



METROPOLITAN WATERFRONT ALLIANCE: TRANSFORMING OUR WATERFRONT

Roland Lewis, President & CEO

Friday, October 28, 2011 - 6:00 PM

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

Those who have lived in the New York region over many decades have seen the vibrant waterfront lose its commercial shipping, most of the ocean liner trade and all of the private railway fleets of ferries, tugs, barges, car floats and shore facilities. Miles of waterfront in Manhattan, Brooklyn, Queens and the facing New Jersey shore have become abandoned eyesores. More recently, a huge change has taken place, in part to the work of the Metropolitan Waterfront Alliance. MWA is the voice of over 500 organizations with ties to our regional waterways. Together with its partners MWA is working to transform the waters of New York and New Jersey Harbor into clean and accessible places to learn, work and play, with inviting parks, dependable jobs and reliable, eco-friendly transportation for all. We now have a beautiful Hudson River Park, instead of an Interstate Highway running down the West Side, and emerging parks, even beaches, along the Brooklyn and Queens waterfronts. Formerly inaccessible piers now invite us to get out on the river in a sailboat, kayak or canoe, engage in sports, see a movie and watch the cruise ships pass. New ferry terminals now service tens of thousands of daily riders in Lower Manhattan, along the West Side, the East River, Staten Island and New Jersey points. Roland Lewis, President and CEO, will present some of MWA's future projects, show a film and answer our questions. Join us for an evening "On the Waterfront."



New East River pier park along the Williamsburg, Brooklyn waterfront.



The first section of Brooklyn Bridge Park located just below the Heights.
(Ted Scull)

NEXT MEETINGS: Friday, November 18 and Friday, December 9 – programs TBD.

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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.

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)
COMMODORE CLIPPER	Guernsey, UK	Portsmouth, UK	Overnight Ferry	Ted & Suellyn Scull
QUEEN MARY 2	Southampton	New York	Transatlantic	Ted & Suellyn Scull
QUEEN MARY 2	New York	Southampton	Transatlantic	Paul & Marya Klee
QUEEN MARY 2	Southampton	New York	Transatlantic	Paul & Marya Klee
QUEEN MARY 2	Southampton	Southampton	Circle British Isles Cruise	Stanley Utterback
QUEEN MARY 2	Southampton	New York	Transatlantic	Stanley Utterback
QUEEN MARY 2	New York	Southampton	Transatlantic	Bob Grimmins
QUEEN MARY 2	Southampton	New York	Transatlantic	Terry Bird & Clark Lemons
QUEEN MARY 2	Ft Lauderdale	Cape Town	World Cruise Segment	Terry Bird
ADVENTURE OF THE SEAS	San Juan	Malaga	Transatlantic	Terry Bird
SAINT SACREMENT	Lake George, NY	Lake George, NY	41st Anniversary Cruise	Charles & Catherine Crawford
ROTTERDAM	Rotterdam	New York	Transatlantic	Charles & Catherine Crawford
ROTTERDAM	Rotterdam	New York	Transatlantic	Rob O'Brien
ROTTERDAM	Rotterdam	New York	Transatlantic	William Donall
ROTTERDAM	Rotterdam	New York	Transatlantic	Tim Yoder
NIEUW AMSTERDAM	Venice	Ft. Lauderdale	Transatlantic	Tim Yoder
CARNIVAL SPLENDOR	Long Beach, CA	Long Beach, CA	Mexican Riviera Cruise	Carol Miles
POESIA	New York	Quebec	Canada Fall Foliage	Bob Allen & Rob Rothberg
AMERICAN GLORY	Portland, ME	Providence, RI	New England Coastal	Marge Dovman

MEMBER PHOTO OF THE MONTH



While cruising the Caribbean on the NIEUW AMSTERDAM in February 2011, Joe Rinaldi captured the CARNIVAL LIBERTY's afternoon sailing from San Juan, PR.

A CALL FOR NOMINATIONS FOR OFFICERS OF WSS PONY

Elections for the executive board of the World Ship Society, Port of New York Branch, will take place at the end of 2011. If there is someone you would like to see as a potential nominee, please submit their name to the WSS P.O. Box on the front page. Nominations are due no later than Friday, October 28, 2011. The offices that will be up for election are: Chairman, Vice Chairman, Membership Secretary, Branch Secretary and Treasurer.

YOUR DAILY PROGRAMME

SEAPORT MUSEUM NEW YORK, www.seany.org Contact via email reservations@seany.org or call 212-748-8786. Museum Harbor Tours: Schooner PIONEER Sail, Tugboat DECKER Mini-Cruises and Lunch Tours. Contact Seaport Museum New York for details on tour and event times, pricing and reservations.

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** will be held on **Wednesday November 9, 2011**: Railway and marine photographer Bob Hunter will present a slide show on tugboats, and include a few photos highlighting the more unusual rail-marine operations in the area. He will supplement his own material with a few treasures (from as far back as 1853) from the collection of the late David Wilkie of Victoria. The Wilkie Collection is housed in the Archives of the West Coast Railway Heritage Park, where Bob is a volunteer. Meetings are held at the Vancouver Maritime Museum at 1905 Ogden Avenue (Kitsilano Point).

NEW YORK WATER TAXI, www.nywatertaxi.com or 866-989-2542 is featuring a Fall Foliage Cruise, Sundays October 24, 31 and November 7, departing from both South Street Seaport Pier 17 and Pier 84 at West 44th Street. Contact via website or telephone for departure times and prices.

CIRCLE LINE DOWNTOWN, www.circlelinedowntown.com or 866-989-2542 offers harbor cruises on the ZEPHYR, departing from the South Street Seaport. Contact via website or telephone for departure times and prices.

NEW YORK WATERWAY, www.nywaterway.com or 800-533-3779 is featuring a Shades of Autumn Cruise, Saturdays October 16, 23, 30 and November 6, departing from both West 38th Street and Port Imperial, Weehawken, NJ. Contact via website or telephone for departure times and prices.

SHIP NEWS

AUGUSTUS OF 1952 TO BE SCRAPPED

The last remaining ship built for the Italian Line, and one of the oldest liners afloat, has been sold for scrap and is currently being towed to Alang, India for demolition. Although her career (along with sister ship GULIO CESARE) as Italia's premier liner on the Genoa – Buenos Aires run lasted only 24 years, she spent another 35 years in the Far East. For years, she lay at anchor awaiting a buyer or renovation as a cruise ship. In 1999, she was renamed M/S PHILIPPINES, and became a floating extension of the Manila Hotel. Although her role as a hotel ship was stationary, she reportedly took several short cruises to "nowhere" since 1999. The photo below was taken by PONY member Tom Rinaldi during his 2011 visit to the ship; he subsequently gave a superb program on stationary liners for WSS PONY in New York in May, 2011.



FATAL FIRE ON NORDLYS

Hurtigruten's 1994-built NORDLYS suffered an engine room fire while cruising the Norwegian coast on September 15. Tragically, two engine room crew died as a result of the blaze, and 16 were injured. Others abandoned ship in the lifeboats, but crew remaining on board was able to navigate the NORDLYS to the port of Alesund, Norway, where she docked that afternoon. Although the fire was contained, she developed a serious list of 20 degrees, which was later righted by pumps. On September 28, NORDLYS was towed to Fiskerstrand Verft for repairs, which will take until early 2012.

BREAKAWAY FROM NEW YORK

Norwegian Cruise Line's newest vessel, the recently named NORWEGIAN BREAKAWAY, will be home-ported in New York for two years beginning in April, 2013. Currently under construction at Meyer Werft in Germany, the 4,000-passenger, 144,017-ton vessel will be the largest ever to be based in New York. Her initial season will begin with 22 seven-day cruises to Bermuda; subsequent itineraries have yet to be announced. The deployment in New York was enthusiastically greeted by the Bloomberg Administration, as the Mayor made a joint announcement at the Manhattan Cruise Terminal with NCL CEO Kevin Sheehan on October 6. BREAKAWAY's sister ship, NORWEGIAN GETAWAY, will debut in 2014.



Norwegian Cruise Line's BREAKAWAY will be based year-round in New York during 2013 – 2015.

(Norwegian Cruise Lines)

MEIN SCHIFF, MEIN SCHIFF, MEIN SCHIFF

German market operator TUI Cruises has contracted with STX Finland for their first new ship, a 97,000-ton vessel with a passenger capacity of 2,500, due to enter service in 2014. Although unnamed, the owners would not rule out MEIN SCHIFF 3, and are considering a "Mein Schiff" cruise brand. TUI's current ships, MEIN SCHIFF 1 and MEIN SCHIFF 2, were formerly Celebrity's GALAXY (1996) and MERCURY (1997). Based on initial renderings, the new vessel lacks the design flair of the former Celebrity sisters. Royal Caribbean International, which is a 50% joint venture partner in TUI, will have responsibility for overseeing the shipbuilding project. Announcement of a second new liner is pending TUI board approval.



TUI'S new build, which may be named MEIN SCHIFF 3, appears to lack the successful exterior design of her fleet mates, the former Celebrity Cruises' GALAXY and MERCURY.

(STX Finland, OY)

NO MORE HAPPY CRUISES

Happy Cruises, a small Spanish market line, ceased operation on September 24, due to financial problems; they had previously operated as Quail Cruises until 2009. The future of their eclectic fleet of three vessels is now uncertain. The oldest is the historically important, 22,945-ton OCEAN PEARL, built as Royal Caribbean's first ship, SONG OF NORWAY, in 1970. The 21,884-ton HAPPY DOLPHIN was built for Venus Cruise / Japan Cruise Line as ORIENT VENUS (1990). At 19,093-tons, GEMINI is their newest and smallest ship, built for Crown Cruise Line as CROWN JEWEL in 1993. While known as Quail Cruises, they operated another historically important vessel, the 19,907-ton PACIFIC, formerly PACIFIC PRINCESS (TV's Love Boat). She was built as the first ship for Flagship Cruises in 1971, and enjoyed tremendous but brief success on the New York – Bermuda run in the early 1970's, before her sale to Princess Cruises.



The future is uncertain for Happy Cruises' OCEAN PEARL, seen here in 1977 as SONG OF NORWAY, Royal Caribbean's first ship.

(Bob Allen)

PAUL GAUGUIN CRUISES TO EXPAND

Luxury South Pacific operator Paul Gauguin Cruises will double the size of their fleet and expand the company's cruising areas to include the Mediterranean, Caribbean and Latin America with the acquisition of Compagnie du Ponant's 3,504-ton, 1998-built LE LEVANT in 2012. Ponant has been expanding in recent years with the newly built L'BOREAL and L'AUSTRAL, and LE LEVANT has been rumored to be for sale for some time. Currently, Paul Gauguin Cruises operates only the PAUL GAUGUIN (1997, 19,170 tons). LE LEVANT will be renamed MOANA, meaning "ocean" in Polynesian, keeping a Tahitian theme for the ship despite her deployment.



Compagnie de Ponant's LE LEVANT, to be acquired by Paul Gauguin Cruises and renamed MOANA in 2012.

(Compagnie du Ponant)

SHIP OF THE MONTH



CARONIA

(Bob Allen collection)

CARONIA was one of the very rare breed of dual-purpose liners designed to function equally as a transatlantic liner or cruise ship. Over her short but mostly glorious 20-year career, she only occasionally fulfilled her role as a transatlantic liner, but her story is still fascinating. Designed just after the conclusion of World War II, her keel was laid on February 13, 1946 and she was launched by Princess Elizabeth (later Queen Elizabeth) on October 30, 1947. Her design could best be described as a smaller, single-funnel version of the QUEEN ELIZABETH (1940). Since she was designed for single class cruising, the quality of her décor and finishes in both First and Cabin Classes was of a similar high standard. All cabins had private baths, which was an improvement over the facilities on the QUEENS. Like the QUEEN ELIZABETH, the décor was highlighted by exotic wood paneling, bronze railings and sculpture, bas reliefs, and etched glass light fixtures and panels. Also like the ELIZABETH, the overall style was clearly late Art Deco, so the CARONIA looked very much like a ship of the 1930's. To be sure that she functioned well as a cruise ship in all climates, she was fitted with a permanent outdoor swimming pool. Her exterior was impressive – she featured the largest funnel afloat, and her unusual tripod mast was the largest ever situated above the bridge of a liner. In order to further distinguish her from other ships, Cunard painted her in four shades of green – darker below, becoming progressively lighter on the upper decks. It took very little time for her to be nicknamed the “Green Goddess.” CARONIA left Southampton on her maiden voyage to Cherbourg and New York on January 4, 1949 and soon settled down to her world cruising pattern. In a typical year, she would do a long cruise in January, either around the world or to tropical destinations such as the South Pacific or Africa. Back in New York in the spring, she would then begin a series of cruises to the Mediterranean and the Baltic ports of northern Europe, all round-trip from New York, lasting from four to six weeks. The last voyage of the year would terminate at Southampton, so the CARONIA could end up in dry dock for her annual overhaul. After a transatlantic crossing and a Christmas / New Year's cruise, the pattern would repeat (with some variety for returning passengers) in January. CARONIA depended on wealthy Americans to be profitable, and she became known as the “millionaires' yacht.” She was like a floating country club for her many loyal repeat passengers. She retained enormous popularity through the early 1960's, but she was very expensive to run, especially due to her 1-to-1 crew ratio and her high fuel consumption. By 1965, her competitors in the long cruise market were the more modern ships of the Swedish America Line, Norwegian America Line and Holland America Line. These newer ships, besides being less expensive to operate, had the fresh look of 1950's and 1960's design, while CARONIA clearly looked like an unfashionable vision of the pre-war years. Also, new ships designed for the 7-day market were being introduced that offered a high level of luxury on shorter cruises. Cunard renovated CARONIA in 1965, adding a large Lido Deck and a new kidney-shaped pool, but it was too late. Cunard Line was hemorrhaging money, and CARONIA was put up for sale in mid-1967. Her buyers, newly-formed Universal Line, were not able to manage the aging liner. As CARIBIA, she suffered an engine room explosion on her second cruise in March 1969; passengers were flown home, and she was towed back to New York. There she spent the next five years, until sold for scrap in 1974. But the scrapyards would never claim the grand old CARONIA. While under tow to the breakers, she crashed into the breakwater outside of Guam on August 12, 1974 during a tropical storm, and broke into several pieces. The US Coast Guard removed the wreck shortly thereafter, as it was blocking the harbor entrance. Despite her tragic end, CARONIA will always be remembered for her glamorous years as one of the most luxurious and best loved ships of her time.

Owner: Cunard Steam-Ship Co, Liverpool, England
Builder: John Brown & Co, Clydebank, Scotland
Route: Worldwide cruising; occasionally Southampton-New York
Service speed: 22 knots
Passengers: 600 (cruising); 581 First, 351 Cabin (transatlantic)

Dimensions: 715' x 91'
Gross Tonnage: 34,172
Maiden Voyage: January 4, 1949
Last Voyage: March, 1969
Demise: August 12, 1974. Destroyed when grounded at Guam during a tropical storm; scrapped in place.

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