

OCTOBER, 2018 VOLUME XXXV, # 9

Friday, October 26, 2018 - 6:00 PM

R.M.S. CARONIA: FOUR SHADES OF GREEN

By J. Fred Rodriguez

The National Opera Center, 330 7th Avenue at 29th Street, 7th Floor, Manhattan

Everyone loves ships and shipping in one way or another. That's what formed us as a branch of the World Ship Society some 53 years ago. You are once again asked to remember your strong interests in this maritime industry and touch base with an old friend, the R.M.S. CARONIA. Branch plank owner J. Fred Rodriguez will retrace the life and legends of the CARONIA, affectionately known as "The Green Goddess."

Cunard-White Star Line conceived the 34,172-ton CARONIA of 1949 as a deluxe cruise ship, which would also offer seasonal repositioning voyages as transatlantic crossings. In order to give CARONIA a distinctive look suitable to her tropical and subtropical deployment, she was painted in four shades of green. J. Fred Rodriguez will examine the career of this unique and glamorous liner, from her early days as one of the world's most luxurious ships, to her competition with a new generation of cruise ship in the 1960's, to her long years in lay-up in New York Harbor and her eventual dramatic demise. Wherever CARONIA voyaged, on her many memorable journeys around the world, history was made.

A U.S. Merchant Mariner of 31 years and an enthusiast of all things nautical for 64 years, J. Fred Rodriguez will talk about the ship from deep within, including reminiscences of the CARONIA by some of the World Ship Society - Port of New York members who the have made this branch what it is today.



CARONIA at Cape Town, South Africa, in a painting by renowned maritime artist Stephen Card.

(Stephen Card)

NEXT EVENTS: Membership meetings: Friday, November 30 – "The Hebridean Experience" by Pat Dacey; Holiday Party at Paris Cafe, Sunday, December 9.
Group Cruise on the INSIGNIA: August 18, 2019

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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.

MEMBER PHOTO OF THE MONTH



QUEEN MARY 2 in La Bale, Saguenay, Canada during the WSS group cruise, September 2018.

(Marjorieann Matuszek)

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
VIKING HERMOD	Passau	Budapest	Danube River Cruise	Steve Whelan and Ann Partlow	06/18
SIRENA	Rome	Miami	Transatlantic	Tom Cassidy	08/18
VOLENDAM	Vancouver	Ft. Lauderdale	Pacific Coast/Panama Canal	Matt Jacobs	09/18

SHIP'S LOG

SHIP'S LOG will return in the November issue of The Porthole

ELECTION SEASON IS HERE

It's time for the election of officers for The World Ship Society - Port of New York Branch. Please submit your nominations for Chairman, Vice Chairman, Branch Secretary, Membership Secretary and Treasurer. Send your nominations to World Ship Society, PO Box 384, New York, NY 101085-0384, Attention: Nominations. All nominations must be postmarked by October 31, 2018. Ballots will be mailed to members on November 1, 2019.

TIME TO RENEW!

Don't miss the exciting events scheduled for 2019 – more delightful talks, events and shipboard luncheons are in the planning stages! Your renewal form will be mailed in November. Please send it back by December 31, 2018.

IT'S A BAZAAR TIME

The Port of New York Branch of the World Ship Society will sponsor an Ocean Liner Bazaar for members and friends on Saturday, November 17, 2018 from 10:00 A.M. through 2:00 P.M. The location is the Abigail Adams Smith Auditorium, 417 East 61st Street, New York, NY. Dealers and collectors of ocean liner memorabilia will offer for sale pins, pendants, prints, posters, paperweights, medallions, models, deck plans, brochures, china, silverware, ashtrays, key chains and many other rare and unique collectible items from ocean liners past and present. Admission is \$5.00 per person, payable at the door. Please see the flyer attached to this edition of The Porthole for additional information.

HOLIDAY PARTY - ALREADY!

It's already time to mark your calendars and send in your reservation for the WSS – PONY Holiday Party! This year, we will celebrate at The Paris Café, in the Seaport District of Manhattan. See the flyer and reservation form included with this edition of The Porthole for additional information.

SHIPS IN PORT: ZIM LINES & PIER 32

By Bill Miller

The PONY Branch was barely a few months old, but many of us became quick friends. Mostly, we shared an interest – often, a great interest in passenger ships – and so we not only enjoyed the monthly, Friday evening meetings, but informally we would get together for Saturday ship visits and sometimes, going farther afield, “expeditions” to more distant ships and docks. One time, on a wintry afternoon in 1966, we met in Greenwich Village. Then all but fourteen, the late Vincent Messina, a lifetime Village resident, was our leader. We were headed south, over to Pier 32 at the foot of Canal Street. Our purpose: to visit the Zim Lines’ ISRAEL, a passenger-cargo ship, then soon to be removed from New York-Mediterranean service. The 9,900-ton ISRAEL and her sister, the ZION, had been regulars to the port, but were no longer efficient.

After we boarded the ISRAEL, the first visit to her for most of us, we found her to be rather shabby. Yes, she was to be sold off – and obviously neglect had set in. On the outside, the once immaculate, all-white hull was covered in rust streaks; inside, furniture and carpets were worn, the glass in doors and partitions was murky, the linoleum floors all but begging for a waxing and while the occasional small band of cockroaches migrated across a passageway.

An otherwise handsome-looking ship, the ISRAEL was a combination passenger-cargo liner (313 passengers and 4 holds of freight) used on the run between New York, Madeira, Gibraltar, Naples, Piraeus and Haifa. Occasionally, the itinerary varied and, on westbound crossings, a stop was often made at Halifax to land Israeli and Mediterranean migrants. The 501-ft long ship and her sister had been built in 1955-56, the first brand new passenger liners to be built for Israeli owners. Constructed in a Hamburg shipyard, they were paid for under a reparations account from West Germany to Israel. While having modern Mediterranean décor highlighted by Israeli art and amenities such as a synagogue, the ships were conservative in ways. The air-conditioning was limited to public rooms and only first class cabins. And they were rather slow – single screw and 17 knots at best – and took almost three weeks to go from New York to Haifa. Having all-Kosher cuisine in the restaurants, the ships catered often to Jewish-Americans wanting to visit Israel and also to Israelis relocating to the US.

Soon after our visit, the ISRAEL found a buyer - Portugal’s Empresa Insulana, who, as the renamed ANGRA DO HEROISMO, ran her between Lisbon, Madeira and the Azores. She sailed eight more years and then passed to Spanish scrappers in 1974.



Maiden arrival: The ISRAEL arriving in New York for the first time in October 1955. Behind are the UNITED STATES, CONTE BIANCAMANO and CONSTITUTION. (Bill Miller Collection)

RMS QUEEN ELIZABETH - BOYHOOD MEMORIES OF A WINTER CROSSING

By Paul Klee

Fifty years ago on a clear and sunny late October day, the first QUEEN ELIZABETH left the Port of New York on her final eastbound transatlantic voyage to Southampton. The New York Times reported that thousands of sentimental New Yorkers paid a noisy and colorful farewell as the ship - then the largest passenger liner ever built at 83,000 tons - headed down the North River and left the port for the last time.

Ten years earlier, on a grey winter's day in late January, I left the same Cunard Line pier at West 50th Street aboard this wonderful liner. My family was heading to Europe for the year, and in that propeller airplane era, it seemed like a no brainer that we would be traveling by ship. I was already smitten with ocean liners, having had the privilege several years earlier of traveling to and from Europe on the French Line's LIBERTÉ and the U.S. Line's S.S. UNITED STATES respectively.

In planning our transatlantic voyage I was asked if I had a preference on which lines' ships I might like to travel. Since both the French Line and U.S. Lines were already part of my maritime experience, why not Cunard Line? I suggested. This 13-year old was further influenced by the Cunard Line ads in the National Geographic Magazine, which proclaimed, "Getting There is Half the Fun!" And equally important to me, this would be an opportunity to sail on one of what were by far the largest liners on the Atlantic. Since the QUEEN MARY was undergoing a major refit, it was left to the QUEEN ELIZABETH to fulfill my fantasies.



The author and his mother and sister aboard RMS QUEEN ELIZABETH in January 1958.

(Cunard Line / Paul Klee)

I was not to be disappointed. From the moment I stepped into the ship's Entrance Hall, I was overwhelmed by the spaciousness and elegance of the First Class public spaces. The LIZZIE, as she was affectionately called, was an interior design wonder, with beautifully designed wood veneers and lavish tapestries. I particularly recall her Main Lounge with its portrait of Queen Elizabeth, the Queen Mother, which later graced the boat deck stairwell of QE 2. It seemed like such an oversized room to me, not only because I was still a youngster, but also due to the fact that that lounge and other public spaces were rarely filled since the passenger compliment was far below capacity on this winter crossing. I would wander from mostly empty room to empty room feeling as though I was the only passenger aboard, however exaggerated this view really might have been. Still, the dearth of passengers certainly added to the feeling that this was indeed the world's largest ocean liner.

Other public spaces equally impressed, including the seemingly enormous Smoking Lounge, where the steward set me up with a Cunard-labeled pack of cards that I still have among my ephemera. Another space I fondly recall was the forward Observation Lounge and Cocktail Bar, with its view over the bow. It was a perfect lookout to enjoy the roiling seas as the ship raced across the ocean at more than 28 knots.

For amusement in those pre-cruise, limited entertainment days, it was more than enough to sit in the Main Lounge with only the occasional BBC radio news broadcast or background classical music on the day's afternoon program. There was also the daily ship's tote, where passengers could bet on what the previous day's run total might be. Then there were first-run movies in the theatre, and of course an elegant tea service, a tradition which still continues today on Cunard ships.

Descending to the pool on C Deck, nothing could be more adventurous than "swimming" as the water sloshed back and forth. As it turned out, this was my principal exercise since a series of winter storms meant the upper outdoor decks were often closed and traditional deck sports curtailed. Down below on the Restaurant Deck the tabletops had their fiddles raised to prevent dishes and glassware from falling over. The lounges were draped with velvet-covered ropes for passengers to steady themselves during a roll. It was all very exciting to a young teenager who fortunately wasn't affected by the LIZZIE's motion.

The liner maintained her service speed for most of this rough voyage in order to keep to her weekly turnaround schedule on either side of the Atlantic. So it was far too soon for me - though perhaps not for those who were only enduring the four and a

half day voyage - when the Cherbourg pilot boat appeared early on the fifth day. For the ELIZABETH and her crew, it was just another express crossing, and the liner would be in Southampton later that day disembarking her U.K.-bound passengers. We, however, were off to Paris on the boat train, leaving behind the magnificent ship of my dreams - now truly fulfilled.

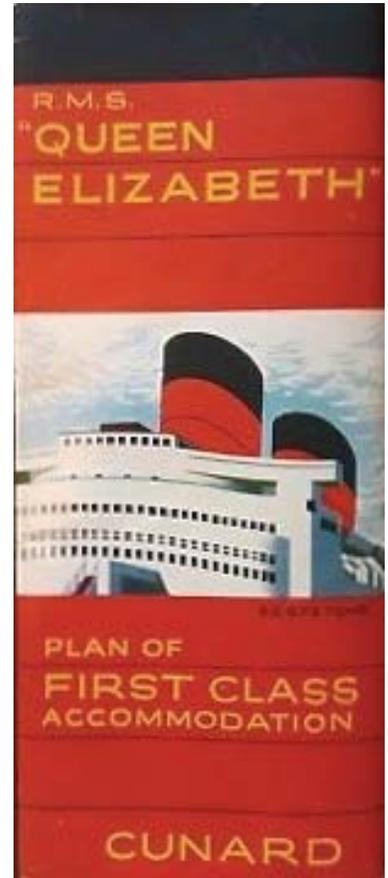


RMS QUEEN ELIZABETH maneuvering in North River.

(Paul Klee)



QUEEN ELIZABETH reversing in North River. (Paul Klee)



QUEEN ELIZABETH DECK PLAN (Bob Allen Collection)

SHIP NEWS

By Bob Allen

GRAND TIMES FOR P&O AUSTRALIA: The Australian cruise sector is in growth mode, and the Carnival Corporation is responding by increasing capacity of their P&O Cruises Australia fleet. In October, 2020 they will shift the GOLDEN PRINCESS to P&O Cruises Australia under the name PACIFIC ADVENTURE, followed by the STAR PRINCESS in late 2021; her new name has not been announced. Both vessels are part of Princess' GRAND-Class, which began with the 107,517-ton GRAND PRINCESS of 1998. The GOLDEN and the STAR were built in 2001 and 2002, respectively. Both can accommodate over 3,200 passengers, and offer 560 cabins with balconies.



P&O Australia will operate two GRAND-Class vessels by 2021, which will be the largest ships ever for the line.

(P&O Cruises Australia)



SeaDream Cruises owns the ultra-deluxe SEADREAM I and SEADREAM II, formerly SEA GODDESS I and II. The company will venture back to Turkey in 2019.

(SeaDream Cruises)

SEA DREAMS OF TURKEY: SeaDream Yacht Club has announced itineraries for 2020, including a return to the Port of Kusadasi in Turkey. Due to political unrest, Turkish ports have been noticeably absent from cruise itineraries in recent years. Kusadasi is near the UNESCO World Heritage Site at Ephesus, and is considered a highlight of Eastern Mediterranean itineraries. Once a major Eastern Mediterranean turnaround port, the beautiful city of Istanbul has been virtually abandoned by

the cruise industry, but cruise ships are slowly returning there as well. Regent Seven Seas Cruises will begin visiting the port in 2019, and will have two cruises originate there in the fall of 2020. Another once-popular port now off limits due to political uncertainty is Odessa, Ukraine on the Black Sea. Although still visited by river cruise vessels, ocean-going cruise liners have abandoned the port. That will change in 2019 when Voyages to Antiquity's AEGEAN ODYSSEY docks in Odessa in May 2019, followed by Phoenix Reisen's AMERA in October 2019 and Azamara's AZAMARA JOURNEY arrives on two Black Sea cruises in July and September, 2020.

THE ORIGIN OF EVOLUTION: Royal Caribbean Cruises purchased majority ownership in deluxe operator Silversea Cruises earlier this year, promising the financial strength to expand their acquisition. This has come true in a remarkably short time, as RCCL and Silversea announced orders for three new ships in October. Two luxury vessels, code named Evolution Class, will be the first built for Silversea by Meyer Werft in Germany. The lead vessel is due in 2022, but no other details were provided at the time. In addition, it was announced that Silversea ordered a 100-passenger expedition vessel, designed for operation in the Galapagos. Named SILVER ORIGIN, she will be built by Dutch shipyard De Hoop, and is scheduled for a March, 2020 delivery. Another line in the Royal Caribbean family, Celebrity Cruises, also has a new vessel under construction for service in the Galapagos Islands.

ANOTHER CELEBRATED RECOVERY EFFORT: Bahamas Paradise Cruise Line's GRAND CELEBRATION has been chartered to FEMA through November, 2018. She will provide housing for workers undertaking recovery and repair efforts after the tragic natural gas explosions in Massachusetts. The 47,262-ton ship, formerly Carnival's CELEBRATION of 1987, will be docked in Boston for the duration of the charter. BPCL's fleet mate GRAND CLASSICA will operate the CELEBRATION's planned schedule during October and November. During the fall of 2017, FEMA chartered the GRAND CELEBRATION to house the National Guard while they were assisting with hurricane cleanup in St. Thomas.



Bahamas Paradise Cruise Line's GRAND CELEBRATION has provided housing for emergency workers assisting with disaster recovery twice during the last thirteen months. (Bahamas Paradise Cruise Line)

OUT WITH THE OLD, IN WITH THE NEW: The 8,378-ton HANSEATIC of 1991 was retired from the Hapag-Lloyd fleet in October, after completing an illustrious 25-year career as a five-star expedition cruise ship. For much of that time, she was the world's only expedition vessel in the five-star category. Originally completed as the SOCIETY ADVENTURE, she was designed for voyages to the Antarctic and other remote locations, and joined the Hapag-Lloyd fleet in March, 1993. HANSEATIC holds the record for sailing farther north than any other non-icebreaking vessel, coming about 480 kilometers from the North Pole. She was also the first non-Russian vessel to transit the Northeast Passage. During her career with Hapag-Lloyd, she visited Antarctica 128 times, transited the Panama Canal 23 times, sailed the Northwest Passage 11 times and the Northeast Passage twice. HANSEATIC logged nearly 2,000,000 miles and visited 148 countries during 677 cruises. She is now under a long-term charter to One Ocean Expeditions, with the name RESOLUTE. In related news, Hapag-Lloyd continues to invest in the future of expedition cruises, having recently ordered a third new vessel for the market. The 15,650-ton HANSEATIC SPIRIT will join sisters HANSEATIC NATURE and HANSEATIC INSPIRATION with a second quarter 2021 debut. The 230-passenger vessel will be built to a Polar Class 6 rating at Fincantieri's Norwegian Vard shipyard. She is planned to be Hapag-Lloyd's first adults only vessel.



Hapag-Lloyd's 8,378-ton HANSEATIC recently completed an impressive career as a luxury expedition vessel. (Hapag-Lloyd Cruises)



Nearly double the size of HANSEATIC, Hapag-Lloyd's new HANSEATIC-Class ships will continue to offer deluxe expedition cruises. (Hapag-Lloyd Cruises)

A SPIRITED CHRISTENING: The eagerly anticipated SPIRIT OF DISCOVERY, Saga Cruises' first new build, will be christened at the Port of Dover, England against the backdrop of the White Cliffs of Dover on July 5, 2019. Her sold out maiden voyage, a British Isles cruise, departs on July 10. Dover is an important location for Saga; their first sailing from the port was with the SAGA ROSE (ex-SAGAFJORD) in 1997. The port's Western Docks are currently undergoing a 250-million pound renovation, which is scheduled for completion in time for the christening. The 58,250-passenger SPIRIT OF DISCOVERY will carry 999 passengers and a crew of 530, and Saga recently announced that starting in January, 2020 the vessel will offer all-inclusive cruises. They have also revealed that a restaurant-bar on board will be themed to well-known British composer, pianist bandleader, and broadcaster Jools Holland. Sister ship SPIRIT OF ADVENTURE will join the fleet in August, 2020.



Saga Cruises' SPIRIT OF DISCOVERY will enter service in July 2019, replacing their smaller SAGA PEARL II (ex-ARKONA, 1981). Sister ship SPIRIT OF ADVENTURE will replace the SAGA SAPPHIRE (ex-EUROPA, 1981), when she enters service in August 2020. (Saga Cruises)

RITZ-CARLTON ON THE WAYS: The Ritz-Carlton Yacht Collection's first ship slid down traditional launching ways at the Hijos De J. Barreras Shipyard in Vigo, Spain in October. The unnamed 24,000-ton vessel will offer sumptuous accommodations for 298 guests, and will enter service in 2020. The launch took place just nine months after keel laying. Affiliated with Marriott International, the newly formed deluxe cruise line has been enthusiastically greeted by customers, according to the company's global real estate officer.



Ritz-Carlton Yacht Collection's first vessel entered the water after a traditional launching in Vigo, Spain.

(Ritz-Carlton / HJ Barreras Shipyard)



OCEAN LINER BAZAAR

SATURDAY, NOVEMBER 17, 2018

10:00 AM through 2:00 PM

The Port of New York Branch of the World Ship Society will sponsor an Ocean Liner Bazaar for members and friends at:

Abigail Adams Smith Auditorium
 417 East 61st Street, New York City
 (between First and York Avenues)

Dealers and collectors of ocean liner memorabilia will offer for sale pins, pendants, prints, posters, paperweights, medallions, models, deck plans, brochures, postcards, china, silverware, ashtrays, key chains and many more rare and unique collectible items from passenger liners past and present. Admission is \$5.00 per person, payable at the door.



For more information, contact David Hume by telephone at (914) 761-6372 or by email at dghume@aol.com.

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