



March, 2015 VOLUME XXXII, # 3

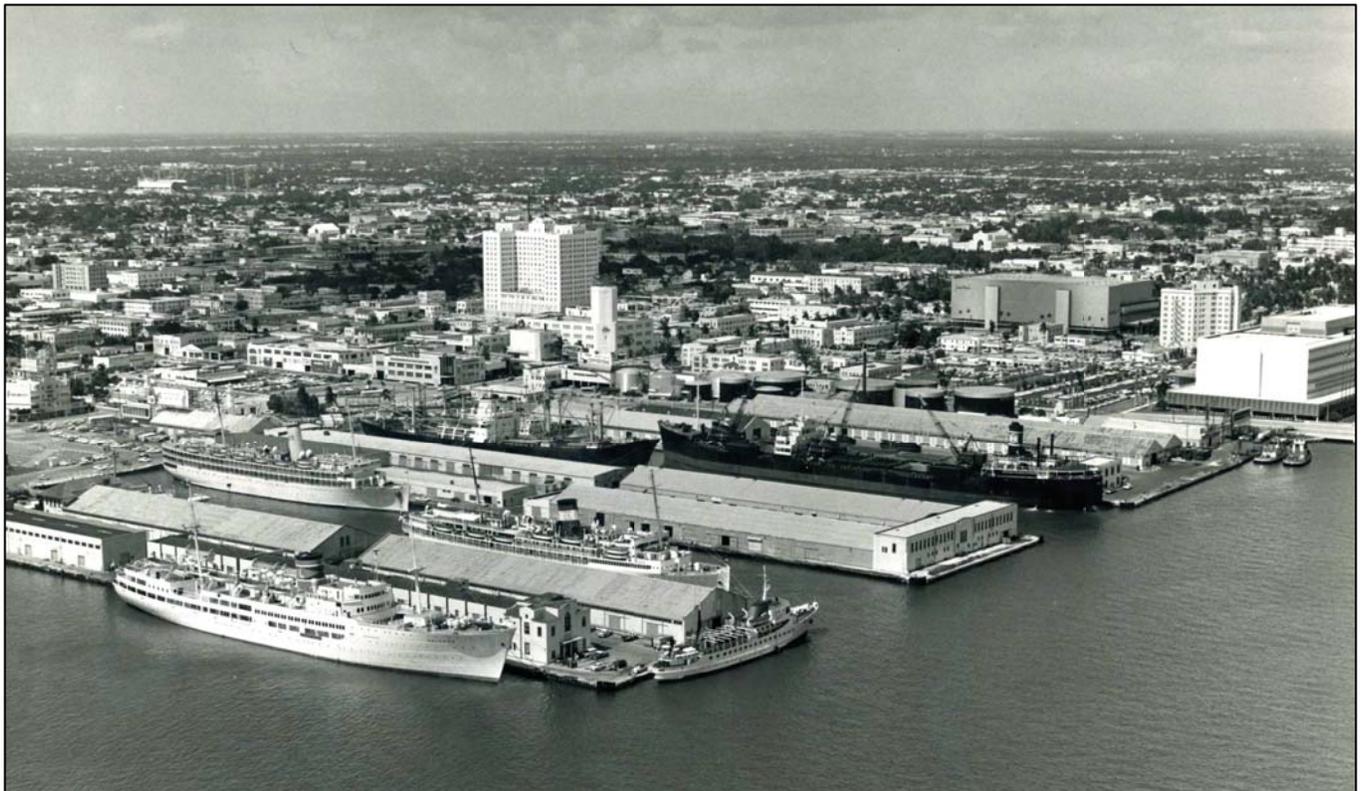
WORLD SHIP SOCIETY

Friday, March 27, 2015 - 6:00 PM

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

Cruising Miami Style

The Birth of the Modern Cruise Industry and the Ships That Led the Way
by Allan E. Jordan



The Port of Miami, Florida in the mid-1960's, before the construction of the Dodge Island terminal.

(Allan E. Jordan collection)

In December 1964, an Israeli ferry named *Bilu* arrived in the Port of Miami, then served largely by elderly coastal steamers pressed into service as low-budget cruise ships. The 6,445-gross-ton, 525-passenger *Bilu* was an unassuming little ship, but her arrival in Miami marked the beginning of a revolution. Soon Miami-based entrepreneurs, including Knut Kloster and Ted Arison, were building a new generation of purpose-built cruise ships, and Miami was on its way to becoming the center of a multi-billion-dollar, worldwide vacation industry.

Historian Allan E. Jordan will trace the history of cruising in Miami from the port's earliest cruises to the events of the mid-1960s that led to the birth of the modern cruise industry. He will explore how obscure ships including *Bilu*, *Nili* and *Princesa Leopoldina* led the way for better-known ones such as *Sunward*, *Starward*, *Boheme*, *Song of Norway*, *Mardi Gras* and *Emerald Seas*.

Allan is the author of numerous articles on the past and future of cruising for publications including *Cruise Travel* magazine, and of two books: *Saluting the Aloha Spirit*, which recalls the history of American Hawaii Cruises and the sister ships *Independence* and *Constitution*, and a 40th-anniversary history of Norwegian Cruise Line. He has also appeared as a guest lecturer on cruise lines such as Royal Viking, Crystal, Oceania and Princess.

Join us as Allan recounts the fascinating story of how Miami went from backwater to cruise capital of the world.

NEXT EVENTS: Membership Meetings, April 24; May 29; June 26, programs TBD.

ADDRESS: PO Box 384, New York, NY 10185-0384

E-MAIL: wsspony@gmail.com

WEBSITE: www.worldshipny.com



CARNIVAL FANTASY at Charleston, SC on November 22, 2014.

(Marge Dovman)

MUSEUMS, LECTURES AND HARBOR CRUISES

CONTACT THESE INSTITUTIONS BY EMAIL OR PHONE FOR CURRENT EVENTS AND ADDITIONAL INFORMATION:

SOUTH STREET SEAPORT MUSEUM www.southstreetseaportmuseum.org or 917-492-3379. **MYSTIC SEAPORT** www.mysticseaport.org or 860-572-0711.

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. The next meeting is on Wednesday, April 15, 2015.

NEW SOUTH WALES WSS: Meetings are held at the Uniting Church Complex in Lord Street, Roseville. Contact the branch at PO Box 215, Strathfield, New South Wales 2135, Australia for additional information.

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.

PROJECT LIBERTY SHIP www.liberty-ship.com or 410-558-0164

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 44 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.

CIRCLE LINE, www.circleline42.com or 877-731-0064. Circle Manhattan and other harbor cruises, departing from pier 84 at West 44 Street.

NEW YORK WATERWAY, www.nywaterway.com or 800-533-3779. Trans-Hudson ferry service and special-event cruises.

THE NATIONAL LIGHTHOUSE MUSEUM www.lighthousemuseum.org or 855-656-7469. Contact for upcoming schedule of cruises and events.

THE WORKING HARBOR COMMITTEE www.workingharbor.com or 212-757-1600. Cruises to both remote and well-travelled parts of New York Harbor, such as the Hudson River to view tugboat races, Gowanus Bay and Erie Basin in Brooklyn, and a circumnavigation of Staten Island.

THE NOBLE MARITIME COLLECTION, www.noblemaritime.org or 718-447-6490. Maritime lectures and art exhibits at the Sailor's Snug Harbor Cultural Center on Staten Island, NY

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
PRINSENDAM	Civitavecchia	Ft. Lauderdale	Transatlantic	Charles and Marjorie Zuckerman	11/14

SHIP'S LOG - JANUARY

It's the start of our branch's 50th anniversary year. The watch has changed. And our January meeting was ably presided over by our new captain, Marjorieann Matuszek, who led us in handling all the changing-of-the-guard procedures. She thanked outgoing chairman Ted Scull for his many contributions to the club, including all the programs he planned over the years. As a holding action until his real gift arrived, and with a nod to another of Ted's interests, trains, Marjorieann presented him with two New York Central pencils. Ted in turn thanked Marjorieann for her spirit of volunteerism. Back at the helm, Marjorieann introduced all board members, and announced some of the planned anniversary activities, namely a photo contest and an October cruise.

Then it was back to Ted, to introduce the evening's speaker, branch secretary Greg Fitzgerald, with a description of his background and his many interests. Ted then showed Greg a copy of "Passengers Liners 1965" by Lawrence Dunn. Greg's own copy, his speaking gift, would be on its way soon.

Greg commenced his talk on passenger liners 1965, the year of the PONY Branch's start, with some scenes and events of that year – the 1965 skyline, the World's Fair etc. And then on to the the ships themselves, with the PowerPoint presentation divided more or less into chapters. He started with new ships that year, with first mention going to the ALEKSANDR PUSHKIN, in 1993 redone and converted to MARCO POLO, still sailing under that name and scheduled to visit Canada in August and September, and described by Greg as "a survivor." As throughout the program, we saw a photo of the ship and heard some important facts about her.

Then there were those vessels that are no longer with us, such as the MICHELANGELO and RAFFAELLO, the outline of the latter visible on a Google map under water where she sank; the OCEANIC, possibly reincarnated as the NORWIGIAN BREAKAWAY in the sense of being a regular visitor to New York; the SAGAFJORD, birthplace of the PONY branch; and the KUNGSHOLM, now a hotel ship in Oman, in an information black hole.

The next segment, which Greg called "Incidents and Accidents," covered several ships, some well-known and others less so, involved in accidents ranging from brief groundings to the well-known and horrific YARMOUTH CASATLE fire, which made such an impression that it gave him nightmares. He described this disaster for us in great detail – in short, everything that could go wrong did. The catastrophe made the year a turning point regarding safety issues, and led to required regular SOLAS improvements.

Greg then turned to a ship still in service, sort of – the ROTTERDAM, which ended her trans-Atlantic service in 1965 and is now preserved as a hotel ship and museum in her namesake city. The CANBERRA and ORIANA, among others, rated mention because nothing happened to them in 1965.

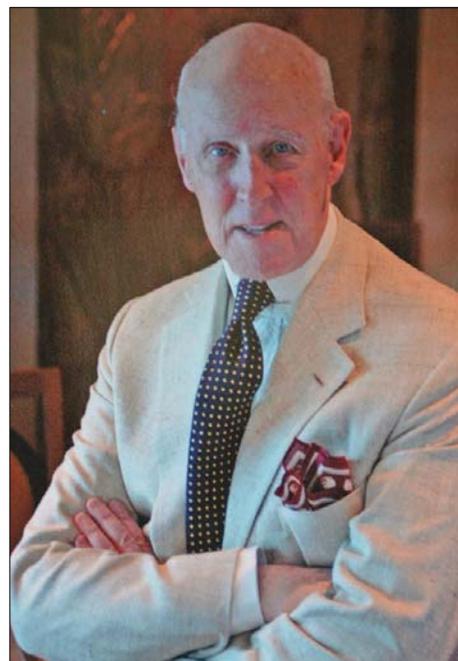
And finally, something(s) new. The QE2's keel was laid in 1965, and a "great society" started up in 1965.

With thanks to Greg for such a fine program, and top our galley crew for their good work and great grub.

Marge Dovman

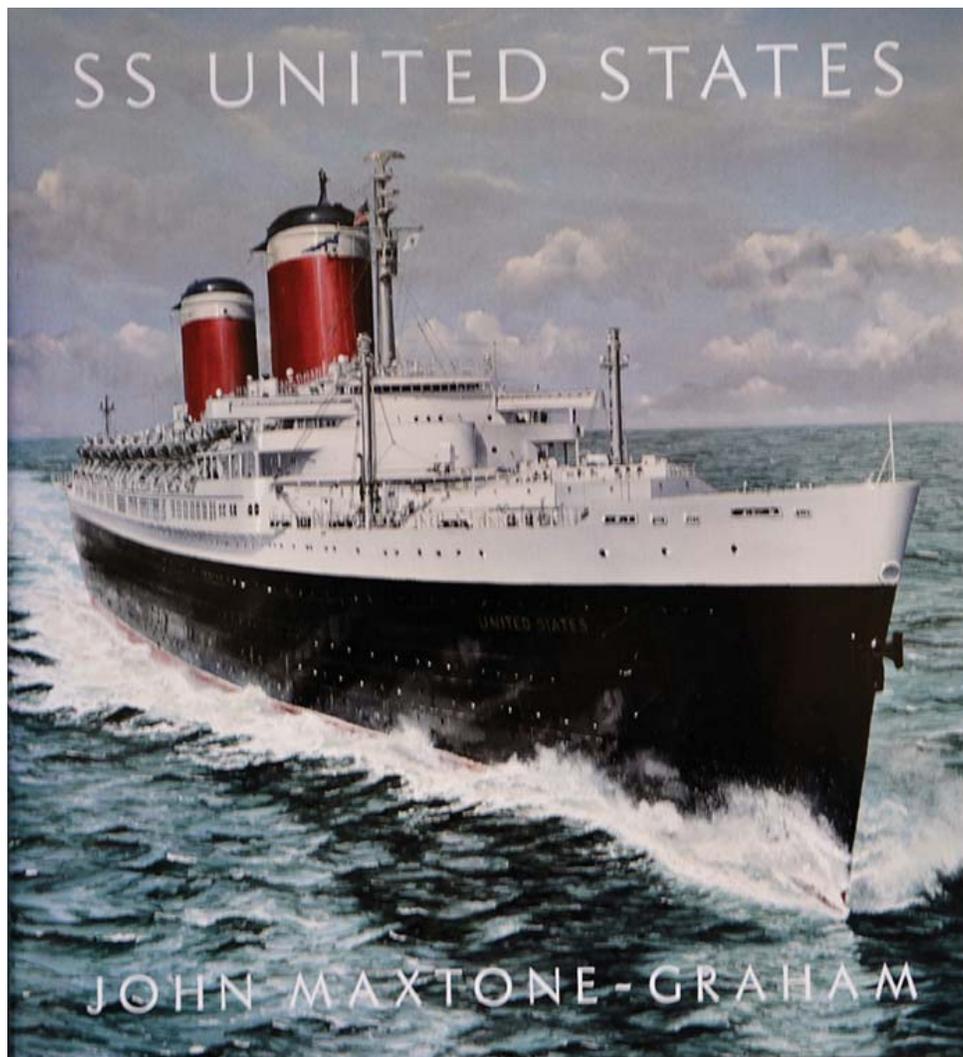


(Marjorieann Matuszek)



(John Maxtone-Graham)

Ted Scull shows off his copy of Lawrence Dunn's "Passenger Liners, Second Edition" (1965); January's speaker, Greg Fitzgerald, will soon be receiving a copy of the same book (above left). February's speaker was renowned maritime author and shipboard lecturer John Maxtone-Graham (above right).



The cover of John's latest book, "SS UNITED STATES," features a spectacular painting of the liner by marine artist Robert Lloyd (above).

SHIP'S LOG - FEBRUARY

February saw a possible record attendance, assembled to hear one of our favorite speakers, John Maxtone-Graham, discuss his latest book, "SS UNITED STATES." The audience of 110 included three former crew members including our own Fred Rodriguez, some members of the S.S. United States Conservancy and at least one of John's children, not to mention many guests and some attendees from out of town. John just happened to have with him copies of his book for sale and autographing, which attracted long lines both before and after his talk.

John was introduced by Ted Scull with reminiscences of how he met three of John's children, and through one of them, John himself, along with anecdotes and biographical notes. The program, as well as the book, covered not only the venerable vessel, but her designer, William Francis Gibbs, and other well-known ships he was involved with. The presentation included many archival photos, but others were of more recent vintage, thanks to their donors.

Gibbs was a self-trained naval architect with some old habits, while his brother, Frederick, with whom he was close, was the financial brains of their company. William supervised the conversion of the VATERLAND to the LEVIATHAN, and we saw scenes of both repairs and some of the finished interiors. Then we sailed on to the AMERICA, from her construction through her launching. John continued all the way through her 1964 sale to Chandris as an immigrant ship through her sad end.

And then, finally, came the UNITED STATES. We were shown scenes of her construction, and regaled with interesting tidbits: the difficulty in attaching the rudder, that location being unreachable by cranes; the engineer who designed the propeller was a woman. We photographically toured the interiors, seeing those famous pieces of wood, the chopping blocks and the piano, and the "special" restaurant, for which reservations had to be made when tickets were booked. We saw people on board, celebrities and not. There were pictures of memorabilia and artifacts. Scenes of glory included the flotilla accompanying the ship's arrival in New York, and the Hales Trophy. These contrasted sadly with photos of the vessel in her seemingly perpetual layup, her interior stripped bare, and her exterior rusted.

We thank John for this enjoyable look at this historic icon of a ship. We thank our hard-working galley crew for the present-day goodies.

Marge Dovman

GIVE US A BREAK-AWAY!

Looking forward to a respite from our endless winter, we anticipated our March 1st visit to the NORWEGIAN BREAKAWAY. But due to a last-minute change on the part of NCL, we were forced to divide ourselves into smaller groups, on different days. So on the appointed day 43 of us headed to the West Side, where the 18-deck vessel loomed over the Manhattan Cruise Terminal, her gaily-painted hull completely surrounded by variously sized chunks of ice. Her 1,062-foot-long, 145,645-gross-ton hull houses 29 restaurants, 22 bars, numerous entertainment venues and more. And, oh yes, over 4,000 passengers and almost 1,600 crew.

As usual, there was a delay until the ship was cleared. Once aboard, we were given a whirlwind tour starting way up top with the waterslides (too cold to actually use them!) and spa, down through some of the public rooms and ending in the cozy Taste main restaurant. Here we were presented with extensive menus from which we could choose from four or five possibilities each of soups, salads, sandwiches or burgers, dinner plates and desserts. Decisions, decisions! Beverages were not listed but were served anyway, as were red and white wines. As we enjoyed our chosen dishes we could enjoy the sight of snowflakes drifting gently down or floating on the breeze, adding to the ambiance of a Winter North Atlantic cruise. Unfortunately the delay in boarding and the early sailing time of 3 P.M. put a bit of a squeeze on our visit, and there wasn't much time to indulge in our own tours or fantasies.

Our thanks to David Hume for arranging the visit, Carol Miles and Mario De Stefano for hosting the event and keeping us organized, the friendly and efficient crew, and the NCL staff

Marge Dovman



PONY Branch members enjoyed lunch on the NORWEGIAN BREAKAWAY on Sunday, March 1

(Stuart Gewirtzman)

SHIP'S MAIL

Having sailed on the ANDREA DORIA and the ILE DE FRANCE, I know a thing or two about bigger is not necessarily better when it comes to cruise ships! Of course, these ocean liners were not cruise ships but the point is the same.

The ANDREA DORIA and the ILE DE FRANCE would have fitted nicely inside of any of today's gargantuan cruise ships and with room to spare! But the measure of ocean travel is not how big the vessel is but what elegance there is about the vessel.

Put another way, today's cruise ships are not elegant affairs but vast amusement parks or circuses. The ocean is walled off and the passengers are encouraged to stay inside to spend money. The cruise lines do not make any money if a passenger is reading on a deck chair on the promenade deck, if there even be one, or looking out to sea! As result, the cruise ships have the intentional feel of a hotel on land!

The cruise lines know that the public in this multi-media age must be entertained every second of the day and night. And so cruise ships have an enormous variety of activities. Rock climbing. Theatres. Broadway-style shows. Rip cords. Zip lines. Over-the-side-capsules. "FlowRiders." Mini golf. Boxing rings. Skating rinks. Roller-skating. Inline skating. Basketball. Bumper cars. Indoor and outdoor pools complete with scuba diving. Fitness centers. Health spas. Numerous bars, lounges and restaurants! Extensive casinos. And enough shops to fill most any town's main street!

Cruise lines may pride themselves on their passenger enrichment programs but the only enrichment that counts to the cruise lines is their enrichment from the money spent on things that have nothing to do with the maritime experience!

But what did the ANDREA DORIA and the ILE DE FRANCE have that still recommends them to me? A quiet elegance. Stylishness. Gracefulness and sleekness of line. Distinctiveness. And the ability to slice through the waves as a warm knife through butter. So unlike today's boxy, gaudy, glitzy, slower and less storm-tolerant cruise ships.

An evening after dinner on the ILE DE FRANCE, for example, meant sitting in the Grand Salon, watching a game of horses or just conversing. There were no loudspeaker announcements by a cruise director about the evening's activities or those the

next day!

We shall not see the likes of the ANDREA DORIA and the ILE DE FRANCE again. Fewer and fewer of us remain to tell the tale of the golden age of ocean liner travel! But as with most everything else, we are told it is progress to have this or that change.

The non-descript food from the buffet is progress? The piped-in music blasted throughout the ship? The growing informality?

But for a moment imagine the dramatic entrance of the ILE DE FRANCE, the NORMANDIE or the QUEEN MARY into New York Harbor! This image should be convincing proof that what goes for a modern cruise ship is not even a pale imitation of what had gloriously gone before.

Those days when formal meant formal every night, when there was a splendid midnight buffet every night, when Beluga caviar was served by the spoonful, when the fish was filleted at your table, when Crepes Suzette were flamed in your presence, and when each night there was a different gloriously artistic menu!

No, we cannot go back. There is, after all, nothing like modern medicine. But if only we could bring back the ILE DE FRANCE even for one voyage to nowhere!

Very truly yours,
Dr. Stephen Schoeman



The ANDREA DORIA was one of the sleekest and most stylish ocean liners of the post-war era.

(Italia / Bob Allen collection)



Conversation reigned in the elegant Grand Salon of the ILE DE FRANCE, seen here as it appeared after World War II.

(CGT / Bob Allen collection)

WORLD SHIP IS CRUISING AGAIN!

Join members of PONY World Ship Society on their annual cruise. We sail October 10, 2015 on the REGAL PRINCESS for 7 days to New England and Canada, round-trip from New York. For more information, contact Brad Hatry at Pisa Brothers Travel. Call 212-265-8420 x 222, or 800-729-7472 x 222. Email brad@pisabrotherstravel.com. Hurry before it's too late!

NAME THAT SHIP

Each of the following clues relates to a ship that was in service or under construction in 1965. Use the clues below to identify the original names of these ships. Answers will be published in next month's issue of The Porthole. Can't wait that long? Find the answers on our website worldshipny.com.

1. Named after the sculptor of Moses
2. Largest liner in the world for 33 years
3. Called "Ralph" by her crew
4. Had a subsequent life as the DORIC
5. Fugazy painted eyes on this ship
6. Became the BIG RED BOAT
7. Later sailed for Saga
8. Had a subsequent career as MONA LISA
9. Won the Hales Trophy on her maiden voyage
10. Dubbed "Flounder" on her maiden arrival in NY
11. Fastest twin screw liner ever built
12. Had a second career as AUSTRALIS
13. Called "Aunt Tillie" by her crew
14. Grace Kelly sailed in her
15. Had a second life as the REMBRANDT
16. Once lost the Blue Riband to NORMANDIE
17. Found new life as MARCO POLO
18. Longest liner in the world until QM2
19. Fondly called the "Green Goddess"
20. Replacement for the ANDREA DORIA

SHIP NEWS

CHINESE CRYSTAL: Nippon Yusen Kabushiki Kaisha (NYK) Line of Yokohama, Japan has announced the sale of their luxury cruise line, Crystal Cruises, to leisure and hospitality company Genting Hong Kong (GHK). For a cash price of approximately \$550 million, GHK will acquire Crystal Cruises and their two vessels, the 1995-built CRYSTAL SYMPHONY (51,044-grt) and the 2003-built CRYSTAL SERENITY (68,870-grt). This is considered an extremely low per-berth price for a luxury operation, indicating that NYK was eager to sell Crystal. However, NYK will remain in the cruise business operating the ASUKA II in the Japanese market. ASUKA II was originally the 1990-built CRYSTAL HARMONY (50,142-grt), Crystal's first ship. Unlike competitors Seabourn, Silversea and Regent, which have been expanding their fleets continuously over the last decade, Crystal Cruises has not built a new vessel since 2003. This will also change according to a statement by GHK, indicating that Crystal will receive a new, state-of-the-art luxury vessel in 2018. GHK is the owner of Singapore-based Star Cruises, and is a major shareholder in Norwegian Cruise Lines. Interestingly, NCL has just acquired one of Crystal's competitors, Regent Cruises. Industry analysts have commented that these changes are likely to strengthen competition, and should result in positive developments for the luxury sector of the cruise industry.



CRYSTAL SERENITY at sea

(Crystal Cruises)

SPLENDOUR FOR THOMSON: Thomson Cruises, the third-largest British cruise operator, is acquiring SPLENDOUR OF THE SEAS from Royal Caribbean International. The 1996-built, 69,130-grt vessel has a capacity of 1,830 passengers, and will be the largest in the Thomson fleet. Sister ship to LEGEND OF THE SEAS, she was the second in a new series of innovative cruise ships built for Royal Caribbean in the 1990's. SPLENDOUR boasted a dining room with full-height glass walls

overlooking the sea, and a space frame-style glass canopy over her indoor pool, which was adjacent to a lavish spa. These were unique features in their day, and Royal Caribbean has kept the vessel up-to-date. A 2011 renovation added specialty restaurants and additional balcony cabins, and soft furnishings were refreshed as well. SPLENDOR's new name and itineraries have yet to be announced. Her four fleet mates will be other iconic cruise ships of the 1980's and 1990's: 1983-built THOMSON SPIRIT (ex-NIEUW AMSTERDAM, PATRIOT); 1984-built THOMSON CELEBRATION (EX-NOORDAM); 1986-built THOMSON DREAM (ex-HOMERIC, WESTERDAM, COSTA EUROPA); and the 1992-built THOMSON MAJESTY (ex-ROYAL MAJESTY, NORWEGIAN MAJESTY).

PORTUSCALE SCALES BACK: In devastating news for lovers of historically important cruise ships and ocean liners, Portuguese boutique operator Portuscale Cruises announced the withdrawal from service of the 1961-built FUNCHAL for financial reasons. They have also sold one of their 4 vintage vessels for scrap, the 1955-built LISBOA (ex-PORT MELBOURNE, DANAÉ, PRINCESS DANAÉ). The PORTO (ex-ISTRA, ASTRA, ASTRA I, ARION) of 1965 never entered service for Portuscale, and has remained laid up in Lisbon. Their 4th vessel is the 1948-built AZORES (ex-STOCKHOLM, VOLKERFREUNDSCHAFT, VOLKER, FRIDTJOF NANSEN, ITALIA I, ITALIA PRIMA, VALTUR PRIMA, CARIBE, ATHENA), the world's only remaining transatlantic liner in active service, and one of the oldest passenger ships afloat. She is on a long-term charter to British cruise operator Cruise & Maritime Voyages.

WORLD SHIP SOCIETY – PONY: FINANCIAL REPORT

Pursuant to Article V, Section F.3. of the World Ship Society-Port of New York Branch Constitution, the Statement of Income and Expenses for 2014 follows:

World Ship Society-Port of New York Branch	
2014 Statement of Income and Expenses	
CATEGORY AND DESCRIPTION	2014 TOTALS
Income	
Interest	43.74
Member Dues	8,410.00
Special Activities	8,725.00
Ocean Liner Bazaar	1,200.00
Guest Fees	0
Other	0
Total Income	\$18,378.74
Expenses	
Rent	4,783.06
Printer	6,312.47
Postage & Photocopying	321.86
Website	1,280.00
Honoraria	749.04
Refreshments	688.92
Miscellaneous.	806.17
Dues & Subscriptions	0
Ocean Liner Bazaar	1,825.98
Special Activities	8,060.80
Contributions	0
Accountant's Fee	0
Insurance	2,863.80
Total Expenses	\$27,692.10
OVERALL TOTAL	(\$9,313.36)

SHIP OF THE MONTH

Ship of the Month will return in an upcoming issue of The Porthole.

OFFICERS

Chairman: Marjorieann Matuszek
 Vice Chairman: David Hume*
 Branch Secretary: Greg Fitzgerald
 Membership Secretary: Mario De Stefano
 Treasurer: Carol Miles*

EXECUTIVE BOARD

Bob Allen
 Mario De Stefano
 Greg Fitzgerald
 Stuart Gewirtzman
 David Hume
 Marjorieann Matuszek
 Carol Miles*
 Doug Newman
 Ted Scull*

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 Newsletter: Bob Allen
 Program: Greg Fitzgerald
 Special Events: David Hume*
 Website: Stuart Gewirtzman * Past Chairman