



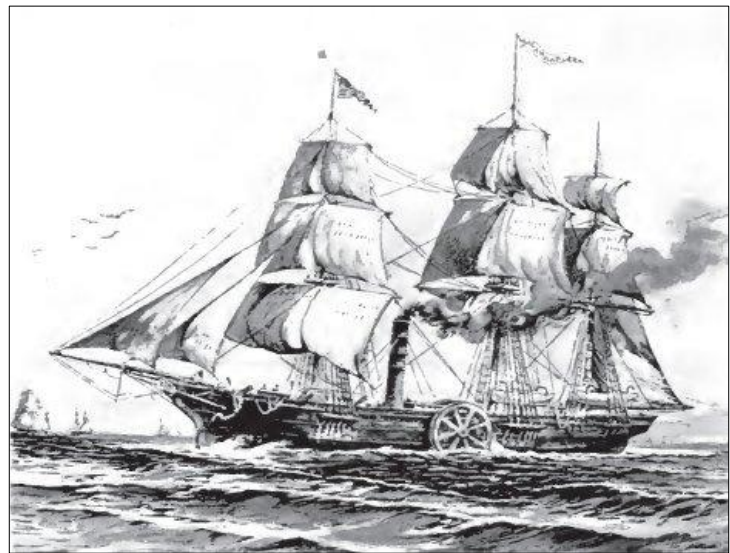
THURSDAY, MARCH 24, 2011 – 6 P.M.  
AT THE COMMUNITY CHURCH ASSEMBLY ROOM, 40 EAST 35<sup>TH</sup> STREET, MANHATTAN

## STEAM COFFIN: CAPTAIN MOSES ROGERS AND THE STEAMSHIP SAVANNAH BREAK THE BARRIER

Historian and author John Laurence Busch will attempt to re-calibrate your mind and show why the proposition of making the first crossing of the Atlantic Ocean on a "steamship" was met with a mixture of skepticism and fear. In 1807, Robert Fulton ran his "North River Steam Boat" as a regular passenger service between New York City and Albany, New York. But proving this might be possible on the oceans of the world was another matter; most observers in the early 19th century didn't think it could be done. One man who did was a steamboat captain named Moses Rogers. Combining his knowledge of the old mode of transport—sail—with the new mode of transport—steam—he set out to design a vessel that was capable of overcoming the many dangers of the sea. This craft would be not a "steamboat," but a "steamship," the first of its kind. With this steamship called *Savannah*, Moses would prove to the world that steam-powered vessels were not just a provincial innovation, but rather the beginning of a global revolution. Steamship Savannah's particulars are -- Burthen: 319 tons; Length: 98.5 feet; Breadth: 26 feet; Draught: 14 feet; Engine: 1 cylinder, "double-acting" (Watt); Port of Birth: New York. First voyage: From Savannah via New York to Liverpool on May 22, 1819, arriving June 20<sup>th</sup>. Our speaker devoted years of research to discovering the story of Captain Moses Rogers and the steamship *Savannah* by scouring archives and libraries from Portland, Maine to Savannah, Georgia, and across the Atlantic, resulting in what he says is the most descriptive account of the saga of Captain Moses Rogers and the steamship *Savannah* ever written. The book will be available for inspection and sale at the meeting.



CAPTAIN MOSES ROGERS



s.s.SAVANNAH

(John Busch collection / Bob Allen collection)

**NEXT MEETINGS:** FRIDAY, APRIL 29 FRIDAY, MAY 20 FRIDAY, JUNE 24

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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.

## ARRIVALS AND DEPARTURES

<b>SHIP</b>	<b>FROM</b>	<b>TO</b>	<b>VOYAGE</b>	<b>PASSENGER(S)</b>
NORWEGIAN JEWEL	New York	New York	"Nowhere"	Larry & Mary Levine
QUEEN ELIZABETH	New York	Los Angeles	Panama Canal	Ronald Thomas & Richard Colon
MEKONG PANDAW	Angkor Wat	Saigon	Mekong Rover	Ted & Suellyn Scull

**Feel free to email photos taken on your cruises to The Porthole for possible inclusion in "Arrivals and Departures."**

### SHIP'S LOG

Three Cunard Queens – Similarities & Differences – by David Hume

On a rain-swept Friday evening in late February, with seventy members and guests in attendance, David Hume, our most recent branch chairman, gave a sterling PowerPoint talk on the similarities and differences among the three current Cunard Queens.

When there were direct connections running through the three ships, David approached the subject by showing a particular public room in sequence from Queen Mary 2 (2004) to Queen Victoria (2007) and Queen Elizabeth (2010), adding comments on the respective interior designs. As the latter two were built on similar platforms, the majority of comparisons naturally centered on them.

Externally, Queen Elizabeth has a more built-up superstructure, forward where the games deck is enclosed and aft where extra cabins were added to give the ship its unfortunate straight drop at the stern rather than the more graceful tiered effect on Queen Victoria.

Throughout the program, David used numerous examples of skylight and ceiling light designs to show the Victorian emphasis aboard Queen Victoria and Art Deco aboard Queen Elizabeth.

He pronounced Queen Mary 2's Britannia Restaurant probably the grandest public room on any ship afloat today, and then added, notwithstanding the original Queen Mary's first-class restaurant in Long Beach, as she is also afloat. The two newer ships' Britannia Restaurants pale by comparison. Not only does QV's staircase fail to provide a grande descente into the two-level dining room, it shows off passengers leaving the restaurant rather than entering it. This oversight is corrected aboard QE.

Because of the extra accommodations, QE needed more dining space at the Britannia cabin level, so David first took us up to the frosted glass doors of the Britannia Club, then we entered what is probably the most beautiful space on the ship, a lovely partitioned dining space that equaled that of the two grills in design if not in cuisine.

Another comparison showed QM2's two grills as attractive spaces but open to view from those walking past along the promenade deck, while aboard the newer pair, they are placed high up and out of the way of any passing foot traffic. He pointed out that QM2's Grill Lounge is nothing special while the Elizabeth's and Victoria's are better positioned with views out over the open decks.

Probably the poignant examples of the most divergent designs apply to the three Winter Gardens. On Queen Mary 2, it is a low-ceiling interior room that sees very little use, while that on Queen Victoria is placed under a Magrodome that should be covering the adjacent pool. On Queen Elizabeth, the designers got it right by topping the space with a soaring fixed dome that created a lovely light-filled lounge, with glorious pictures to prove his point. And he noted that the room is referred to as the Garden Lounge, to emphasize the difference.

David most aptly commented that the seating in QM2's Royal Court Theater resembled royal bumper car chairs, and then showed the much grander theaters aboard the other two, differing really only in color.

When it came to the ships' discos, the speaker's point was most definitely brought home simply by not showing a photo of the "too ghastly G32" aboard Queen Mary 2, while emphasizing how nice the others' are, both called the Yacht Club. He took that a step further by indicating how QE tips her hat to Queen Elizabeth 2 by displaying a lovely silver model at the entrance and using a sail motif for the columns' sconces. Further reminders are the QE2's bell and builder's plaque.

Queen Elizabeth continued to receive accolades for its lovely period murals showing the lido deck of a liner alongside the outdoor lido pool and others depicting the lifestyles of 1930s swells outside the Royal Court Theater. Unique to the ship are a croquet pitch and short-track lawn bowls on the forward Games Deck.

Thanking David for such a finely detailed program, Ted Scull, Program Chairman, commented how fortunate Cunard's designers were to be able to build improvements into a second similar ship. He hoped that one day that might be the case for an improved design based on Queen Mary 2.



QUEEN MARY 2 AT BAR HARBOR, MAINE, IN JULY 2008

(Bob Allen)

### **SHIP'S MAIL**

To the editor:

During Mr. Hume's lecture, a photo was shown of the ship's bell as it was situated on the QE2. The subjects of the painting on the wall above the bell were a very young Elizabeth and Prince Phillip; Elizabeth was holding in very fetching picture- style hat. Mr. Hume wondered aloud, as he showed the photo, what happened to this picture when the QE2 was sold. This picture didn't match my recollection of the painting that hung above the bell. I checked our photos of the bell taken on a January 2006 transatlantic crossing on the QE2, which showed a painting of the QE2 at sea in the foreground, with the Britannia in the background. I would bet—metaphorically speaking—that this picture was the one usually in place above the ship's bell. I don't have an electronic file of these photos to send, but I did locate it on the Stephen Card site. The link is:

<http://www.vdleek.nl/Art/Card/Cunard/Cunard-6.html>

Perhaps the picture was relocated to the new Queen Elizabeth's art collection. Aside from this extremely minor quibble, Mr. Hume's lecture was beautifully presented and very much enjoyed by my husband and me.

Sincerely,

Maureen Drexel

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

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 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.



## YOUR SHIP OF THE MONTH

Response to the new Ship of the Month feature has been very positive. Do you have a liner that you would like to see profiled? If so, email the editor at [oceanvoyag@aol.com](mailto:oceanvoyag@aol.com), or write The Porthole at the mailing address on the front page.

## YOUR DAILY PROGRAMME

**SEAPORT MUSEUM NEW YORK**, [www.seany.org](http://www.seany.org) Contact via email [reservations@seany.org](mailto:reservations@seany.org) or call 212-748-8786. **Decodence** (the exhibit about the French Line's NORMANDIE of 1935) at 12 Fulton Street. is now closed, despite the recently announced extension of the exhibit. **Free Friday:** March 18, 5-8 PM. Meet for an open dialogue and to mix and mingle among ship captains, maritime managers, and other New York waterfront workers. Contact Seaport Museum New York for details on tour and event times, pricing and reservations.

**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). **APRIL MEETING** will be held on **Wednesday April 13, 2011**. Speaker will be Ken MacKenzie, who will give a talk on the Navy League Program. To be confirmed - contact the museum for program details. Meetings are held at the Vancouver Maritime Museum at 1905 Ogden Avenue (Kitsilano Point).

## CRUISE WITH THE PORT OF NEW YORK WORLD SHIP SOCIETY ON THE MS ROTTERDAM

We are pleased to announce a World Ship Society group cruise for 2011. It will be a 9-night Transatlantic crossing on Holland America's ms ROTTERDAM (VI), with a pre-cruise option to stay on the ss ROTTERDAM (V), now a museum, hotel and convention venue in Rotterdam, Holland. For information, rates and booking instructions, contact Brad Hatry at Pisa Brothers Travel: 212-265-8420, x 222; 800-729-7472, x 222 or email [brad@pisabrothers.com](mailto:brad@pisabrothers.com).

## SHIP NEWS

### **FINANCIAL TROUBLE AT SOUTH STREET SEAPORT**

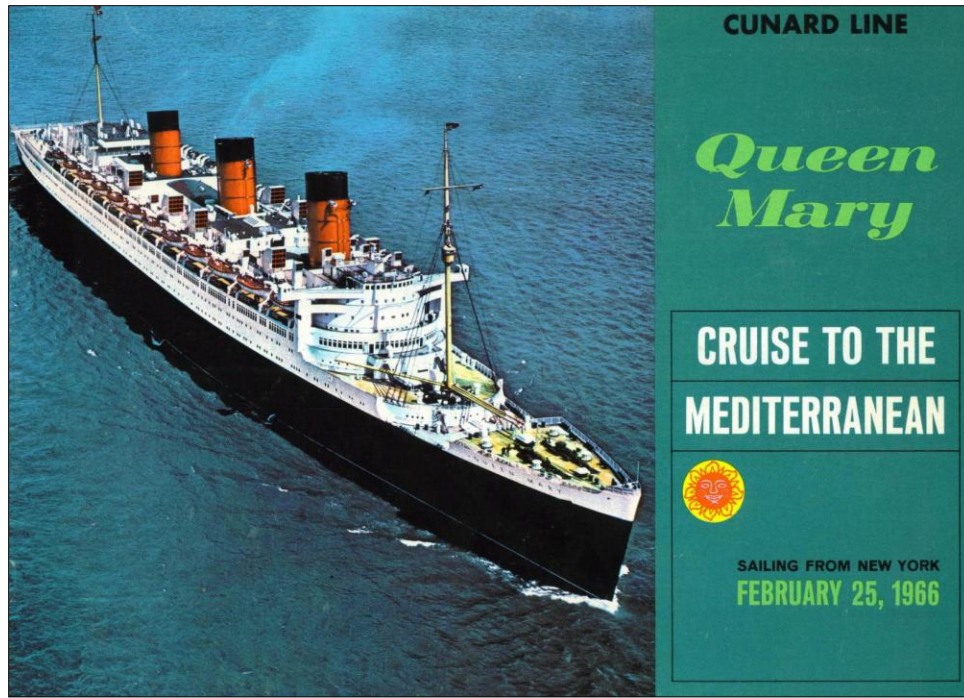
The New York Times reported in their February 18<sup>th</sup> edition that Seaport Museum New York is experiencing considerable financial troubles. Early this year, the museum furloughed 32 employees, approximately half of its staff. Future exhibits have been put on hold, curatorial and development departments have been eliminated, and seven of the 21 board members have resigned. The museum's chairman, real estate developer Frank J. Sciame, has loaned the museum \$3 million since last March in order to cover operating expenses. Seaport Museum New York ran a deficit of \$1 million in 2008; in 2009, it had revenue of \$280 thousand on a budget of \$5.2 million. The museum is now negotiating with the City of New York to buy back its lease on a lot at South and John streets for \$7 million, but a \$2.7 million bank loan against the buy back option was denied. The museum, founded in 1967, has had a history of financial problems. The museum's status will be updated in this column as information becomes available.

### **HIS SEAS WERE ALWAYS SILVER**

Antonio Lefebvre d'Ovidio, the founder of Silversea Cruises, died on February 5 at the age of 98. Lefebvre was a maritime lawyer and professor of maritime law before entering the shipping business, owning and operating cargo vessels and ferries on the Adriatic Sea. He eventually partnered with the Vlasov Group and co-owned Sitmar Cruises in the 1980's, and then founded ultra-deluxe operator Silversea Cruises in 1994. Antonio's son Manfredi is the current chairman of Silversea.

### **ROYAL RENDEZVOUS, WEST COAST VERSION**

Just weeks after the "Three Queens" rendezvous in New York Harbor, QUEEN VICTORIA (2008) met QUEEN MARY (1936) in a spectacular rendezvous at Long Beach, CA. Thousands lining Long Beach Harbor or aboard the QUEEN MARY witnessed the meeting, which included whistle salutes and a fireworks display. The rendezvous was part of festivities celebrating the 75<sup>th</sup> anniversary of the QUEEN MARY. QUEEN VICTORIA, on her debut season in the Americas, was en route to a Panama Canal cruise; QUEEN MARY was purchased by the City of Long Beach in 1967, and opened as a tourist attraction, hotel and convention venue in 1971. This was the second rendezvous of QUEEN MARY and a ship in the modern Cunard fleet – in February 2006, QUEEN MARY 2 (2004) saluted the her famous predecessor.



2011 IS THE THE QUEEN MARY'S 75<sup>TH</sup> ANNIVERSARY YEAR

(Bob Allen collection)

### A PEARL FOR NEW YORK

Norwegian Cruise Line has announced that their 2012–2013 season will feature two ships sailing from the Port of New York. The NORWEGIAN PEARL will join port regular NORWEGIAN GEM; together, they will offer cruises of varied lengths to the Caribbean, Bahamas/Florida, and Canada/New England. In related news, NCL has completed Phase I improvements to Great Stirrup Cay, their out island in the Bahamas. A new marina with four tender docks and a new dining facility are now open. The tender docks are located away from the beach area, opening up more beachfront for passengers' use. The 8,500 square foot dining area, consisting of four pavillions and two adjacent bars, has picnic table seating for 500.

### CRYSTAL WILL SPARKLE

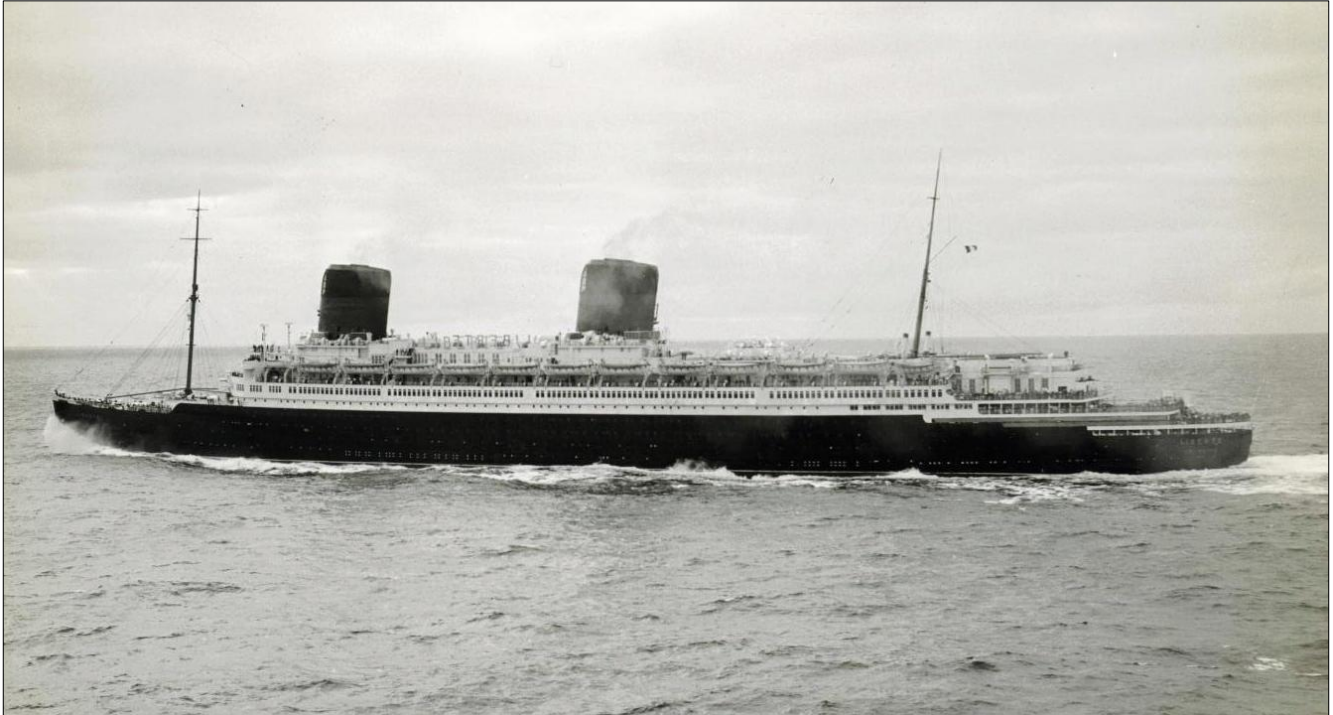
Crystal Cruises has announced a major renovation for their newest ship, the CRYSTAL SERENITY (2003). The 68,870-ton vessel will be renovated at a cost of approximately \$25 million. Much of the work will focus on the cosmetic upgrading of deluxe cabins and suites, and the ship's extensive retail area. As with the recent renovation of fleet mate CRYSTAL SYMPHONY, the SERENITY's indoor/outdoor pool will be removed and replaced with a casual lounge area. Construction is scheduled for mid-May at Blohm & Voss Shipyard in Hamburg Germany, preceding the ship's summer season of European cruises.



CRYSTAL SERENITY WILL UNDERGO A RENOVATION IN MAY, 2011

(CRYSTAL CRUISES)

## SHIP OF THE MONTH



**LIBERTE, ex-EUROPA**

(Bob Allen Collection)

<p><b>Owner:</b> CGT (French Line), Paris  <b>Original owner:</b> North German Lloyd Line, Bremen  <b>Builder:</b> Blohm &amp; Voss, Hamburg  <b>Rebuilder:</b> Penhoet, St. Nazaire  <b>Route:</b> LeHavre-New York  <b>Service speed:</b> 27 knots</p>	<p><b>Dimensions:</b> 941' x 102' x 51,839 grt  <b>Passenger capacity:</b> 569 First; 562 Cabin; 382 Tourist  <b>Maiden Voyage (as EUROPA):</b> March 19, 1930  <b>Maiden Voyage (as LIBERTE):</b> August 17, 1950  <b>Last Voyage:</b> November, 1961  <b>Demise:</b> Scrapped, La Spezia, Italy, 1962</p>
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One of the most glamorous and important ocean liners to sail the North Atlantic during the mid-20<sup>th</sup> Century, LIBERTE had two fascinating careers during her 31 years. Originally intended to sail on a simultaneous maiden voyage with sister ship BREMEN in 1929, EUROPA was delayed by a shipyard strike, and then by a disastrous fire which sunk the incomplete liner. Initially written off as a total loss, Blohm & Voss was able to salvage and ultimately complete the EUROPA, ten months behind schedule. Triumphant, EUROPA broke the Westbound transatlantic speed record on her maiden voyage in March 1930, capturing the Blue Ribband from her sister BREMEN, which took the prize back in 1933. A superb example of Art Deco liner design, fitted with the latest passenger comforts and maritime technology, EUROPA's popularity was affected by the Great Depression and then by the rise of Nazism. She became a naval accommodation ship in Bremerhaven during World War II, somehow escaping damage during the hostilities. Seized by US forces in May 1945, she was briefly used as troop transport, but was given to France for war reparations in 1946 and renamed LIBERTE. Her transformation to a French liner for use as a replacement for the recently destroyed NORMANDIE was planned. In a bizarre repeat of the events of 1929, LIBERTE was swept from her moorings during a fierce storm and collided with the partially submerged wreck of the CGT liner PARIS, sinking for the second time in 17 years. She was salvaged, but suffered another fire before rebuilding was completed in 1950. In August of that year, LIBERTE sailed into New York harbor as a practically new ship, joining fleet mate ILE DE FRANCE in establishing post-war transatlantic service for her owners. As the "new" flagship of the French Line, LIBERTE earned a reputation for superior food, service and an unrivalled atmosphere of French glamour. She costarred in the popular Hollywood film "The French Line" with Marilyn Monroe and Jane Russell, and appeared in "Sabrina" with Audrey Hepburn and Humphrey Bogart. In 1954, her low-slung funnels were raised and capped with rounded domes, creating an immense and powerful ocean liner profile. Slightly faded but still beautiful and popular, LIBERTE was finally retired in 1961, replaced by a larger and faster vessel – the FRANCE of 1962. While FRANCE could carry more passengers in a year than ILE DE FRANCE and LIBERTE combined, the Atlantic lost one of the most imposing and gracious liners ever built when LIBERTE was scrapped in Italy in 1962.

### OFFICERS

Chairman: Carol Miles  
 Vice Chairman: Marjorie Dovman  
 Membership Sec'y: Tom Rinaldi  
 Branch Sec'y: Roxanne Almond\*  
 Treasurer: Alan Borthwick

### EXECUTIVE BOARD

Bob Allen  
 Richard Faber  
 Doug Friedlander\*  
 David Hume\*  
 Paul Immerman  
 George McDermott\*  
 J. Fred Rodriguez\*  
 Ted Scull\*  
 Dan Vaccaro

### COMMITTEE HEADS

Program: Ted Scull\*  
 Finance: Alan Borthwick  
 House: J. Fred Rodriguez\*  
 Membership: Tom Rinaldi  
 Newsletter: Bob Allen  
 Nomination/Recruit: George McDermott\*  
 Special Events: Dan Vaccaro

\* = past chairman