

MAY, 2017 VOLUME XXXIV, # 5

NYC FERRY AND THE PAST, PRESENT, AND POTENTIAL OF OUR WATERWAYS

By Capt. Maggie Flanagan and Louis Kleinman

Friday, May 19, 2017 – 6:00 PM

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

This month's inauguration of the first NYC Ferry service from Rockaway to Lower Manhattan marks the beginning of a new era in the centuries-long history of passenger transportation on the waterways of New York and New Jersey. Join us as Capt. Maggie Flanagan and Louis Kleinman of the Waterfront Alliance, early advocates for five-borough ferry service, introduce us to NYC Ferry and put into perspective this ambitious new plan connecting our archipelago city into by linking it to the history, present use, and future potential of our waterways.

Capt. Maggie Flanagan, director of education and outreach for the Waterfront Alliance, is a licensed captain and a classroom teacher specializing in marine education, and most recently served as the South Street Seaport Museum's director of marine education. Louis Kleinman is the Waterfront Alliance's community liaison, managing a portfolio of more than 800 Alliance Partners, including the World Ship Society–Port of New York Branch. The Waterfront Alliance (www.waterfrontalliance.org) works to protect, transform, and revitalize our harbor and waterfront.



NYC Ferry's LUNCH BOX is one of the new ferries connecting Manhattan with the outer boroughs of New York City. (MICHAEL APPLETON/MAYORAL PHOTOGRAPHY OFFICE)

NEXT EVENTS: Membership meetings: June 23. Group cruise on the QUEEN VICTORIA, July 1-8, 2017.

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

E-MAIL: wsspony@gmail.com

WEBSITE: www.worldshipny.com

MEMBER PHOTO OF THE MONTH



BLACK WATCH at New York, October 19, 2007.

(Bob Allen)

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
ADONIA	Miami	Miami	Circle Cuba	Dr. & Mrs. Charles Zuckerman	03/17
SILVER SPIRIT	Ft. Lauderdale	Lisbon	Transatlantic	Tom Cassidy	03/17

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 212-748-8600.

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.

MERSEYSIDE WSS: Meetings are held at The Seafarer's Centre, Cambridge Road, Crosby L22 1RQ. Contact the Mersey Log editor for more information at johnthomas23@gmail.com or 01244 34702.

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.ssjohnwbrown.org or 410-558-0646. Visit or sail on the World War II vintage Liberty Ship, based in Baltimore, MD. Contact for dates and more information.

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 718-390-0040 – **PLEASE NOTE NEW PHONE NUMBER!** Contact for schedule of cruises and other 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.

SHIP'S LOG – MARCH

On a very cold and rainy March evening, maritime historian Bill Miller introduced us to handsome cargo-passenger ships and transported us to exotic (and warm) locales.

After World War II, many ship lines scrambled to replenish their fleets. Since building new ships would be cost-prohibitive and take too long, the companies took possession of decommissioned military transports and re-fitted them as long-haul, cargo and passenger carriers. This re-purposing process provided opportunities for maritime architects to test and evaluate aesthetics and mechanics (for example, venting and air conditioning, sound-proofing and stabilization) before the passenger cruise trade emerged.

Our journey began with Alcoa Steamship Company's ships: S.S. ALCOA CAVALIER, S.S. ALCOA CLIPPER and S.S. ALCOA CORSAIR. Alcoa acquired three Victory Ship hulls in 1946 and re-designed them to include first-class accommodations for about ninety-five passengers. The ships (8,481 GRT) entered service in 1947, sporting modern interiors by [Lurelle Guild](#), including a swimming pool, café, a dance floor and staterooms with air conditioning and private bathrooms. Their usual route between New Orleans and the Caribbean with stops in Suriname and Guyana took about nineteen days.

The "four aces" of American Export Lines followed. They were C3-class, Windsor-class attack transports built by Bethlehem Steel Building Corp. and refitted as passenger-cargo ships (9,500 GRT) carrying one hundred twenty-four first-class passengers: EXCALIBUR (ex-USS Duchess), EXOCHORDA (ex-USS Dauphin), EXETER (ex-Shelby) and EXCAMBION (ex-USS Queens). Their Interiors were designed by [Henry Dreyfus](#) and their staterooms were among the first to be fully air-conditioned. The ships traveled from Jersey City to Beirut with calls at additional Mediterranean ports. The EXOCHORDA became a floating dormitory for Stevens Institute of Technology in 1968. The EXCAMBION was recommissioned as the TEXAS CLIPPER, a merchant marine training vessel in Galveston, and was finally retired in 1996. In 2007 it became an artificial reef in the Gulf of Mexico. The EXCALIBUR and EXETER were sold to Orient Overseas Lines.

Named for the first steamship to cross the Atlantic, N.S. SAVANNAH, the first nuclear-powered cargo-passenger vessel was launched in 1962. Since the SAVANNAH was an American-flagged ship, American Export Isbrandtsen Lines could operate the ship between ports in the Gulf of Mexico and along the East Coast. The SAVANNAH was not a commercial success. By 1965, its passenger service was discontinued and in 1971 the ship was deactivated.

Delta Line's American-flagged ships (10,074 GRT) DEL SUD, DEL MAR and DEL NORTE operated between New Orleans, the Caribbean and the East coast of South America even during World War II because they carried a high-valued commodity: coffee. After the war, they were the first ships to be equipped with radar.

The United Fruit Company operated tropical fruit trade-passenger ships from San Francisco, New York, New Orleans and other Gulf coast ports to Guatemala, Panama, Honduras, Costa Rica and Cuba.

Two banana-passenger vessels of the Fyffes Line, TSS GOLFITO (8,687 GRT) and TSS CAMITO (8,501 GRT), provided service from Southampton to the British West Indies. Fyffes bolstered its fleet with four ships from the United Fruit Company: SAMALA (ex-QUIRIGA), SULACO (ex-TALAMANCA) and SINALOA (ex-VERAGUA).

American President Lines' PRESIDENT POLK and PRESIDENT MONROE (15,475 GRT) each carried ninety-five passengers and freight around the world from New York or San Francisco. Both were sold by APL in 1965. The PRESIDENT POLK was renamed GAUCHO MARTIN FIERRO by its new owner Ganaderos del Mar and scrapped in 1970. The PRESIDENT MONROE was renamed S.S. MARIANNA V and scrapped in 1973.

SANTA ROSA (15,371 GRT) and SANTA PAULA (15,366 GRT), the Grace Line's elegant, fifty-two-passenger-cargo ships designed by [Gibbs & Cox](#), sailed from Pier 57 in New York to South America and the West Indies.

Prudential Shipping Company's four sister ships—SANTA MARIANA, SANTA MARIA, SANTA MAGDALENA and SANTA MERCEDES—went from various ports in the United States to South American ports while Hamburg South America Line ships journeyed from the German port to Rio and Buenos Aires.

Argentine State Line's three Italian-built vessels transported passengers and cargo from New York City's Franklin Street berth to Buenos Aires in nineteen days or round trip in forty-one days. THE RIO DE LA PLATA (11,317 GRT), RIO TUNUYAN (11,317 GRT) and RIO JACHAL (11,342 GRT) offered air-conditioned staterooms with private and semi-private baths. In 1962 the RIO JACHAL (11,342 GRT) perished during a dockside fire in New York. The RIO DEL LA PLATA (11,317 GRT) and RIO TUNUYAN (11,317 GRT) were converted to cruise ships sailing from Buenos Aires to Northern Europe.

Booth Steamship Company offered cargo-passenger service between Liverpool and Manaus. Although there was no air conditioning, screens on stateroom doors enhanced air circulation.

ARGENTINA STAR (10,716 GRT), BRASIL STAR (10, 716 GRT), PARAGUAY STAR (10,722 GRT) and URUGUAY STAR (10,713 GRT), the ships of the Blue Star Line, operated between London's Royal Victoria dock and South American ports.

For French savants, the only way to cross was in the ships of Compagnie Maritime des Chargeurs Reunis, which offered cargo-passenger service between Le Havre and Rio.

Aznar Line operated cargo-passenger service between Barcelona and New York, the Caribbean and South America with five ships (10,000 GRT): MONTE URBASA, MONTE URUQUIOLA, MONTE ULIA, MONTE UDALA and MONTE UMBE.

We sailed onward from Liverpool to India in twenty-one days via Anchor Line's CALEDONIA, CILICIA and CIRCASSIA (11,252 GRT). The CALEDONIA, which could carry about three hundred passengers, was a favorite of the Maharaja and his entourage. One could speculate that the dining venues were popular on these ships as they were the only rooms with air-conditioning.

Mitsui Osaka Shosen Kaisha Line's ships BRAZIL MARU and ARGENTINA MARU operated between Japanese ports and South American ports. SAKURA MARU sailed from Japanese ports to Honolulu and ports on the North American West coast.

Compagnie Maritime Belge's ships BAUDOUINVILLE III (13,922 GRT) built by J. Cockerill in Hoboken, New Jersey and JADOTVILLE (13,724 GRT), built by Chantiers de Penhoet in St. Nazaire, provided service between Antwerp and the Republic of Congo mainly for government officials, students and missionaries. Operations ceased immediately following the Congo's independence. These ships then sailed from London to Hong Kong for P&O: the BAUDOUINVILLE as S.S. CATHAY and the JADOTVILLE as S.S. CHITRAL.

Nine cargo-passenger ships were operated by Compagnie des Messageries Maritimes between Marseilles and ports in the South Pacific, Far East, Australia, East Africa and the Caribbean. Three ships—the CAMBODGE (13,520 GRT), LAOS (13,212 GRT) and VIETNAM (13,162 GRT) offered first class, tourist class and third class accommodations. Passengers in first class enjoyed a swimming pool in addition to other entertainment.

Shaw Savill Line's GOTHIC, CORINTHIC, ATHENIC AND CERAMIC each accommodated eighty-five first class passengers from Liverpool to Auckland. The Swan Hunter-built GOTHIC served as the Royal Yacht for six months in 1952. Rival New Zealand Shipping Company also operated between Britain and New Zealand with the RANGITANE, RANGITOTO and RUAHINE.

Ships from the British India Steam Navigation Company called at South African and Southeast Asian ports en route to Japan. The LEICESTERSHIRE, which was later sold to P&O, served East African ports.

Royal Interocean Lines' two-class ships sailed from Japanese ports to Hong Kong, Australia, Mauritius, South Africa and South America.

Ships of the Royal Mail Lines journeyed from Southampton to Mauritius and Cape Town and to the Caribbean, Rio, Montevideo and Buenos Aires.

Twelve passengers made the two-and-a-half-week journey between London and Cape Town in Ellerman Lines' ships. In contrast, Farrell Line's ships carried about one hundred eighty passengers on its regular service between New York and South Africa.

Elder Dempster Line's ships operated between Liverpool and other British ports and West African ports.

The Blue Funnel Line's MS CENTAUR (8,262 GRT), built by John Brown and Co., carried cattle and sheep as well as passengers between the Far East and Western Australia. One could only hope for good ventilation!

Compania Argentina de Navigacion Dodero's ship ALBERTO DODERO also carried livestock and passengers between Buenos Aires and Australia.

Ships of the East Asiatic Company operated between Copenhagen and South Africa, Australia, the Far East, Mexico, ports along the East coast of the United States and the West coast of Canada.

The United States government sponsored sailings between New York, Panama and Haiti in Panama Line ships such as the S.S. CRISTOBAL.

Cunard Line's John Brown-built MEDIA (13,445 GRT) and Harland and Wolff-built PARTHIA (13,362 GRT) each transported grain, tobacco and as many as two hundred fifty passengers from New York to Liverpool in nine days. Cunard first experimented with Denny-Brown stabilizers on the MEDIA.

The ships of Orient Overseas Line, often purchased from competing merchant ship lines, operated between American Atlantic coast ports and European ports.

Holland America Line's WESTERDAM (12,149 GRT) and NOORDAM (10,726 GRT) accommodated one hundred fifty passengers on nine-day crossings between Rotterdam and Hoboken. Cargo unloaded in Hoboken on a September day in 1949 included tulips, Heineken beer, cheese and Volkswagens.

Five Jadrolinija Line (Yugoslavian) cargo-passenger ships operated between Rijeka and New York. The largest, another refitted American Victory ship, S.S. HRVATSKA, accommodated about fifty passengers.

ZIM Lines' fully air-conditioned, two-class sister ships (9,855 GRT) S.S. ISRAEL and S.S. ZION provided service for about one hundred passengers each between Brooklyn (Kent Street) and Haifa, calling at Funchal, Gibraltar, Naples and Piraeus.

By the mid-1960's, increasing competition, rising fuel costs, loss of territories and trading partners, protracted maritime strikes and containerization contributed to the demise of these fascinating, long-haul carriers. Many were sold or scrapped by the early 1970's and ship lines folded or consolidated.

We thank Bill for this very interesting and informative program on some fascinating ships.

Marjorieann Matuszek

A GEM OF A DAY

It was a ship with a difference: NCL offered us two dates to tour the 2007-built NORWEGIAN GEM, which carries up to 2,394 passengers out of New York year round. 50 people could be accommodated on either Sunday, March 19th or Sunday, April 8th. This report deals with the latter date.

We boarded the vessel, gemstones painted on her hull from bow to amidships, at her Manhattan pier on a pleasant spring morning. Another ship-visit difference: we were immediately taken on a guided tour of the accommodations. They ranged from attractive-but cozy to several-room suites, most of the latter in an enclave called The Haven, which featured various kinds of luxury and a private pool and sun deck. And how about that purple bathroom with a TV above the tub?

Having worked up an appetite, we were directed to the Grand Pacific Main Dining Room, one of two complimentary dining rooms. Here, the atmosphere hinted at the room's name with paintings of old sailing ships on the bulkheads and deckhead, along with old maps and Japanese-looking light fixtures. Menus, each rolled up like a diploma and tied with a narrow blue ribbon, helped us anticipate our lunch choices. We were offered either shrimp and watermelon salad or Boston bib (sic) wedge salad to start; Palermo-styled (that means a salsa-like dressing) grilled swordfish, New York strip steak Diane or vegetable Pad Thai; and for dessert, either pistachio crème brulee or Tiramisu. Mmmmm! Wine and the usual beverages accompanied the meal. As usual, service was pleasant and efficient.

Once we stuffed ourselves, there was time after lunch to walk off the meal with ship exploration. We thank Doug Friedlander for handling the arrangements, and David Hume and Marjorieann Matuszek for hosting this gem of a day.

Marge Dovman



Clockwise from top left: NORWEGIAN GEM in New York, on the brilliant spring morning of the WSS PONY visit; the spacious observation lounge; The Haven pool, for suite passengers only; the Art Deco-inspired Champagne Bar atrium. (Bob Allen)

WSS PONY BRANCH PLANS CRUISE TO VENICE, ITALY IN 2017

The PONY WSS Branch's annual group cruise departs Civitavecchia (Rome), Italy on July 1, 2017. The itinerary is around the "boot" of Italy, calling at La Valletta, Malta and the Dalmatian coast ports of Kotor, Montenegro and Zadar, Croatia before arriving in the magical city of Venice one week later. We will sail on Cunard Line's elegant QUEEN VICTORIA, fresh from a multi-million dollar renovation. Contact Brad Hatry at Worldview Travel soon - ***there are still staterooms available for this exciting cruise!*** Brad@worldviewtravel.com, or 212-265-8420 or 800-729-7472, x 222.



QUEEN VICTORIA of 2007 is a perennial favorite of Cunard passengers. You can join WSS PONY on a cruise around Italy on this luxurious ship next summer. She is renowned for her superb service, ocean liner ambiance, and plush accommodations. (Cunard Line)

SAVE THE DATE!

World Ship PONY has another ship luncheon in the works for Sunday, August 20 on Celebrity Cruises' SUMMIT. We will be visiting this elegant ship, recently refurbished to include the latest features of the SOLSTICE Class, at her Bayonne, NJ terminal; motor coach transportation will be available. Details will follow in a future issue of The Porthole.



CELEBRITY SUMMIT at King's Wharf, Bermuda, May 27, 2011

(Bob Allen)

SHIP NEWS

Ship News will return in the June edition of The Porthole.

OFFICERS

Chairman: Marjorieann Matuszek
Vice Chairman: David Hume*
Branch Secretary: Doug Newman
Membership Secretary: Stuart Gewirtzman
Treasurer: Greg Fitzgerald

EXECUTIVE BOARD

Bob Allen
Mario De Stefano
Greg Fitzgerald
Stuart Gewirtzman
Doug Friedlander*

COMMITTEE HEADS

Finance: Greg Fitzgerald
Membership: Stuart Gewirtzman
Newsletter: Bob Allen
Special Events: Doug Friedlander*
Website: Stuart Gewirtzman

* Past Chairman