

MARCH, 2016 VOLUME XXXIII, # 3

Friday, March 18, 2016 – 6:00 PM
At the Community Church Assembly Room, 40 East 35th Street, Manhattan

As The Liners Disappeared: Learning the Joys of Off-Beat Cruising

By Theodore W. Scull

After his first crossings over and back aboard French Line ships LIBERTÉ & FLANDRE in July 1958, Ted Scull followed the liner habit for decades, though dwindling choices made it increasingly difficult. It was not until 23 years later that he embarked on his first cruise aboard a ship that he had traveled on as a liner: P&O's ORIANA. Cruising soon turned out to be the way to continue sailing on the types of ships he loved, discovering new ones and matching them with winsome destinations.

During an old-fashioned slide lecture, Ted will share several of his favorite ships and cruises, none of them exactly mainstream, and explain why he chose them and what he experienced.

In no particular order, we go aboard Turkish Maritime Lines' handsome AKDENIZ (just now being scrapped) along that country's coast during one of Europe's hottest summers; the tiny RENAISSANCE THREE between Puerto Montt via the stunning Chilean fjords and Patagonia to Buenos Aires, encountering icebergs and stormy seas; HEBRIDEAN PRINCESS, a 49-passenger, one-of-a-kind ship cruising the Scottish Isles, and Queen Elizabeth II's twice-chartered yacht; COLUMBUS CARAVELLE embarking in Iquitos, Peru for an eight-day voyage down the Upper Amazon during flood season to Manaus; the venerable 1927-built DELTA QUEEN on the first of five trips, this one a four-rivers cruise in 1985; and the best ever aboard Swan Hellenic's chartered ORPHEUS from Greece to Turkey, two ports in Syria (with overnights ashore), Port Said, through Suez to Safaga, Sharm-el-Sheikh, and finally Aqaba, Jordan, including an unanticipated boarding by Multi-National Forces shortly after the First Gulf War.

Since becoming a travel journalist in 1980, Ted has written well over one thousand newspaper, magazine and website features, and guidebooks on cruising and New York, and on specialized topics such as personal travel on ocean liners. In October 2015, he co-founded and launched QuirkyCruise.com, a guide to small-ship cruising.



Turkish Maritime Lines' AKDENIZ docked at Alanya on the south coast of Turkey on August 8, 1987.

(Ted Scull)

NEXT EVENTS: Membership Meetings: Thursday, 4/21; Friday 5/20; Friday, 6/24
PONY group cruise on the QUEEN MARY 2, July 1-6

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WEBSITE: www.worldshipny.com

MEMBER PHOTO OF THE MONTH



NORWEGIAN BREAKAWAY at New York, February 28, 2016.

(Bob Allen)

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 Per their website, monthly meetings have been eliminated for the foreseeable future.

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 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 - 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.

LIBERTY SCIENCE CENTER www.lsc.org or 201-200-1000. The Liberty Science Center, located at 222 Jersey City Boulevard in Jersey City, New Jersey, is presenting "Titanic, The Artifact Exhibition" until May 30. This exhibition contains over 100 authentic artifacts retrieved from the Titanic and has recreations of several cabins and other areas of the ship. It is open on Saturday and Sunday from 9:00 AM to 5:30 PM and on Tuesday through Friday from 9:00 AM to 4:00 PM. It is closed on Mondays.

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
QUEEN MARY 2	New York	Southampton	Transatlantic	Paul and Marya Klee	01/16

SHIP'S LOG – JANUARY

As a great way to start the New Year, nine WSS T-shirts materialized in David Powers' storage locker. He shipped them here, and most were sold at the January meeting.

And the other great way to greet the New Year was to have maritime author and lecturer Allan Jordan give us the complete history of Princess Cruises on the occasion of its 50th anniversary. He was introduced by our branch secretary, Greg Fitzgerald, with an invitation to "enjoy an evening under the Sea Witch."

In the beginning, according to Allan, there was the west coast, the various liners occasionally cruising there, and the ever-present question of how to build up Seattle as a port. Along came an entrepreneur, Stanley McDonald, looking for opportunity. His story and that of Princess Cruises are largely synonymous. Allan described McDonald's unsuccessful attempts at acquiring a ship before being able to charter a coastal steamer, the YARMOUTH, for a successful cruise season. Later he got hold of an old but comfortable vessel, Canadian Pacific's PRINCESS PATRICIA, with which he ran Alaskan and Mexican cruises for two seasons, 1965-1966 and 1966-1967. Despite some problems with the start-up operation and the old vessel, the new cruise line was doing respectable business, and he derived its name from the small CP steamer.

Looking for a new ship, since Canadian Pacific was unwilling to extend the PRINCESS PATRICIA charter, he came across the brand-new ITALIA, which had been built on spec in Italy. An ultra modern, stylish new ship designed for the cruise trade, she was the perfect vessel for McDonald, and he introduced her as PRINCESS ITALIA in December, 1967. She was remarkably popular from the beginning, bringing a new level of luxury to west coast cruises. Princess needed to expand rapidly to meet demand, and was fortunate to be able to charter Costa Cruises' newly rebuilt CARLA C in late 1968; McDonald had her christened PRINCESS CARLA. She was originally the French Line's FLANDRE of 1952, and Costa redesigned her for the cruise trade in a modern Italian style very similar to fleet mate PRINCESS ITALIA.

Allan told us how McDonald, an expert marketing professional and innovator, coined the name "Mexican Riviera" to attract passengers to his cruises, for which he developed new itineraries. A highlight of the itinerary was the former sleepy Mexican town of Puerto Vallarta, which had recently been popularized by visiting movie stars Elizabeth Taylor and Richard Burton. He also originated the air-sea cruise, before it became popular with south Florida based cruises. To bring attention to early PRINCESS ITALIA voyages, he previewed the new film "Valley of the Dolls" in each port.

Needing a logo for his house flag and funnel markings, McDonald began toying with a sunny Mexican theme, which was not working out. Then, during an early cruise, he caught sight of a friend's wife letting her long hair blow in the wind, and the rest is history (although one has to wonder how the unwitting model reacted to becoming the prototype for a witch).

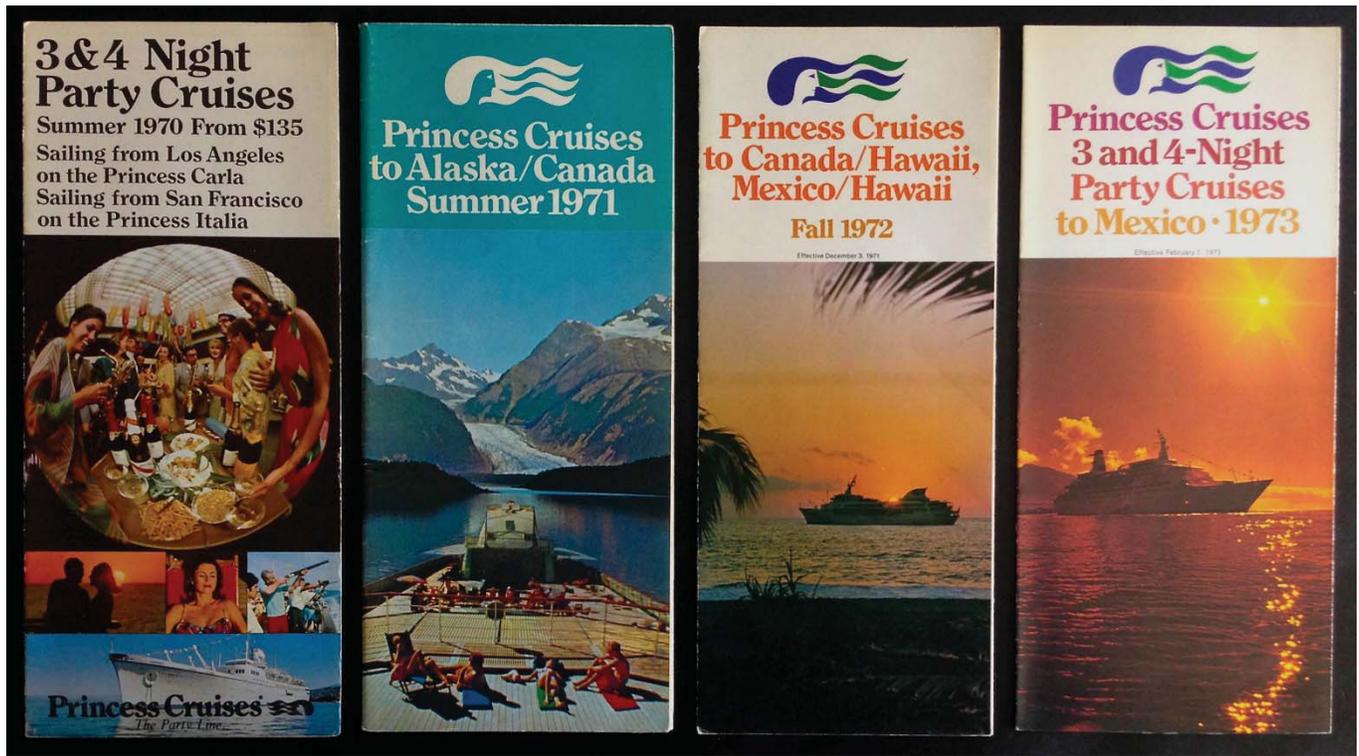
Even the most successful entrepreneur frequently encounters rough seas. We learned how McDonald, needing operating cash for his company, sold Princess Cruises to paper giant Boise Cascade in 1970. Boise Cascade, with no experience in the cruise industry mismanaged the company, and Princess soon returned to McDonald's control. Proposed mergers with Norwegian interests failed, but not before McDonald had major input in the design of a brand new cruise ship. She eventually emerged as SEA VENTURE for newly established Flagship Cruises in June 1971, and was followed by sister ship ISLAND VENTURE in February 1972. By 1973, Flagship was having financial difficulties and Princess chartered the new ISLAND VENTURE, renaming her ISLAND PRINCESS. In 1974 the British P&O Lines, looking for access to the North American cruise market, purchased Princess Cruises, and bought the ISLAND VENTURE from Flagship. Once again, McDonald was convinced to manage the operation, and by 1975 P&O-Princess acquired the SEA VENTURE, which became PACIFIC PRINCESS.

In 1976, former Princess cruise hostess Geraldine Saunders wrote a book about her onboard adventures, "The Love Boats." It attracted attention in Hollywood, and was optioned for a television movie and possible series. Princess was asked to permit filming on board, but at first refused, because they thought it would be too much trouble. However, minds were changed, and the movie and then the TV series was shot first on the ISLAND PRINCESS and then mostly on PACIFIC PRINCESS. The Hollywood critics dismissed the show, but the American public adored it, and it went on to become a long-running hit. More important for the cruise industry, it dramatically increased awareness of the cruise vacation as an option for middle class tourists, and sparked enormous demand for cruises.

P&O management was slow to respond to the new popularity of the cruise vacation, and did not build another ship for the Princess fleet until the ROYAL PRINCESS in 1984. McDonald parted ways with Princess in the early 1980's but continued to be an active entrepreneur; he died in 2014 at the age of 94. Princess Cruises expanded rapidly in the late 1980's purchasing Sitmar Cruises, their current fleet, and 3 ships then in planning and under construction. They introduced the SUN PRINCESS, the world's largest cruise ship and first of their modern fleet in 1996, the enormous GRAND PRINCESS in 1998, followed by an ever-growing fleet of mega-ships operating worldwide. The company honored McDonald during this decade at the introduction of one of their new behemoths in 2013. The 142,000-ton REGAL PRINCESS began service in 2015 to commemorate the line's 50th anniversary.

Allan regaled us with all of these tales, illustrated with photos and ephemera both old and current, yielding a most enjoyable evening for all.

Magre Dovman and Bob Allen



Allan Jordan charted the evolution of Princess Cruises during his fascinating presentation. Seen here are early Princess brochures from 1970 to 1973, featuring the PRINCESS CARLA (ex-FLANDRE), PRINCESS ITALIA (ex-ITALIA) and ISLAND PRINCESS (ex-ISLAND VENTURE). (Bob Allen collection)

2016 PONY BRANCH CRUISE – JULY 4TH WEEKEND ON THE NEWLY RENOVATED QUEEN MARY 2

Join us on Friday, July 1st for a five-night holiday weekend cruise to Halifax and Boston aboard Cunard Line's flagship QUEEN MARY 2. The QUEEN MARY 2 is the largest transatlantic liner ever to sail and many regard her as the grandest of all time. Cunard's service and cuisine are legendary. This will be the first voyage from New York following the extensive refit of the ship's Deck 7 dining venues and lounges, the replacement of the Todd English restaurant with the Verandah, the addition of new balcony cabins on Deck 13, and new single occupancy cabins on Decks 2 and 3.

Halifax is a favorite port of call for maritime historians and enthusiasts. Samuel Cunard was born here and Cunard Line has always been an integral part of the city. You can explore the city on your own, visit the acclaimed Maritime Museum of the Atlantic, or join one of several shore excursions to places such as Peggy's Cove and Grand Pre National Historic Site. Boston's Freedom Trail, Public Gardens, and nearby Revolutionary War sites beckon and we'll be in port for the spectacular July 4th fireworks display. There will be a party for members on board. Watch for news about a special program.

To reserve your cabin or for more information, please contact
Brad Hatry at Pisa Brothers Travel at 212.265.8420 ext. 222; 800.729.7472 ext. 222; fax 212.265.8753,
 or email: brad@pisabrothers.com

OCEAN LINER VIDEOS NEED A NEW HOME

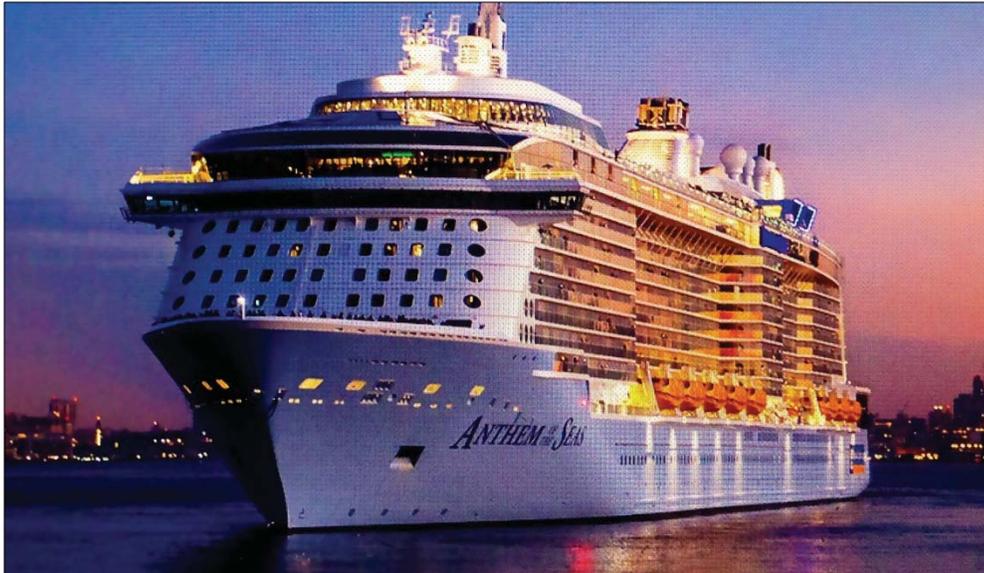
A PONY Branch member would like to donate 12-15 videocassettes on various ocean liners and liner-related matters to any member who has a working video cassette player. These videocassettes are in VHS format. They have some age, but have had very little use.

If you are interested in obtaining these videocassettes, please send an email message to the PONY email address: wsspony@gmail.com. We shall notify the donor and arrange a transfer at a location in New York City.

SHIP NEWS

OH, JOY! NCL HEADS TO CHINA: NORWEGIAN JOY is the name chosen for NCL's latest ship, a 164,000-ton "BREAKAWAY-Plus" class vessel. The 4,250-passenger cruise ship will be tailored to the Chinese market, where she will debut in summer, 2017. NCL says she will be permanently based in China, and have opened offices in Beijing and Shanghai to support their operations in the Far East.

ALMOST ANOTHER ROUGH RIDE FOR ANTHEM: Last month's headline-making ANTHEM OF THE SEAS aborted storm cruise generated extremely negative publicity as well as several lawsuits. Two weeks after that voyage, Royal Caribbean cut short the February 21 sailing, returning to Bayonne, NJ two days early due to a forecast of rough seas off Cape Hatteras. Also, the ship was affected with norovirus, with about 10 new cases appearing daily among the 6,000 passengers and crew on board. Royal Caribbean stated that was not a factor in the decision to shorten the cruise. Passengers missed port calls in Barbados and St. Kitts, and will receive an on-board credit worth the value of two days' cruise fare, and a coupon for a future cruise valued at 50% of their fare.



Royal Caribbean's ANTHEM OF THE SEAS experienced repeated rough waters in February.

(Royal Caribbean Cruise Line)

PRINCESS HULL ART: Princess Cruises will join other major cruise lines in displaying super-graphics on their vessel's hulls. The new MAJESTIC PRINCESS, part of the ROYAL PRINCESS series of 142,000-ton vessels, displayed a gigantic Princess "Sea Witch" logo on her bow when she emerged from her Fincantieri building dock last month. MAJESTIC PRINCESS will be Princess Cruises' entrant in the Chinese market starting in late 2016.

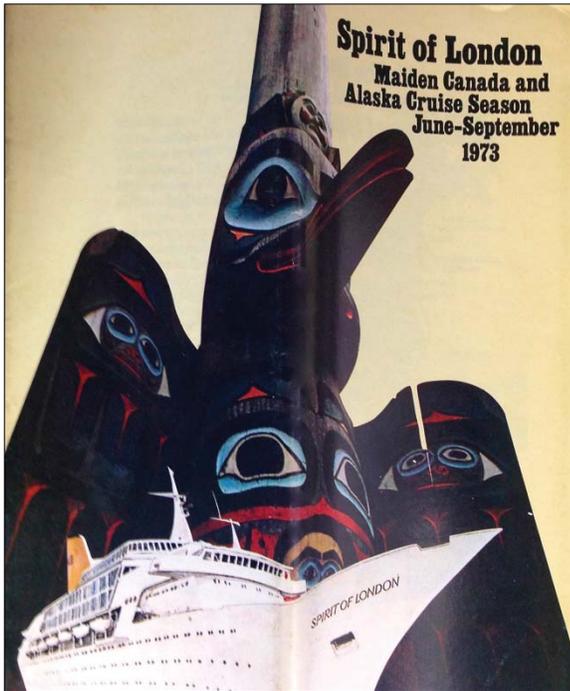


A huge "Sea Witch" logo, seen here on the bow of the new MAJESTIC PRINCESS, will be added to the entire fleet over the next two years.

(Princess Cruises)

FAREWELL TO A PIONEERING PRINCESS: The historic 17,042-ton cruise ship OCEAN DREAM sank at the port of Laem Chabang, Thailand, on February 27. She was originally laid down at Italy's Fincantieri Yard for NCL as SEAWARD, sister to their 1972-built SOUTHWARD. NCL decided to cancel the order, but P&O purchased the incomplete hull, and completed the vessel as SPIRIT OF LONDON for their new cruise division in 1973. She was the first newly constructed P&O liner since CANBERRA of 1961. When P&O purchased Princess Cruises in 1974, SPIRIT OF LONDON was renamed SUN PRINCESS and joined the Princess fleet. Within a couple of years, she was world-famous as "The Love Boat," but was smaller and less popular than the more glamorous (and telegenic) ISLAND PRINCESS and PACIFIC PRINCESS, which were seen in the

weekly TV series. SUN PRINCESS remained in the fleet until 1989, when rapidly expanding Princess sold her to Premier Cruises and became STARSHIP MAJESTIC – one of the “Big Red Boats.” In 1995, she was chartered to CTC Lines and became SOUTHERN CROSS, and two years later was sold to become Festival Cruises’ FLAMENCO. Festival dissolved in 2004, and she was next seen as Elysian Cruises’ NEW FLAMENCO. In 2007 Cruise Club was the ship’s new owner, and her name was FLAMENCO I. They went bankrupt in 2008, and the ship was sold again, but did not enter service. In 2010 she was sold for scrap, but was not delivered. Chinese interests bought her in 2011, and she became OCEAN DREAM, and sailed for a couple of years in Southeast Asia. By early 2015 she was laid up again, and abandoned at an anchorage in the Thai port of Laem Chabang, near Bangkok. The vessel is currently on her side in shallow water, with her funnel still visible. There are concerns about oil leakage, and OCEAN DREAM may be a hazard to navigation as well. The owner has not stated if or how he will remove the 43-year-old liner. It is a very sad ending for a charming cruise ship from the early days of the industry.



Data & Vital Statistics

- British Registry (London)
- 17,370 Gross Registered Tons
- 20.5 knots service speed
- Dimensions: length – 535 feet
beam – 75 feet
draught – 21.3 feet
- Power, 4 Fiat Mark 4210SS medium speed diesel engines, 18,000 B.H.P.
- Twin variable pitch propellers, twin rudders, bridge control and bow thruster
- Gyroscopically controlled Sperry stabilizers with two automatic fins
- Gyro compass, radio direction finder, 2 Raytheon radars, 1 Kelvin Hughes photoplot radar
- 9 decks – 7 passenger, 2 crew
- Air conditioned throughout with individual temperature control in every Cabin
- Radio telephone and radio telegraph facilities
- Automatic telephone system with push button phone in every Cabin
- Four channel radio to every Cabin
- Comprehensive shopping arcade
- Barbershop, beauty salon & hairdressers, sauna, massage room
- Fully equipped hospital including surgical facilities
- Swimming pool
- Modern cinema seating 186 persons
- 3 bars, 2 nightclubs, card room, writing room, restaurant, 3 open decks
- Teen clubroom, table tennis court
- 4 passenger elevators
- 328 Officers and Crew
- Full cruise capacity 736
- 378 Cabins including 4 Outside Suites and 2 Outside Deluxe Cabins
- Life boats: 12 motor boats, 17 inflatable life rafts

Spirit of London— a Great City gone to Sea

—wherever she goes, P&O's new *Spirit of London* is the best of London afloat—a yacht-like haven where the emphasis is on your pleasure, service and entertainment. Every moment you're aboard, you savor the special joys of Britain at sea.

An all first class luxury liner, *Spirit of London* is ultra-modern in every tiny detail. She's 17,370 tons of sunny decks, lively pubs and nightclubs. She's a friendly meeting place. And a liner that hasn't forgotten the quiet nooks.

Every cabin aboard is designed with cozy comfort in mind. Each has its own private facilities, a push-button telephone, soft wall-to-wall carpets, and a steward who's there when you need him. ☺ To enhance jovial *Spirit of London* and her right-on service, P&O has added the essence of top-class Britain. For example, you'll dine in the beautifully appointed Thames Restaurant, where the food (and wine list) is set to match the Continent's best. Play in the Union Jack Bar (where a J&B and soda costs only 50c), the fabulous triple-tiered Churchill Room and the sky-high Greenwich Room—above the bridge—which boasts a 280-degree sweep of windows.

Clockwise from top left: Cover of SPIRIT OF LONDON's inaugural 1973 brochure; ship's "Data and Vital Statistics" from the 1973 "Welcome Aboard" brochure; P&O's description, with artist's renderings, of the SPIRIT OF LONDON, "a great city gone to sea" and "the best of London afloat."

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