

NOVEMBER, 2010

VOLUME XXVIII, # 10

Thursday November 18, 6:00 PM

At the Community Church Assembly Room, 40 E. 35th Street, New York, NY:

A SHIP PASSENGER PEEKS BEHIND THE SCENES

Alan Borthwick

Mary and Alan Borthwick have traveled on a wide variety of passenger vessels from canal barges and expedition ships to large cruise liners. On each vessel they try to look for new behind-the-scenes experiences not advertised in the sales brochures. On the barge CAPRICE, in southern France, Alan asked if he could go purchase the ship's bread in the morning. He bicycled into a village and bought the bread in a boulangerie. On the coastal ship ARTEMIS, in the Adriatic, Alan ran up signal flags and went produce shopping with the Hotel Manager. Aboard the m/s ANDREA, Alan and Mary visited the crew's very cramped operating areas and will reveal what they found. While circumnavigating Australia on the VOLENDAM, they were able to attend "First Call" ceremonies in the ports of Hobart and Fremantle. Alan will bracket each segment with illustrations and pictures of each vessel. He will also show that he and Mary did some of the standard activities as well.

Alan is the PONY Branch Treasurer and lives with his wife, Mary, on the Upper West Side.



The river barge CAPRICE, with speaker Alan Borthwick on deck.

(Alan Borthwick)

ADDRESS:

PO Box 384
New York, NY 10185-0384

NEXT MEETINGS:

Wednesday, Dec.15 – Holiday Party and
John Maxtone-Graham lecture on **FRANCE / NORWAY**
Friday, January 28; Friday, February 25; Thursday, March 24;
Friday, April 29; Friday, May 20; Friday, June 24

E-MAIL:

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WEB SITE:

www.worldshipny.com

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 or via the PONY mailing address.

SHIP'S LOG

Ship's Log will return in the December issue of The Porthole.

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)
QUEEN MARY 2	Southampton	Southampton	Western Med Cruise	Janet & Bill Schoener
QUEEN MARY 2	Southampton	New York	Transatlantic	Janet & Bill Schoener
QUEEN MARY 2	Southampton	New York	Transatlantic	Ted Scull
QUEEN MARY 2	Southampton	New York	Transatlantic	Dick Faber
QUEEN MARY 2	New York	New York	Caribbean Cruise	Dick Faber
QUEEN MARY 2	New York	New York	New England Cruise	Paul Immerman & Ellen Meshnick
NOORDAM	Ft. Lauderdale	Ft. Lauderdale	Southern Caribbean Cruise	Tim Yoder
QUEEN ELIZABETH	Southampton	Southampton	Iberia Cruise (MV)	Ann & Don Eberle

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



(Cunard)

Left, WSS Board Member and memorabilia dealer Dick Faber (center) receives recognition of his many Cunard Line voyages at a cocktail reception on board QUEEN MARY 2 in October. Dick was on his way home from a European trip that included time in Paris, Torino, Genoa and Milan. While in the great maritime city of Genoa, Dick visited the Museo del Mare, where he reported seeing incredible builder's models of early Italian liners, as well as dining room artifacts and memorabilia. Below left is the builder's model of the GIULIO CESARE (1922). The bell from the REX (1932) is seen below right. In Genoa, Dick took a great shot of the idle 1971-built PACIFIC (ex-PACIFIC PRINCESS, SEA VENTURE), seen on the next page.



(Dick Faber)



(Dick Faber)



The PACIFIC at Genoa in October, 2010

(Dick Faber)

WELCOME ABOARD

A warm welcome to our new members: William Grigsby, Ross Anderson, John Kennedy and Steven Buck.

TIME TO RENEW

The WSS renewal notice was enclosed with the previous issue of the Porthole. Please complete and return it with your 2011 dues as soon as possible. If you have not received it, please contact the Membership Secretary, Tom Rinaldi.

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 Bob Allen at a meeting or via email at oceanvoyag@aol.com. If possible, please send stories in Microsoft Word format. Hardcopy stories should be mailed to the WSS P.O. Box.

THREE QUEENS ARE COMING!

Mark your calendars for January 13, 2011. On that day, the three reigning Cunard QUEENS – MARY 2, VICTORIA and ELIZABETH – will all sail together from the Port of New York against the brilliant lights of the skyline. World Ship is in the process of arranging a boat ride to view this event, and more details will be mailed to members within the next month.

YOUR DAILY PROGRAMME

SOUTH STREET SEAPORT MUSEUM has rebranded itself as **SEAPORT MUSEUM NEW YORK**, with a new web address www.seany.org. Contact via email reservations@seany.org or call 212-748-8786. **Decodence Tours** (the continuing exhibit about the spectacular French Line's NORMANDIE of 1935): November 26, 27 & 28, 2-3 PM at 12 Fulton Street. **Alfred Stieglitz New York** - tours of the photo exhibit, November 13, 14, 26, 27 & 28, 11 AM – 12 PM at 12 Fulton Street. **Book signing** by James Craig, author of Frank Vining Smith: Maritime Painting in the 20th Century: Wednesday, November 10 at 6PM at 12 Fulton Street. **Symposium** moderated by Paul Greenberg, author of "Four Fish: The Future of the Last Wild Food." Mr. Greenberg will discuss the prospects of commercial fishery returning to New York Harbor: \$10 for members / \$15 for non-members. Contact the Seaport for details on tour and event times, pricing and reservations.

THE SILVER RIBAND AWARD www.seany.org, or call Allison Raven for reservations at 212-748-8568. The Silver Riband Award for 2010 will be presented aboard the QUEEN MARY 2 on November 16, 2010 at the Brooklyn Cruise Terminal, 11:00 AM – 3:30 PM. Join the South Street Seaport Museum in honoring Maurizio Eliseo, Italy's finest maritime historian, an author and artist who has devoted his career to passenger ships, both from a technical and historical point of view. Also enjoy a wine reception in the Chart Room and a grand luncheon in the famous Todd English Restaurant, followed by guided ship tours. Tickets are \$55 for members of the Port of New York World Ship Society, South Street Seaport Museum and The New York Ship Enthusiast Group; \$65 for non-members.

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 Vancouver, BC local branch of WSS will have its next meeting on Wednesday December 8, 2010. It will be their Annual General Meeting, which will precede a Members' "Show & Tell." Meetings are held at the Vancouver Maritime Museum at 1905 Ogden Avenue (Kitsilano Point).

NEW SOUTH WALES WSS: For information, contact PO Box 495, Grosvenor Place 2000, New South Wales, Australia. The next meeting is on November 18, and the program is "Three Amigos on ATHENA."

THE NOBLE MARITIME COLLECTION www.noblemaritime.org or call 718-447-6490. The 22nd annual John A. Noble art auction will be held on Saturday, November 20 at 6:30 PM at 1000 Richmond Terrace, Staten Island, NY. Tickets are \$75, \$65 for members.

THE HOBOKEN MUSEUM www.hobokenmuseum.org or call 201-656-2240. The Museum will host a special screening of "Mr. Ocean Liner, the Life and Times of Bill Miller" on Sunday, November 21 at 3:00 PM. The event will be on board the YANKEE FERRY, docked at the Shipyard Marina in Hoboken, NJ between 11th and 12th Street. Contact the museum for additional information.

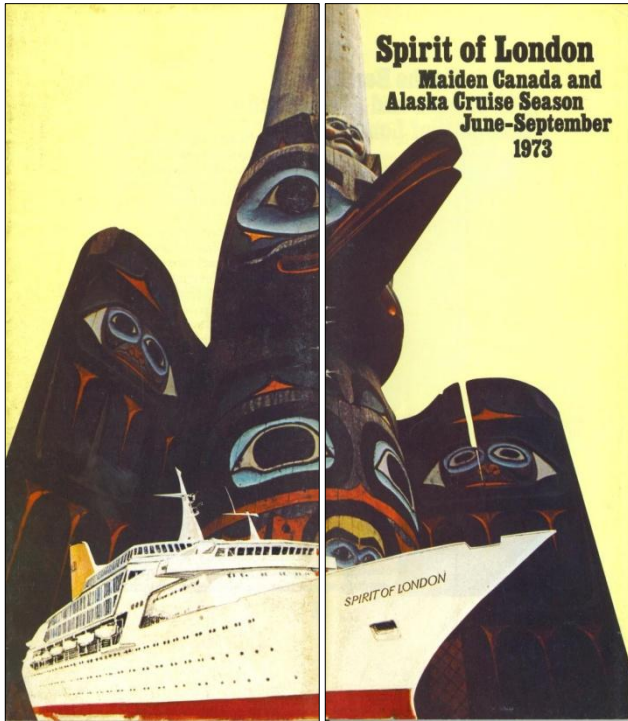
SHIP NEWS

OCEAN VILLAGE DISAPPEARS

Ocean Village, a division of P&O Lines, was closed in mid-November after the OCEAN VILLAGE (ex-STAR PRINCESS, SITMAR FAIRMAJESTY) completed her last scheduled cruise. Started in 2003, the informal line targeted younger passengers and families with children, offering casual cruises with self-service dining and a wide range of sporting activities. The company, whose motto was "the cruise for people who don't cruise," was successful enough in 2007 to add a second vessel, OCEAN VILLAGE TWO (ex-CROWN PRINCESS, A'ROSA BLU). Even so, parent company Carnival UK announced in 2008 that Ocean Village would be dissolved by the end of 2010. Both vessels have been transferred to another P&O division, P&O Australia.

FLAMENCO I SOLD FOR SCRAP

The FLAMENCO I (ex-SPIRIT OF LONDON, SUN PRINCESS, STARSHIP MAJESTIC, SOUTHERN CROSS, FLAMENCO, NEW FLAMENCO) was sold to Indian scrap merchants for demolition. The 17,042-ton, 1972-built ship is one of the first purpose-built cruise liners of the 1970's to be scrapped. She was originally ordered as SEAWARD, a sister ship to Norwegian Cruise Lines' SOUTHWARD of 1971, but was cancelled due to escalating shipbuilding prices. As the last and most sophisticated of NCL's first generation of cruise ships, her sleek exterior profile and innovative layout were the result of years of design development. SEAWARD's unfinished hull was purchased by P&O Lines for their expanding US-West Coast operations, and was named SPIRIT OF LONDON. In 1974 P&O acquired Princess Cruises, and transferred the two-year-old ship to their fleet as SUN PRINCESS. She was a popular fleet member for 15 years, and was sold to Premier Cruises in 1989, becoming STARSHIP MAJESTIC, a "Big Red Boat" sailing for Disney from Port Canaveral to the Bahamas. Chartered to the British CTC Lines in 1995, she operated as SOUTHERN CROSS, and then was sold in 1997 to Festival Cruises and became FLAMENCO. After Festival ceased operations in 2004 FLAMENCO changed hands several times, eventually being used as an accommodation ship for miners in New Caledonia.



FLAMENCO began her career as P&O'S SPIRIT OF LONDON in 1972. At left is the brochure cover for her maiden Alaska season of 1973. She was rather mismatched to fleet mates ARCADIA (1954) and CANBERRA (1961), and was transferred the next year to P&O's recently-acquired Princess Cruises. There, she sailed with contemporaries PACIFIC PRINCESS of 1971 (ex-SEA VENTURE), and ISLAND PRINCESS of 1972 (ex-ISLAND VENTURE).

(Bob Allen collection)

CELEBRITY MISHAP

While in the French port of Villefranche in mid-October, Celebrity Cruises' CENTURY damaged her rudders and was forced to cancel her cruise, which had started on the previous day in Barcelona. The vessel sailed for Marseilles, where she was put in wet dock and examined by a team of divers from the United States, Canada and France. CENTURY was later moved to drydock for repairs and sailed on her next scheduled cruise. Celebrity Cruises kept passengers informed of progress through a blog on their website, which included the photo below of repairs to the rudder underway. Compensation was offered to those on the cancelled cruise.



(CELEBRITY CRUISES)

THIS SHIP IS A REAL DREAM

Disney Cruise Line launched their latest cruise ship, the 128,000-ton DISNEY DREAM, at Meyer Werft in Papenburg Germany on October 30, 2010. The 1,113-foot, 4,000-passenger liner is an expanded version of their first ship, the 1998-built DISNEY MAGIC. Press reports indicate that the DREAM, like her older fleet mates, has been built with Disney's well known attention to detail. She features grand interior spaces themed to Disney movies, Disney characters integrated within decorative elements, and old-fashioned art deco ocean liner glamour. One innovation of note is portholes in inside cabins that are actually circular TV monitors with real-time video feeds. Monitors in port side cabins will be connected to cameras pointing to port, and starboard cabins will enjoy views from starboard-facing cameras. DISNEY DREAM begins her maiden voyage on January 26, 2011 from Port Canaveral to the Bahamas and her sister ship will debut in 2012.

NORWGIAN CRUISE LINE TO BUILD TWO NEW SISTER SHIPS

By Richard K. Wagner

Norwegian Cruise Line announced on October 25 that it has ordered two new cruise ships for its fleet. The first ship will be delivered in April 2013 and the second in the spring of 2014. These are NCL's first orders since 2006 and the first since Kevin Sheehan became Chief Executive Officer. "We had the opportunity to be very cautious with this process. We wanted to make sure that the next classes of vessels were going to 'wow' our guests and the travel agent community," commented Mr. Sheehan. "We have always been focused on a disciplined approach to capacity growth. Our decision to add two new ships reflects the significant progress we have made in improving our operating performance and repositioning the company over the last several years, as well as the strong market demand we are seeing for NORWEGIAN EPIC and our other ships."

At 143,500 gross tons, the new ships will be slightly smaller than NCL's latest ship, NORWEGIAN EPIC (155,876 gross tons.) While planning for the new ships has been ongoing for some time, NCL wanted to see the public reaction to Epic, which went into service in July 2010, before placing the orders. "We wanted to make sure that we had a tremendously successful launch of NORWEGIAN EPIC, which has been spectacular. We have a lot of very happy cruisers coming off [the Epic]. Now is the right time to take the journey [onward] with these new ships." Typically, when a line has a successful new ship, it returns to the same shipyard for another. Epic was built at the STX shipyard in France. However, the new ships will be built by the Meyer Werft shipyard in Germany, which has built several ships for NCL in the past including its four Jewel-class ships – NORWEGIAN JEWEL, NORWEGIAN JADE, NORWEGIAN GEM and NORWEGIAN PEARL. "We talked with all of the yards and we felt most comfortable building with the German yard. We had built a lot of beautiful ships there in the past," Mr. Sheehan explained. "We negotiated hard to get what I think is best in class pricing on these ships."



A rendering of the new Norwegian Cruise Line sister ships. (Norwegian Cruise Line)

Artist renderings of the new ships indicate that they will resemble Epic to some extent. "They will take the best parts of the NORWEGIAN EPIC and those will become cornerstones. We will take a lot of the great work that was done in the German yard and integrate that into what we do on the next generation of ship so that we will have new wow factors, of course." In addition to the ships that it has built for NCL, Meyer Werft recently has been very active in building new ships for other lines in. It has built CELEBRITY SOLSTICE and her two sisters and is in the process of building two more Solstice-class ships. In addition, it is building DISNEY DREAM (which was floated out on October 30) and her sister. Although Meyer Werft has a reputation for building award-winning ships, it has the competitive disadvantage of being a significant distance from the sea. It is located in Papenburg, Germany and new ships have to transit the Ems River to reach the North Sea. This was no problem when cruise ships were small, but is an issue for today's giants. The 122,000-gross ton CELEBRITY SOLSTICE had only inches of clearance on each side and above the riverbed when she was towed (backwards) from Papenburg. Indeed, her final fitting out was done in Emshaven in the Netherlands in order to lessen her draft during the transit. At 143,500 tons, the new NCL ships will be the largest passenger ships ever built in Germany.

The new ships will together cost approximately 1.2 billion Euros. NCL stated that it has commitments in place from a syndicate of banks for export credit financing in connection with this project. Shortly after announcing that it had ordered the new ships, NCL announced its earnings for the quarter. Net income for the third quarter of 2010 was \$93.0 million on revenue of \$634.1 million compared to net income of \$85.6 million on revenue of \$550.7 million in 2009. EBITDA for the quarter improved 21.4% to \$184.1 million versus \$151.6 million for the same period in 2009. It also announced that it had filed a registration statement with the Securities and Exchange Commission for an initial public offering. At present, the line is privately owned. In January 2008, the Apollo Funds and the TPG Viking Funds acquired 50% of NCL. As part of this investment, the Apollo Funds obtained control of NCL's board of directors. The remaining 50% of the company is owned by Genting HK (formerly Star Cruises), an Asian cruise and gaming operator.



CENTURY, built by Meyer Werft in 1995, is one of the yard's most successful cruise ships.

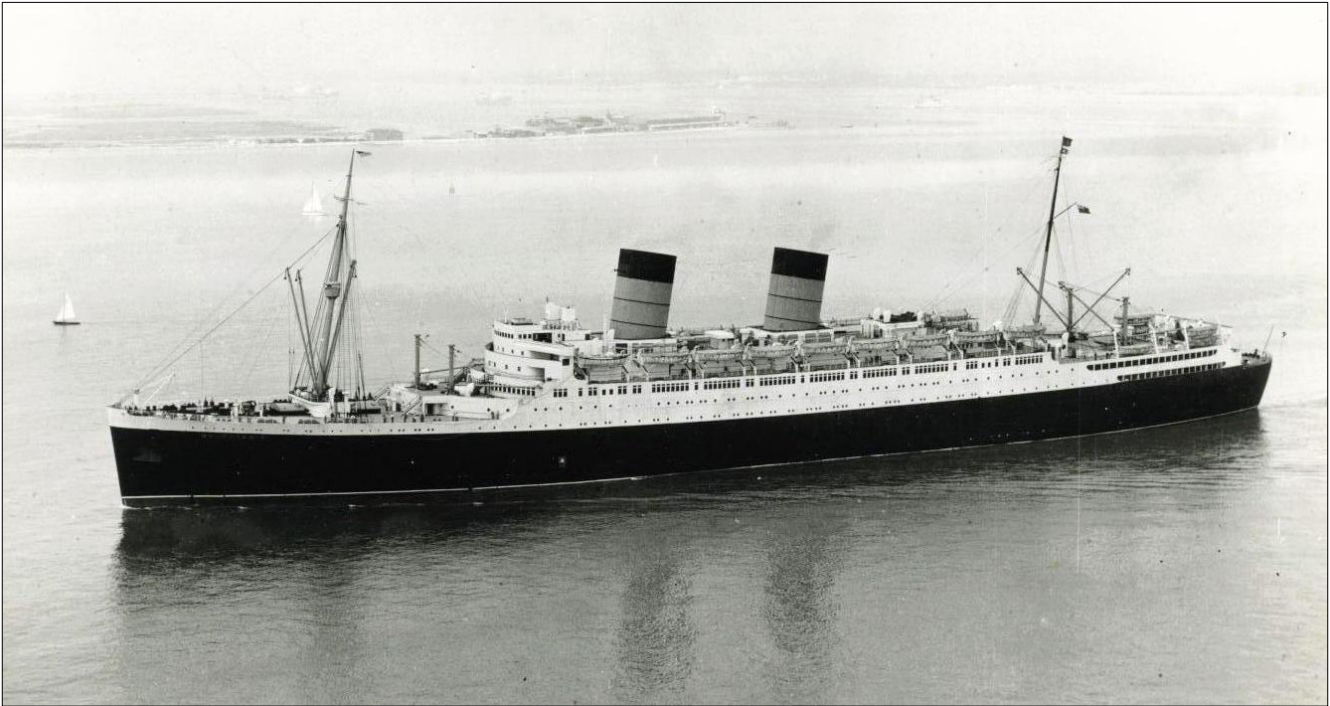
(Bob Allen)



Fireworks lit the sky as the 128,000-ton DISNEY DREAM was floated out of her Meyer Werft building berth on October 30, 2010.

(Disney Cruise Line)

SHIP OF THE MONTH



r.m.s. MAURETANIA

(Bob Allen Collection)

Original owner: Cunard-White Star Line
Builder: Cammel Laird, Birkenhead
Route: London or Southampton - New York
Service speed: 23 knots

Dimensions: 772' x 89.6' x 35,738 grt
Passenger capacity: 440 Cabin, 450 Tourist, 470 Third
Maiden Voyage: June 17, 1939
Last Voyage: September 15, 1965; scrapped

When planning the world's first two-ship express transatlantic service in the late 1920's, the Cunard Line was determined to create the best possible system for transporting passengers safely and on time. The two vessels that would perform this service were the QUEEN MARY of 1936 and her running mate and near-sister ship QUEEN ELIZABETH of 1940. One remarkable part of this service was the construction of a ship to be used as a backup vessel for the two liners. This ship would be called into service when one of the QUEENS was in dry dock for bi-yearly overhaul, or out of service for any other reason. For the balance of the year, she would cross the Atlantic connecting New York with Le Havre, London, Liverpool, Cobh and Southampton, operating with GEORGIC and BRITANNIC. Designed in the mid 1930's concurrently with the QUEEN ELIZABETH, the vessel was launched in 1938 at Cammel Laird, Birkenhead, as the largest liner ever built in England. Christened MAURETANIA, she took the name of the illustrious Cunard four-stacker of 1907-1934. Although not a flagship or Blue Riband holder like her famous predecessor, MAURETANIA was a ship of great beauty and warmth. Externally, she was very much a miniature QUEEN ELIZABETH, but her close-set funnels, cargo masts fore and aft, and a long after deck created a distinctive look. Internally, MAURETANIA was furnished in a late art deco style, similar to the QUEEN ELIZABETH but with her own colors, lighting, artwork and furniture, which yielded a unique personality. World War II began after just four crossings and MAURETANIA, like her larger fleet mates, became a valuable troop transport. Reconditioned at great expense in 1946-47, she finally took her place as a relief ship for the two great QUEENS. MAURETANIA was an extremely popular liner in the 1950's – she crossed the Atlantic at a slower speed than the QUEENS, providing extra time to enjoy the luxuries of Cunard food and service of the era. But the advent of the jet plane in 1958 caused slower, older ships to quickly become unprofitable and by the early 1960's, MAURETANIA was losing considerable sums. In an effort to reverse the losses, Cunard sent her on more and longer cruises and painted her, like their popular cruise ship CARONIA, shades of green. In 1963 she was moved to the Mediterranean service, which turned out to be a mistake. The 24-year-old liner, with her grand interiors of polished veneers, overstuffed furniture and clubby British charm was ill-suited to Mediterranean service. Her competitors were the sleek Italians LEONARDO DA VINCI and CRISTOFORO COLOMBO, built with spacious sun decks, outdoor pools for all classes and furnished with spectacular modern furniture and art. The era when express liners required backup ships and seven-day crossings were more desirable than five-day crossings was over. MAURETANIA only lasted until the fall of 1965, when she completed her last cruise and was sold for scrapping at Inverkeithing, Scotland.

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* = past charman