

THE PORTHOLE



OCTOBER, 2009

VOLUME XXVIX, # 9

Friday, October 30, 2009 at 6:00 P.M.

Community Church – Assembly Room
40 East 35th Street (Between Park and Madison Avenues)

~ STARS AND STRIPES AT SEA: ~
AMERICAN PASSENGER LINERS OF THE 1950'S AND 1960'S
By William H. Miller

The golden age of American passenger ships was the twenty years following World War II, when our great ocean liners circled the globe on diverse and exotic routes. Bill Miller, internationally renowned maritime lecturer, historian and author of more than 70 titles, will take us back to these glorious days of the American Merchant Marine. He will present an amazing array of that era's passenger services: Transatlantic crossings from New York to England, France and Germany on the United States Lines; "Sunlane" voyages from New York to Mediterranean ports on American Export Lines; leisurely, cruise-like voyages to the Caribbean and the east and west coasts of South America on Grace Lines; express sailings from New York to Rio de Janeiro and Buenos Aires on Moore-McCormack Lines; exotic Transpacific crossings from San Francisco and Los Angeles to Hawaii and the South Pacific on Matson Lines; service to Japan, Hong Kong, the Philippines and Around-the-World on American President Lines, and many others. Don't miss this thrilling and nostalgic talk by one of the world's greatest maritime lecturers!

A \$3 contribution is requested from non-members.



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ON THE HORIZON:

Next meeting: Tuesday November 17, 2009

THE PORTHOLE, published by the Port of New York Branch, World Ship Society, welcomes original material for publication. Address to the editor, Marjorie Dovman. Opinions expressed are those of the author only and not of the PONY branch or THE PORTHOLE.

SHIP'S LOG

Our meeting season started in September with an exceptionally interesting program by PONY Brancher Ben Lyons on the history, operations and more of Lindblad Expeditions. He was introduced by Ted Scull, who described his own experiences with Special Expeditions (Lindblad's original name), and Ben's seafaring experience through his present employment with Lindblad.

Ben's aim was to talk about sailing and working with Lindblad, and contrasting it with employment at a big company like Cunard. Also, Ben wanted to answer the question that was undoubtedly on the minds of many members - why had he gone from the glamorous position of First Officer on the QUEEN MARY 2 to a small company like Lindblad?

That question almost answered itself with Ben's first slide, showing him seated at a desk, staring down at two computers. As he related at various times during his presentation, the higher up you go on the professional ladder on a big ship, the more you find yourself involved with paperwork and the further removed you are from navigation and seafaring.

Ben described his positive reaction to having twice sailed as a Lindblad passenger, being struck by the company's informal organization and adventurous spirit, so totally different from the QUEEN MARY 2. When he was offered a job with Lindblad, with time split between the office and sea-going, he took it. He led us through Lindblad's history beginning in 1958, describing the company as the "Cunard of expedition cruising". It was the first to go to exotic places and has a strong belief in conservation. Over the years, the Lindblad name was dropped, Special Expeditions remained, and the company joined forces with National Geographic. Photography is very important, as is family travel, and much technology has been embraced, the better to show what is in and under the sea. The company has gotten much more organized and somewhat less spontaneous, while not altogether excluding spontaneity and just plain fun (the latter illustrated by shots of Ben and passengers sliding down glaciers on their fantails). Judging from the beautiful photos we saw, almost all of them Ben's, he will have to be counted among the PONY Branch's best photographers. His scenes of the NATIONAL GEOGRAPHIC EXPLORER in ice, and polar bears on ice and passengers on deck checking each other out were striking.

Ben also showed the differences between large- and small-ship functioning and the informal relationship among officers, staff, crew and passengers on a small ship.

While he said he would not trade his five years on the QUEEN MARY 2 for anything, Ben does not plan to ever leave Lindblad.

Our thanks to Ben for his attention-holding, information-filled and beautifully photographed presentation. Long may he sail!

Marge Dovman

CARIBBEAN CAPER

It was an intimate group of 37 that gathered at the Brooklyn Cruise terminal in Red Hook on Saturday, October 3rd for a visit to the 113,000-ton, 3,100-passenger CARIBBEAN PRINCESS, sister to the GRAND PRINCESS and CROWN PRINCESS. We were welcomed in the terminal's visitor's lounge by Princess' Alycia Oliphant, who told us a bit about the ship and our schedule for the day. Once we boarded, we were given the choice of following Alycia on a guided tour or wandering on our own before lunch. So according to our preferred means of touring, we could cover as much as possible of the vessel's 18 decks, from Skywalker's nightclub at the top all the way aft, to the medical center on Deck 4. We found colorful but tasteful public areas and could choose among them our favorite place in which to stow away. (We didn't.)

At the appointed time we made for the attractive Coral Restaurant, with its décor redolent of Caribbean beaches, for a delicious four-course meal with a choice of shrimp with cantaloupe or ravioli as an appetizer; salmon or chateaubriand of beef tenderloin as the entrée; a dessert of chocolate soufflé; and the usual beverages. There was also a choice of red or white wine, and pleasant, good service. Lunch began rather formally with Alycia's toast to World Ship Society, which Chairman David Hume answered with a toast to Princess Cruises.

For some reason we were given a firm all-ashore time of 2 P.M., and most took the opportunity to continue our explorations until the last minute, when we disembarked into a drenching downpour (we knew there was another reason we wanted to stay aboard). The real passengers, we were aware, could stay aboard all week for ports in Canada and New England.

For this, another in our series of enjoyable ship visits, we thank Alycia Oliphant, and our own David Hume.

Marge Dovman

ARRIVALS AND DEPARTURES

Summer cruisers inadvertently omitted in the last issue were Ted and Suelyn Scull. In July, they enjoyed a two-week cruise from Dover to English, Irish and Northern French ports on Swan Hellenic's MINERVA. In August, the Sculls could be found on a two-night cruise from Helsinki to Stockholm and return on the SILJA SERENADE of the Tallink Silja Line. And finally, they were on a 12-night "Waterways of the Czars" cruise from St. Petersburg to Moscow on the VIKING SURKOV. In September, Bill Miller crossed the Atlantic on the QUEEN MARY 2 eastbound, followed by a westbound return voyage on the QUEEN VICTORIA. Myrna and Bob Rubin were also Transatlantic voyagers, sailing westbound from Dover to New York on the NORWEGIAN JEWEL. Another QUEEN MARY 2 passenger was Jennifer Dobbs, cruising Canada and New England. Charles and Marjorie Zuckerman spent

two weeks on the AZAMARA QUEST, exploring Italian and Croatian ports along the Adriatic. Don and Ann Eberle enjoyed a 5-hour full-length tour of 32-mile-long Lake George aboard the 100-year-old MOHICAN. David Kelleher and Cheryl de Costanzo were on the restored tug CORNELL during the maritime festival at Pier 84. Thelma Bowman, Augusta Reimann and Marion Ritz, cruising on the CARIBBEAN PRINCESS, were rerouted from the Caribbean to Bermuda and Nassau, due to hurricanes. And another in another itinerary change story, Marge Dovman outwitted some outrageous weekend subway reroutings by taking the NY Water Taxi from Battery Park to Long Island City.

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. Why not share them? To contribute to the Porthole, just contact Marge Dovman at a meeting or via the P.O. box. Web site contacts are Ted Scull or John McFarlane, who may be contacted the same way or via e-mail.

GUEST EDITOR

Marge Dovman is enjoying a long and well-deserved rest. Bob Allen continues to man the Editor's desk in her absence. We all look forward to her return to these pages soon!

YOUR DAILY PROGRAMME

VANCOUVER

If you're visiting Vancouver, BC the local branch of WSS will have its next meeting on Wednesday November 11th, at the Vancouver Maritime Museum at 1905 Ogden Avenue (Kitsilano Point). At the meeting, Mr. Cary Dicemni of All-Sea Group will be presenting an interesting program based on the very unique local Canadian underwater ship repair technology that no other dive company in the world is able to perform to date. Contact Glen Smith if you visit: 604-684-1240, e-mail glenn.smith@worldshipsocietyvan.ca.

SOUTH STREET

In the galleries at South Street Seaport, current exhibits of interest include: "New Amsterdam: Island at the Center of the World" and "Treasures of a President: FDR and the Sea," both at 12 Fulton Street. At the Walter Lord Gallery, 209 Water Street, don't miss "Monarchs of the Sea: Celebrating the Ocean Liner Era." On Thursday November 19, join the South Street Seaport Museum in honoring Anthony Cooke, maritime authority and author of *Emigrant Ships and Liners & Cruise Ships: Some Notable Smaller Vessels*. Mr. Cooke will speak on lesser-known small ocean liners. Wine and light refreshments will be served. \$25

Members / \$ 35 Non-Members. Reservations Required. For all South Street events requiring reservations, call 212-748-8786 or email reservations@southstreet.org

JOHN NOBLE COLLECTION

View the Auction Preview Exhibition on Sunday October 18, 1-5 PM, with the artists participating in the John A. Noble Art Auction. View their work at this free event, and make your selections before the big night! The Auction will be held on Saturday November 21 at 6:30, in conjunction with a cocktail party and light supper, for a fee of \$65 for members, \$75 for non-members. For reservations and information, contact The Noble Maritime Collection, 1000 Richmond Terrace, Staten Island NY 10301. Tel. 718-447-6490

FRIENDS OF HUDSON RIVER PARK

Fall Foliage Cruises depart Pier 40, at the foot of West Houston Street, on Saturday November 7 and 14 at 1:00 PM, returning at 4:30 PM. For additional information and reservations, call 212-757-0981 or e-mail www.fohrp.org.

NATIONAL MARITIME HISTORICAL SOCIETY

This year marks the 400th anniversary of Henry Hudson's voyage to the New World and journey up the Hudson River. The Hudson River Museum is celebrating with the exhibition "Dutch New York: The Roots of Hudson Valley Culture." The exhibition explores the Dutch legacy of a liberal, capitalist, and multicultural environment that permeated the colony of New Netherland and still characterizes New York today. If you would like a tour of the Hudson River Museum, it is a short walk from the Glenwood Metro-North station in Yonkers. Free tours are given daily at 12:30 PM. For more information, call 914-737-7878 ext. 0, or e-mail nmhs@seahistory.org

ELLIS ISLAND

Running at Ellis Island now through January 10, 2010 is the exhibit "Lenape: Ellis Island's First Inhabitants." The centerpiece of the exhibit is a large wood sculpture - diorama depicting the HALF MOON being approached by the Lenape Indians, circa 1609. The artist of this work is PONY member Rex Stewart, a well-known and accomplished model maker. The free exhibit is open to the public 9:30 AM to 5:00 PM daily on Ellis Island.

KINGS POINT MARITIME MUSEUM

Visit the museum Tuesdays - Fridays from 10:00 AM to 3:00 PM. On Wednesdays, visitors may have lunch at the Officers Club.

WALKWAY OVER THE HUDSON

Walkway Over the Hudson is a nonprofit organization founded in 1992 to preserve the Poughkeepsie-Highland Railroad Bridge, once the longest bridge in the world and now a national landmark. In October, the 24-foot-wide, 212-foot-high walkway was finally opened to the public, creating the world's longest

pedestrian bridge - a true park in the sky. Eventually, the bridge will provide a link to a vast network of hiking trails stretching across the Hudson from the Catskill Mountains to the west, and the Taconic Hills to the east.

IS IT BAZAAR OR JUST ECCENTRIC?

Don't miss the annual Ocean Liner Bazaar on Saturday December 12, from 10:00 AM through 2:00 PM. As usual, it will be held at the Abigail Adams Smith Auditorium, 417 East 61st Street (between First and York Avenues). Dealers will display and offer for sale ocean liner memorabilia including models, deckplans, prints, brochures, china and other exciting ephemera! A flyer with additional information is enclosed.

SHIP SCHEDULES AHOY!

In response to popular demand - at least from computerless members who can't access the ship schedules from our website - starting next year the schedule will be available through the mail on request. So if you have no computer and would like to receive the schedule, see Fred Rodriguez at a meeting and let him know.

WELCOME ABOARD!

A warm welcome to our newest members: Adam Otsuka, Dwight Rangler and Linda and Richard Woytisek.

WELCOME TREASURER AND BOARD MEMBER!

And a warm welcome as well to our newest Executive Board member Dan Vaccara, and our new Treasurer Alan Borthwick. Thanks in advance for your service to PONY!

RENEW, IF YOU NEED TO

Renewal notices are enclosed for those who are due. Thank you for renewing quickly!

HOLIDAY PARTY TIME!

The PONY annual holiday party promises to be very special this year. We will meet for a luncheon and tour on the magnificent QUEEN MARY 2, docked in Brooklyn on December 10. A flyer with details is enclosed.

AND THE NOMINEES ARE.....

It's again time to think about PONY leadership for the next term. Nominees need to have been members for at least one year, and also be members of our parent British organization. If you're nominating someone else, please be sure that he or she is willing to run. If you would like to nominate someone for office, please see David Hume or George McDermott at the October

meeting, or via our Post Office box. Ballots will be included with the November issue.

SHIP NEWS

- The QUEEN VICTORIA delayed her scheduled September 26 New York departure due to Azipod problems; the QUEEN finally sailed at 6:00 AM on September 27.
- The SAGA RUBY (formerly VISTAFJORD, CARONIA) delayed her scheduled October 10 Transatlantic crossing from New York to Southampton due to a collision with Pier 88 that Saturday morning. She sailed to Bayonne, NJ for repairs at 7:00 AM on October 11, and finally departed for England on Monday morning, October 12.
- Cunard's legendary QUEEN ELIZABETH 2 was retired from service last fall and was to be permanently docked in Dubai as a floating hotel. Recent reports indicate that the next home for the vessel may turn out to be in South Africa instead. According to Britain's Financial Times, South Africa is considering a proposal to dock the QE2 on Cape Town's waterfront, where it would be operated as a luxury hotel. Next year's World Cup soccer tournament will take place in Cape Town, and the presence of the QE2 would help alleviate the hotel room shortage in the city during this event.
- A collision took place on October 1 between the CARNIVAL LEGEND and the ENCHANTMENT OF THE SEAS. While departing Cozumel, a squall blew the LEGEND against the docked ENCHANTMENT, resulting in some broken glass, twisted railings and scarred paint. Fortunately, there were no injuries.
- P&O's 25-year old ARTEMIS (formerly ROYAL PRINCESS) has been sold to MS Artania shipping, who will charter her to German tour operator Phoenix Reisen. Originally built as a "Super Love Boat," she was christened by Princess Diana in 1984. She was of a highly innovative design, with all outside cabins, mostly situated above the main deck of public lounges and dining rooms. Although novel in the early 1980's, this is now the standard layout for large cruise ships.
- Carnival has taken delivery of their largest ship yet, the 130,000-ton CARNIVAL DREAM. She features hull cabins with balconies (as on QUEEN MARY 2), a wrap-around promenade deck, cantilevered hot tubs, and a unique "Ocean Plaza" indoor / outdoor music and dining venue. After a series of cruises from Civitavecchia, Italy she will reposition to New York for a 2-night cruise to "nowhere" on November 13. Year-round Caribbean cruise service from Miami follows on December 12.
- Louis Cruise Lines has launched a new venture of cruises from India on the 1,200-passenger AQUAMARINE. This vintage cruise ship is the 38-year old former NORDIC PRINCE, which entered service for Royal Caribbean Cruise Lines in 1971. She was one of three original sister ships of the line, was stretched in 1980, and was a frequent visitor to the Port of New York in the mid-1980's. Her subsequent careers were as CAROUSEL and ARIELLE. AQUAMARINE will offer a choice of one-night "nowhere" cruises or three-night cruises to the Maldives and Colombo, beginning in December, 2009.

THE WONDERFUL HOLLAND AMERICA LINE

Bill Miller

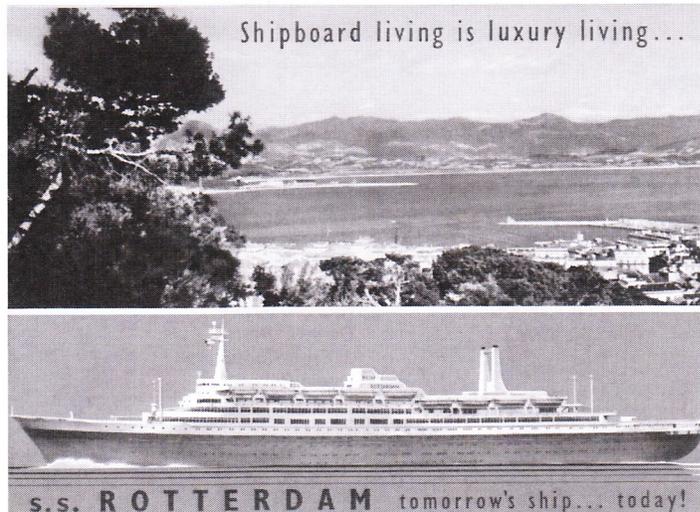
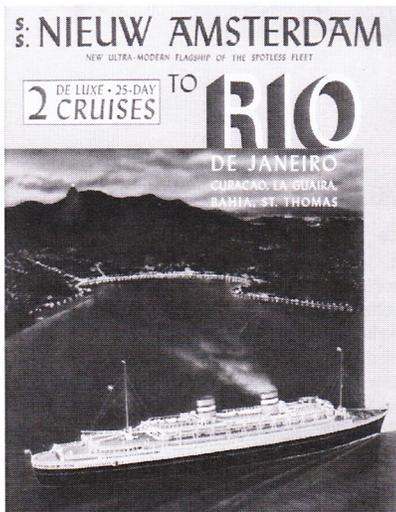
In this year of the 400th anniversary of Henry Hudson's historic voyage of discovery into what has become our great Port of New York, that long Dutch connection might include a link to the great Holland America Line. Celebrations in and around the area have emphasized Hudson's travels and significance. But Holland America deserves a good nod and has great history too. In 2008, for example, the company reached a special milestone: 135 years of continuous service. Beginning in 1873 and with the 1,700-ton ROTTERDAM, the first of many ships to bear that illustrious name, the present-day firm is in the luxury cruise business with no less than 14 liners in service and one still building. The roots of the company go back to Plate, Reuchlin & Company, formed in 1871, which soon ran into financial troubles and so had to be reorganized two years later as the Netherlands American Steamship Company, the Holland America Line. The fleet thereafter grew quickly and a regular service developed on the North Atlantic, between Rotterdam and New York (it became Hoboken in the 1890's) and later included ports in England, France and Ireland as well. Regularity and reliability became two of the company's trademarks.

By the turn of the century, the Atlantic trade was in a peak period and Holland America prospered. Its ships carried, as an example, over 5 per cent of the 18 million immigrants who crossed between 1892 and 1924. Berthing on company liners reflected this interest in the passenger trade. For example, the 12,500-ton NOORDAM, completed in 1902, carried 2,300 passengers in total — 300 in first class, 200 in second class and then a hefty 1,800 in third or steerage. Earlier, in 1898, the company's 25th anniversary records were already quite impressive: 500,000 passengers of whom 90,000 were in first and second class, and over 400,000 in steerage. Then there was 5,000,000 tons of freight (mostly flower bulbs, herring and gin). Holland America added its first freighter in 1901 and ran its first all-one-class, luxury cruise, onboard the STATENDAM, to the Holy Land in 1910.

Holland America also endured periodic slumps, two world wars and the hard times following the Wall Street Crash in October 1929. In World War I they lost over a dozen ships, then lost millions in the early 30s during the Depression, and were forced to survive on the likes of a \$50 week-long cruises to Bermuda and Havana. But somehow, they managed to build, in 1937-38, one of the most beautiful and popular liners ever to sail the Atlantic, the 36,000-ton NIEUW AMSTERDAM. Both inside and out, she was pure dreamboat. But then during World War II, they endured dark days, secret passages and even some losses. The STATENDAM of 1929 burned for five days during the Nazi invasion of Rotterdam while the WESTERDAM of 1939 was sunk three times, but then only to be salvaged, saved and used for commercial service beginning in 1946.

Holland America's trans-Atlantic passenger service had a final boom in the 1950s, just before the airlines secured the bulk of trans-ocean travelers. But fifty years ago, in September 1959, one of the finest liners ever to sail the route between Europe and the United States put into the Port of New York for the first time. She was the stunning ROTTERDAM, then the largest and most luxurious passenger ship in the Dutch fleet as well as the national "Ship of State." She was the gleaming flagship. And she was a floating ambassador, a moving statement of all that was Dutch. Triumphant, she had been named by Queen Juliana (at her launching in September 1958) and then, on that maiden crossing, brought Crown Princess Beatrix to a gala Manhattan landing and spirited welcome. Indeed, it was a proud occasion for the very popular, historically notable Holland America Line.

After the final, traditional Atlantic crossing in 1971, Holland America turned full time and full blast to cruising — and they have endured. Bought by the huge Carnival Corporation in 1989, they are now bigger, better and more profitable than ever — 14 liners in the current fleet and these offering worldwide cruises that touch at no less than 300 ports. Next summer, the 86,000-ton, 2,200-bed, \$425 million NIEUW AMSTERDAM will be commissioned. She's the largest Holland America ship ever. She's also a fitting tribute to Holland America, to the Dutch and to Henry Hudson himself. Three cheers for Holland America Line in this special, celebratory year!



1963
35-Day Cruises
June 4 • July 11 • August 1

Scandinavia Baltic and Northern Europe

ss ARGENTINA ss BRASIL

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