fremantle, the deputy mayor also gave a plaque from the city, with some words to the master that his city was named after a sea captain, Charles Fremantle.

After the port representatives completed their presentations, Captain Pieter Visser presented a Holland America plaque to the port. He had a little talk about the two Dutch ships shown on the Holland America logo.

When the social conversation got to a lull, the master would instruct the beverage manager to take the visitors on a ship tour. The dining room was closed on both these occasions but the cafeteria opened early when guests appeared with the beverage manager.

I was told that sometimes the group could be as many as twenty individuals with representatives of the various tourist authorities. I asked a port representative what would happen if the master of the ship didn't appear to receive the plaque. She said that the procedure was to take the plaque back to the office and try to deliver it on the next call. The date of the original call would remain on the plaque. The ship officers told me that the arrangements for a mutually agreed upon plaque swap are made by the port agent. After my first plaque ceremony, I looked more closely at the plaques on the obscure wall and found some variations in the spelling of the ship name.



SHIP'S LOG

A goodly crowd of members and friends trooped down to South Street Seaport on the evening of May 20th to follow in the wake of Bill Miller as he led a guided tour of South Street's NORMANDIE exhibit, "DECODENCE: Legendary Interiors & Illustrious Travelers Aboard S. S. Normandie," to give it its full title. Bill, the exhibit's curator, showed his usual enthusiasm and humor as he led us through the four galleries of artifacts, memorabilia, furnishings and more, all from or about the legendary vessel.

Before starting out, Bill gave the background of the exhibit, a short history of the ship and something about Mario Pulice, the NORMANDIE collector who provided almost all of his collection to create most of the exhibit. Bill also raised the question of how to display a 20th-century ship in a 17th-century building. More tidbits of NORMANDIE lore and history, and about Mario, were distributed throughout his talk.

The exhibit planners had decided to show the glory of the ship, with the disastrous fire that ended her life relegated to just one corner, with a few news items and photos and one of her (slightly singed) wooden wheels, the latter provided by John Maxtone-Graham.

The NORMANDIE was totally French, with everything designed for her by the best French designers, and all silver, serving pieces and other artifacts inscribed with the CGT (French Line) logo. We feasted our eyes on those beautiful silver serving pieces; vases; brochures and menus; a child's chair from the playroom, along with a picture of the room; glass murals by Jean Dupas; all the way up to furniture from various rooms including a silverwood piano that had been played on by Marlene Dietrich. Of particular interest was a movie of an entire NORMANDIE sailing, made as an experiment in the early days of color film. In several places, furnishings displayed in front of a blowup of the entire room gave that "You are there!" feeling, more or less.

So grand was the vessel, according to Bill, that even the rich were inhibited from traveling aboard, and she sailed on the average of only 59% full. But she was

grand only in first class; second and third class were quite austere, and many in those classes chose the comparatively greater comfort of the QUEEN MARY.

It may be hard for us to believe, now when NORMANDIE items command astronomical prices, that in her time, NORMANDIE furnishings were considered unimportant "hotel furniture."

As for that time-traveling question of displaying a 20th-century ship in an antique building, Bill thought it had been done very well, to general agreement.

After the tour we had time to revisit the displays and watch the movie on our own - as with any ship visit, not enough time.

Our thanks to Bill for his enjoyable and enlightening tour guidance, and to South Street Seaport for making the exhibit available to us after hours.

Marge Dovman

A TRIP GONE AWRY

Carloh Krancke

The itinerary was to sail on the EURODAM from Fort Lauderdale to Civitavecchia for 16 days, fly to London for three days visiting friends, and sailing home on the QUEEN MARY 2 - the entire trip almost a month of shipboard life.

EURODAM's ports were particularly interesting on this crossing, some new to me, others familiar. Especially interesting were Cádiz and Almería. The "Grand Circle" route to Lisbon gave us eight glorious sea days, with some minor avoidance of rough weather. It was in Almería that we first heard of the volcanic eruption in Iceland, but did not think much of the news. As the news became more and more dire, passengers began being truly concerned about returning to the U. S. By the time we reached Barcelona, those passengers not staying on in Rome were seriously attempting to make plans to get home. My plans were to fly directly to London upon disembarkation, so I was really in a fix, since

the "no-fly" zone was from Scandinavia to the northern tip of Italy, and I was booked on QM2 on April 22. HAL was very generous and gave us unlimited free telephone and Internet access, but hours and days of frustrating attempts to make alternate arrangements led to naught; telephone lines were hopelessly busy (a British Airways recording said my wait time would be approximately 146 minutes!) and Internet sites were not functioning properly. CNN and BBC news were constantly on all television sets.

I was able to make hotel arrangements before leaving the ship, so I checked into the Hilton Rome Airport hotel, which was connected by covered walkways to the airport. This turned out to be a blessing, since all airport area hotels were completely booked and many of the tens

of thousands of stranded airline passengers were forced to sleep at airports. I met a number of people at the hotel who had spent days on buses from northern Europe in an attempt to fly from Rome, and a singer hired a taxi to take him to Copenhagen for 26,000€. Trains and buses quickly became booked, so they were no longer an option. It was extremely upsetting for me to be stranded in Rome, so I finally went to the airport and worked with a very helpful BA agent who was able to arrange for me to fly out early Wednesday morning. Unfortunately that flight was cancelled and the rest were in doubt, so when Cunard called to ask if I was going to be able to sail on Thursday I had to say no.

I was not able to fly home until Saturday, April 24, thankful to be going home at last.



The CELEBRITY MERCURY (above) will be restyled as MEIN SCHIFF 2, seen in a rendering alongside MEIN SCHIFF (below).



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