



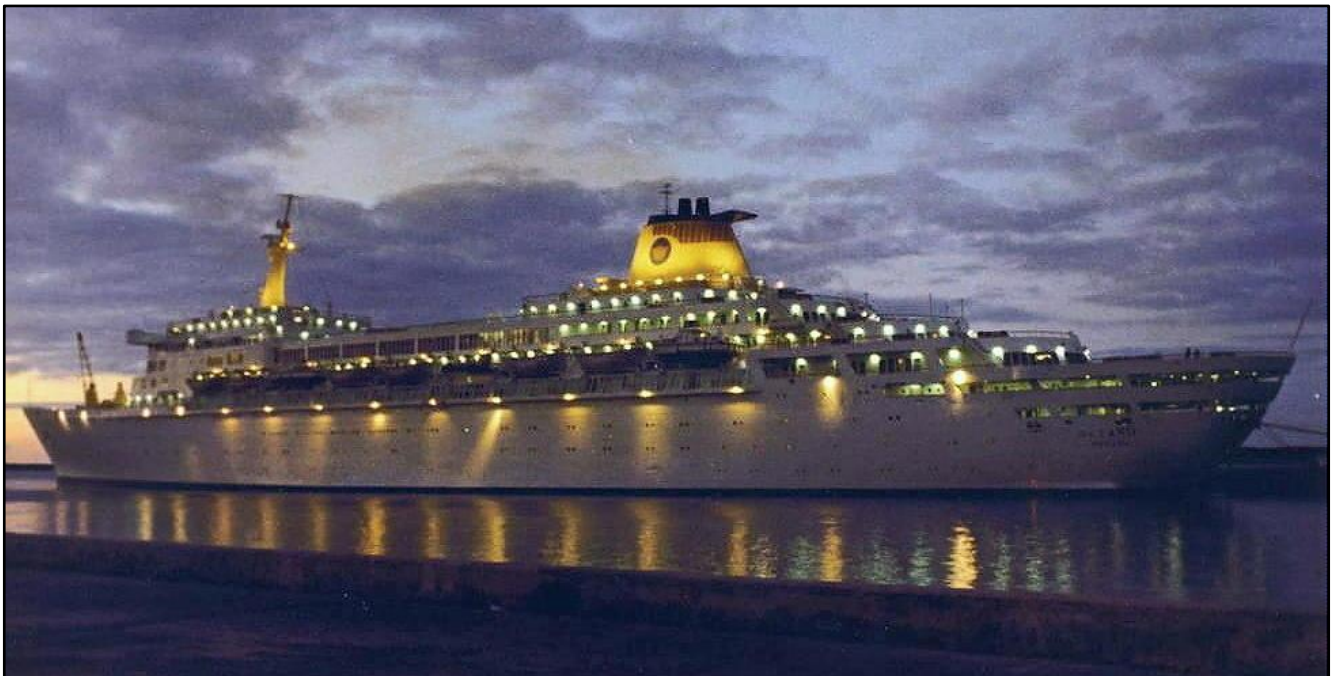
Friday, November 22 - 6:00 PM

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

Sailing to the Sun: Cruising History and Folklore

By Bill Miller

Cruising is different than crossing. The ports are really forms of entertainment rather than destinations, and the sense of purpose for the voyage is different, with more recreation for cruising. Bill Miller will tell us that the cruise industry, especially here in the USA and in places like Germany, the UK & Australia, is booming and the future is not just bright but very bright. More people are traveling on ships than ever before. But where did it all begin? Over 150 years ago, P&O is credited with offering the first cruise, a voyage offered for those of "scientific persuasion," and so it began, slowly at first. We'll hear of the very first World Cruises in the 1920s, big liners like the *Mauretania* and *Aquitania* going off on long winter cruises and the creation of the small, luxury cruise ship *Stella Polaris*. The Depression of the 1930s brought cruising to the masses, even \$10 a night "booze cruises" were forms of escapism from tough financial times at home. Growth and expansion continued: the *Wilhelm Gustloff* and Nazi "Strength Through Joy" cruising, the high luxuries of the *Caronia* and the growth of mass market cruise lines such as Norwegian Cruise Lines & Royal Caribbean in the late 1960s. Today, expansion and growth are beyond even the wildest expectation with the likes of the biggest liner of all time, the 6,400-passenger, 225,000-ton *Allure of the Seas*, sailing tropic waters. Yes, cruising is the best vacation on earth! And 15 million Americans take cruises every year.



Home Line's OCEANIC (1965), based in New York for her first 20 years, was a hugely successful full-time cruise ship.

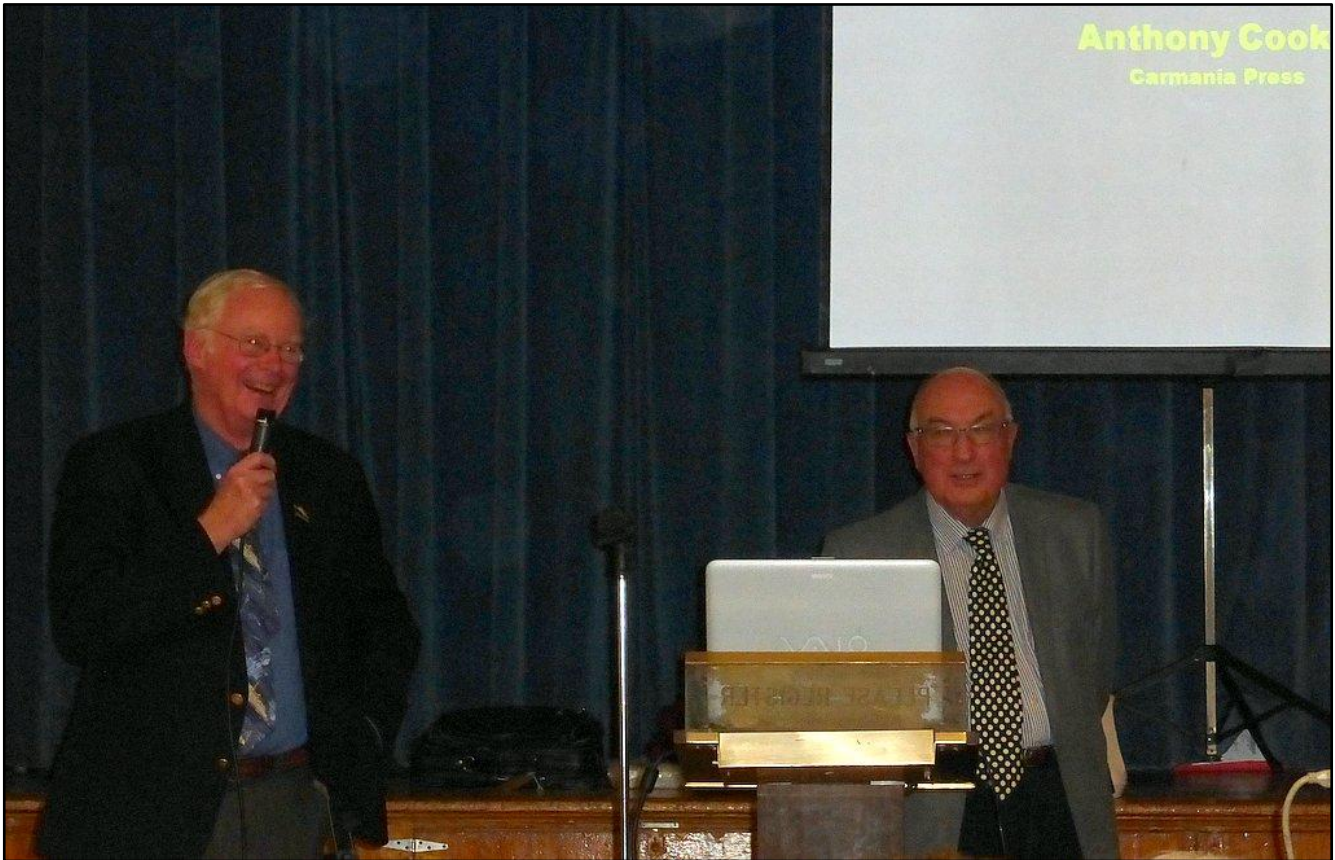
(Bob Allen collection)

NEXT EVENTS: Friday, December 6: Holiday Meeting, Featuring PONY Members "Cruise Around the World"

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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 or via the PONY mailing address.

SHIP'S LOG



PONY Chairman Ted Scull introduces renowned British maritime author and lecturer Anthony Cooke at the October membership program. (Paul Klee)

To begin our October meeting, Chairman Ted Scull commented on our recent luncheon visit to the NORWEGIAN BREAKAWAY, which, he said, had been attended by 159 members and friends, "the highest in the 21st Century." He also introduced our guest speaker, that very welcome import from Britain, Anthony Cooke, with a description of Tony's maritime interests, and books he had written or published.

Using photos and illustrations from his collection, and with his sense of humor showing, Tony took us through the development of and change in trans-Atlantic travel from the 1840's to the present, finding similarities between the earlier periods and today, with the rise and effects of new technologies. He took as his starting point the crossing of Charles Dickens and his wife on BRITANNIA in January 1842 ("A not very wise decision," opined Tony). The pair found themselves in conditions typical of the times: on a wooden paddle steamer with tiny cabins and skimpy mattresses. Food was stored in an icehouse, and a live cow provided fresh milk. Passengers entertained themselves by chatting or, if enough light came into the saloon through the skylight, reading. (Not to mention the cold, rough weather.)

We saw no illustrations of the "plumbing" that the Dickenses might have used, but there were pictures of such advances as a washbasin that could be pulled down out of a cabinet, and a very artistically decorated toilet bowl, a rarity for the time.

Towards the end of the 19th century things began to change, with the arrival of electricity and wireless telegraphy and their obvious advantages. On the other hand, in the 1890's a writer named Harry Panmure Borden, a passenger on the MAJESTIC, and his fellow travelers were quite annoyed by the prevalence of the latest gadget, the hand-held camera.

Into the 1920's the atmosphere onboard was very formal and class-conscious. Photos taken on the VULCANIA in 1927 show a first-class passenger being served breakfast in bed, compared with another, of the barracks-like accommodations for those in fourth (!) class. And until the 1930's, entertainment was largely organized by the passengers themselves.

But this was also a time of change and contrasts. The ILE DE FRANCE, although externally antiquated, led the way with Art Deco-style interiors, while a contemporary P&O ship shows very grand and conservative interiors within a modern exterior.

Sea travel, though, was not all fun and games. Tony covered the efforts to deal with the problem of seasickness, unsuccessful until the development of the Denny-Brown stabilizers in the 1930's, although they did not come into general use until some 20 years later. Also unpleasant were the overcrowded conditions on the liners that were used as troopships during World War II, when "passengers" had to sleep in shifts and some actually died from heatstroke.

Tony then took us to the 1960's, another time of change. The shift from trans-Atlantic crossings to cruising, and the popularity of the OCEANIC, brought about less formality, lighter décor, air conditioning inside and swimming pools out on deck. Carnival Cruise Line introduced Broadway-style entertainment. And now the latest trend is the demand for balconies, even interior ones with atrium views.

Tony expressed some nostalgia for the few remaining older vessels such as the SAGA RUBY and BLACK WATCH, but resignation to the idea that "we will just have to get used to the grander ships."

For Tony's first-class performance, he will be receiving a copy of "An Illustrated History of New York."

Marge Dovman

ARRIVALS AND DEPARTURES: May, 2013 – November, 2013

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
CRYSTAL SYMPHONY	New York	Reykjavik	N. Atlantic Explorer	Margaret Webster	05/13
CRYSTAL SYMPHONY	Reykjavik	Southampton	Norway Fjords	Margaret Webster	06/13
QUEEN MARY 2	New York	Southampton	Transatlantic	Tom Cassidy	07/13
GRAND CARIBE	Warren, RI	Warren, RI	Maine & NE Coast	Tom Cassidy	08/13
QUEEN MARY 2	New York	Southampton	Transatlantic	Paul & Marya Klee	08/13
THV PATRICIA	Swansea	Southampton	UK working voyage	Karl & Laurel Zimmermann	09/13
QUEEN MARY 2	Southampton	New York	Transatlantic	Paul & Marya Klee	10/13
QUEEN MARY 2	Hamburg	New York	Transatlantic	Karl & Laurel Zimmermann	10/13
QUEEN MARY 2	Southampton	New York	Transatlantic	Judy, Jerry & Stuart Gewirtzman	10/13
NORWEGIAN STAR	Copenhagen	Miami	Transatlantic	Bob Gevert & Lawton Thomas	10/13
ROYAL PRINCESS	Ft. Lauderdale	Ft. Lauderdale	Caribbean Cruise	Tom Cassidy	10/13
QUEEN ELIZABETH 2	Hamburg	New York	Transatlantic	Ted & Suellen Scull	11/13

MEMBER PHOTO OF THE MONTH



Holland America Line's NIEUW AMESTERDAM at Roatan, Honduras in December, 2102.

(Ralph L. O'Hara)

A SPECIAL HOLIDAY PROGRAM – FRIDAY DECEMBER 6, 2013

At the October meeting, we introduced the idea of a members' program for the December meeting: a "world cruise" from New York, with each "leg" presented by a different member. The idea is that we will link together ships and trips of different types and eras to make a round-the-world voyage.

We had several verbal suggestions at the October meeting, and now we want to hear from those who definitely would like to participate, and get a formal submission of which leg you would be able to present. We are open to slide presentations or, in some cases, verbal stories.

If you have a segment to offer, please send it to Greg Fitzgerald, Branch Secretary, via email to seagirtlight@gmail.com or via postal mail to 19 Olsen Drive, Warren, NJ 07059. Please note the ship, the segment, and the ports of call - especially those of embarkation and disembarkation.

Each presenter will have 5-7 minutes to present around 10 slides. We cannot guarantee everyone who applies will get the chance to present this year, as some segments and ships will be more popular and we do want to vary the itinerary. However, if this works, we could do a variant on the theme in 2014 to get more people involved. All applicants must be able to attend the December 6 meeting.

Those members whose itineraries fit into the "world cruise" will then be notified as how to prepare and submit their individual segments, most likely via e-mail or via a thumb drive/memory stick. Verbally submitted segments will be considered if the producers can provide some slides to support them.

Greg Fitzgerald

YOUR DAILY PROGRAMME

SOUTH STREET SEAPORT MUSEUM www.southstreetseaportmuseum.org or 917-492-3379. In light of unresolvable financial challenges, South Street Seaport Museum's brief merger with The Museum of the City of New York has come to an end. While the galleries at 12 Fulton Street (Schermerhorn Row) remain closed due to damage from Hurricane Sandy, Bowne Printers, the Museum's re-creation of a working 19th century print shop at 209 Water Street, is open every day, 11 am to 7 pm. A variety of hand-printed cards and other items are available at the adjacent Bowne & Co. Stationers at 211 Water Street, with all proceeds benefiting the Museum. Volunteers are also needed to help restore the historic ships. Contact the Museum for additional information.

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. **NOVEMBER MEETING – Wednesday, November 13.** Captain Stephen Brown, President of the Chamber of Shipping, will give a presentation on tanker traffic in B.C. with a general overview of shipping and shipping issues of concern to the general populace. **DECEMBER MEETING – Wednesday, December 11.** Annual General Meeting, Christmas Social, plus members' presentations. Meetings are held at the Vancouver Maritime Museum at 1905 Ogden Avenue (Kitsilano Point).

NEW SOUTH WALES WSS: Meetings are held at the Uniting Church Complex in Lord Street, Roseville at 8:00 PM. Contact the branch at PO Box 215, Strathfield, New South Wales 2135, Australia.

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. See the SS JEREMIAH O'BRIEN at Pier 45 at Fisherman's Wharf, San Francisco, CA, or join one of the day cruises under the Golden Gate Bridge and around San Francisco Bay. Contact the museum for prices, sailing time and tickets.

NOBLE MARITIME COLLECTION, www.noblemaritime.org, or 718-447-6490. 1000 Richmond Terrace, Building D, Staten Island, NY. The 25th Annual John A. Noble Art Auction will be held on Friday, November 15 at 6:30 PM. Admission is \$75, or \$65 for members.

NEW YORK HARBOR CRUISES

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 44th 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. Contact via website or telephone for departure times and prices.

CIRCLE LINE, www.circleline42.com or 877-731-0064. Circle Manhattan and other harbor cruises, departing from pier 84 at West 44th Street. Contact via website or telephone for departure times and prices.

NEW YORK WATERWAY, www.nywaterway.com or 800-533-3779. Trans-Hudson ferry service and special-event cruises. Contact via website or telephone for departure times and prices.

CRUISE SHIP PHOTO EXHIBITION

The work of maritime photographer and PONY member Barry Winiker is featured in a new exhibition at the Mystic Seaport in Mystic, CT. Barry's exhibit, entitled "Sun Ships: Modern Cruising" features 38 photos taken between 1980 and 2012, representing the design diversity and passenger activities aboard vessels from over 25 cruise lines. Barry explains: "My views from the deck are documentary and informative, as well as interpretive. They are concerned as much with the architecture and design as they are with weather conditions, time of day and play of light and shadow. The wealth of shipboard visual information is enormous – it is a subject that inspires, challenges, and offers immeasurable possibilities." For more information and museum hours, contact Mystic Seaport, 75 Greenmanville Avenue, PO Box 6000, Mystic CT 06355-0990, or www.mysticseaport.org or call 860-572-0711.

SHIP'S MAIL

To the Editor:

I am grateful that Mr. George Rubin in the October 2013 Porthole gave another perspective on the Cunard Line. I was not, contrary to what he was stating, trying to make anyone feel guilty about sailing on a Cunard passenger liner. Indeed my wife Joy and I have sailed many times on them without any guilt at all.

And contrary to Mr. Rubin's assertion, I was NOT stating that there was "an injustice to the millions of steerage passengers who did not enjoy the luxuries available to the wealthy and powerful in First Class." The injustice lies in Cunard sweeping their history under Cunard's marketing rug!

My point in writing to the The Porthole was to point out that historical accuracy tells us that for many millions of passengers on Cunard liners, as well as on others, there was no "Golden Age." Mr. Rubin is quite right that these passengers were not expecting a luxurious travel experience and that the food and accommodations were adequate, but that is beside the point.

Mr. Rubin's characterization of the passengers "below decks" as "steerage" is an unfortunate use of language! Such a passenger was one "who, either from whim or economy, consents or is compelled to travel in the second cabin of a steamship or sailing vessel!" (The New York Times, November 29, 1860). I would not like to think that my grandparents were "steerage!"

But Cunard would have us believe that the carpets were so plush you could not see your shoes, as one maritime historian has put it, and that the famous "White Star service" was legendary throughout its ships.

Cunard is attempting to "recreate" the atmosphere of the "Golden Age of passenger service" that did not exist for most of its passengers. Thus contrary to what Mr. Rubin argues, it is relevant to know "events that occurred long before (the present passengers) were born."

Of course, Mr. Rubin is also correct that "Cunard is engaged in a highly competitive business and has a large and loyal following that obviously enjoys the unique experience they get on Cunard ships." But such competition and such popularity cannot justify historical inaccuracy.

And it must be pointed out that the Cunard Line is the last remaining passenger line that still holds to a "class" system, in which what is paid for a cabin determines where the passenger has meals and what sections of the ship are exclusively reserved for whom. This may not sit well with Americans who believe that there should be no "class" structure based solely on what Mr. Rubin refers to as wealth and power.

Not even the Holland America Line, whose home country too has a monarchy, touts monarchy in the intense and pervasive way Cunard does about its monarchy of its traditional home country. This may be unsettling to Americans who believe that a central reason for the American Revolution was to distance the thirteen original colonies from royal influence and power.

I suggest that the present day Cunard passenger's knowledge of life in the immigrants "below deck" in the "Golden Age" would immeasurably increase their enjoyment of all the many fine features of today's Cunard Line passenger ships!

Very truly yours,

Dr. Stephen Schoeman
Political Scientist
Attorney-at-Law (NY, NJ, FL)-retired
Westfield, NJ

SHIP NEWS

TWO NEW AIDAS: Aida Cruises has announced the name AIDAPRIMA for the first of a pair of new flagships they will introduce in 2015-2016. The 124,500-ton, 3,300 passenger ships – Aida's largest – will offer some new features for their guests, both on the interior and exterior. "Activity Decks" will be based on the four elements of water, air, earth and fire and will feature water slides, a lazy river, a rock climbing wall, and a sports deck where a huge LED screen captures the events. The sprawling beach club turns into a party area at night, while the Lanai Deck is fashioned after a traditional ocean liner promenade deck. Glass elevators connect the exterior venues, which are capped by a glass skywalk suspended 45 meters above the ocean. Because the ships' intended itineraries are in northern European waters, several of these facilities will be covered by retractable or fixed membrane roofs. Advertised as almost invisible, they will provide protection from inclement weather, and double as projection surfaces for laser light shows. AIDAPRIMA and her sister will have 13 restaurants, which have been dubbed a "culinary journey around the world." There will be both buffet-style and sit down restaurants, and chefs will source local ingredients ashore and offer participatory cooking classes. There will also be no less than 18 bars, including one branded by Moët & Chandon. Now under construction at Mitsubishi Heavy Industries, Ltd. in Japan, the ships will have dual-fuel engines utilizing diesel power at sea and cleaner liquid natural gas in port. Mitsubishi has also developed a new hull design and the "Mitsubishi Air Lubrication System" (MALS), which creates a stream of air bubbles under the ship to reduce fuel consumption. Most strikingly, the renderings of the new vessels show a straight vertical stem, similar to those found on ocean liners of the late 19th and early 20th centuries. AIDAPRIMA will sail on her first voyage, an 86-day positioning cruise from Yokohama, Japan to her home port of Hamburg, Germany on March 22, 2015. Starting on June 20, 2015, she will sail year-round 7-day cruises to London (Southampton), Paris (Le Havre), Brussels (Zeebrugge) and Rotterdam.



The knife-like stem of AIDAPRIMA is reminiscent of early 20th century liners, while her massive superstructure is clearly 21st century design.



Multiple leisure and sports venues are visible below sheer membrane roofs in this AIDAPRIMA aerial view. (both Aida Cruises)

SHIP OF THE MONTH

Ship of the Month will return in the December issue of The Porthole.

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