



SS UNITED STATES CONSERVANCY - A PROGRAM BY EXECUTIVE DIRECTOR DAN McSWEENEY

Friday, September 30, 2011 - 6:00 PM

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

The SS United States Conservancy was founded in 2004. Though initially serving as an advocacy group for the legendary ship, the Conservancy has evolved significantly in the interim years, becoming owner and steward of the vessel through a generous grant from Gerry Lenfest in 2010. The organization's new mandate is to save America's great ship of state and her legacy by developing a world-class museum and educational program focused on the vessel and by fostering the conditions in which a successful public-private partnership can be established to redevelop the ship as a self-sustaining multi-purpose stationary attraction. New York is the primary focus of effort for this project.

As the founding executive director of the Conservancy, Dan McSweeney has played a major role in the organization's establishment and evolution. He has been intimately involved in negotiations surrounding title transfer, ongoing discussions with the EPA on remediation issues, planning for the emerging partnership, and management/outreach efforts for the organization. Increasingly, he will focus on business development coordination for the Conservancy. During a diverse career, McSweeney has served as a Marine officer, advisor on communications and counterterrorism efforts domestically and abroad, and education program director. His father emigrated from Scotland in order to work as a crew member aboard the SS United States.

A 20-minute film will be included in the presentation, with a question and answer session to follow.



S.S. UNITED STATES

(Bob Allen collection)

NEXT MEETINGS: Friday, October 28 – METROPOLITAN WATERFRONT ALLIANCE, TRANSFORMING OUR WATERFRONT, Roland Lewis, President & CEO; Friday, November 18 – program 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

Please send information regarding your summer voyages for inclusion in ARRIVALS AND DEPARTURES. Include ship and passenger names, departure and arrival ports, and cruise itinerary. Send these details to The Porthole editor via e-mail at oceanvoyag@aol.com, or hardcopy by mail to the WSS P.O. Box on the front page.

PLEASE SEND STORIES OF YOUR SUMMER TRAVELS!

We know that many of you have great stories about your cruises, maritime interests, collections and other topics of interest to WSS PONY members. Also, many of you will have stories of fascinating maritime summer vacations to share. Why not do so by contributing 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 on the front page.

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. 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. **OCTOBER MEETING** will be held on **Wednesday October 12, 2011**: Syd Heal with a program titled "Vancouver and Nelson on the B.C. Coast." An illustrated presentation of the historic background names chosen by Vancouver and his successors in Puget Sound and on the B.C. coast, inspired by the era of the French Revolution and Napoleonic Wars, Nelson and his Band of Brothers. Meetings are held at the Vancouver Maritime Museum at 1905 Ogden Avenue (Kitsilano Point).

EAST END SEAPORT MUSEUM & MARITIME FOUNDATION, www.eastendseaport.org Contact via email seaport@verizon.net or call 631-477-2100. The museum is offering two types of lighthouse cruises aboard the PECONIC EXPRESS: All day cruise is on **October 8**; evening cruise is on **September 24**. The museum is located in Greenport, NY at the foot to Third Street by the North Ferry, PO Box 624, Greenport, NY 11944

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.

SEASTREAK SIGHTSEEING CRUISES, www.seastreak.com or 800-262-8743 is offering both sightseeing cruises in New York Harbor, and express ferry service to the beaches of Sandy Hook, NJ. Departures are from both Pier 11 at Wall Street and East 35th Street on the East River. 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

SOUTH STREET SEAPORT TO BE TAKEN OVER BY THE MUSEUM OF THE CITY OF NEW YORK

The Museum of the City of New York announced on September 7 their intention to take over Seaport Museum New York (formerly known as the South Street Seaport Museum). According to state, city, and museum officials, the takeover will be financed by a \$2 million grant from the Lower Manhattan Development Corporation. The takeover, which should solve the Seaport Museum's long-standing fiscal problems, is contingent upon final board approval from the City Museum board. Susan Henshaw Jones, the City Museum's director, stated "We have complementary missions and complementary collections. The early ideal of the Seaport Museum and the entire district was to combine the ships and the buildings in a way that educated people about New York's great seafaring past. We are committed to that combination. I think we can find our legs regarding the ships in fairly short order. It's true we have never managed anything other than buildings, but we understand management. We assume full responsibility for its management and its budget." The City Museum is reportedly in a good financial position for the takeover, with a balanced budget and a \$90 million renovation that is now 70% complete. Seaport Museum's chairman, Frank J. Sciamè, welcomed the acquisition. "These are two institutions with a synergy and

very similar collections," he said. "I feel good about it. We really felt it was the right thing to do in terms of the future of the museum." If the takeover is finalized, it is unclear if the Seaport Museum will actually merge with the City Museum, or take on a new name, or both. The status of the current museum staff is uncertain as well. Ms. Jones also stated that by December, she will start reorganizing the Seaport Museum library and draft a strategic plan. She said that the takeover will give the Seaport Museum a new future and preserve the best elements of its past. "I know we can run it. I think we have a good shot at this" she said.

AMERICAN QUEEN TO SAIL AGAIN

The 10,159-ton AMERICAN QUEEN, the largest paddlewheel steamboat ever built, will return to service on US inland rivers in 2012. Built in 1995 for the now-bankrupt Delta Queen Steamboat Company, she later sailed for Majestic America Line, which also ran into financial problems. AMERICAN QUEEN will be operated by a new organization, the Memphis, TN based Great American Steamboat Company. Cruises will include a free hotel night, excursions in every port, and on board programs emphasizing regional American music and cuisine. The AMERICAN QUEEN is currently undergoing a thorough refurbishment at Bollinger Shipyard in Sulphur, LA.



The **AMERICAN QUEEN**

(Great American Steamboat Company)

VOYAGES OF DISCOVERY TO EXPAND

Voyages of Discovery will become a two-ship operation in November 2012, with the introduction of the 15,396-ton VOYAGER, ex-ALEXANDER VON HUMBOLT. Built in 1990 for Crown Cruise Line, the ALEXANDER VON HUMBOLT has seen service under frequent charters since the end of her career with Crown Cruise Lines in 1995. The intimate 550-passenger ship will sail on destination-intensive luxury cruises with her 1972-built fleet mate DISCOVERY, ex-ISLAND PRINCESS. Voyages of Discovery is a unit of UK-based All Leisure Holidays, which also owns the cruise lines Swan Hellenic and Hebridean Island Cruises, and tour company Discover Egypt.



The **VOYAGER** began her career as Crown Cruise Line's **CROWN MONARCH** in 1990

(Bob Allen collection)

The Need for Speed

By Richard H. Wagner

For many years, the speed a passenger ship could travel was very important. It indicated how fast you could get from here to there and how advanced was the ship's technology. The major lines competed to build the fastest ship and it was a great source of pride to have the world's fastest ship. In fact, to have your country's flag flying on the ship that held the Blue Ribband (awarded to the ship that had done the fastest crossing of the Atlantic) was a matter of national honor. With the coming of the commercial jet airliner, speed became less important. There was no way a ship could compete with the speed of a jet aircraft. Furthermore, since the first purpose-built cruise ships were designed to do lazy circuits of the Caribbean, there was no need for speed. Indeed, officers on Queen Elizabeth 2 sometimes joked that their ship could go faster in reverse than some of the new cruise ships could go forward.

Today, a ship's speed is rarely emphasized. When I do interviews, the ship's officers will usually point out that fuel consumption increases almost geometrically as you increase speed. With the high cost of fuel (\$500 a ton on a recent cruise on Explorer of the Seas), you do not want to increase consumption any more than is necessary. Therefore, the ships are designed to travel at a speed that allows them to do their desired itineraries in a reasonable time. Still, the passenger ships of today are significantly faster than the cruise ships built in the 1970s and 1980s. Whereas those ships generally had top speeds of 15 to 20 knots, today, there are very few ships in the fleets of the major lines that have a top speed of less than 20 knots. Moreover, as seen below, there are several ships that can go significantly faster.

The fastest ship in service today is Cunard's Queen Mary 2. Designed as an ocean liner, she needs speed in order to handle the variable conditions of the North Atlantic. Her official top speed is 28 knots but the ship has done close to 30 knots. The fastest cruise ship - - as opposed to ocean liner - - that I have encountered is Norwegian Gem. Captain Roger Gustavsen reports: "She can do 26, maybe 27 knots." Furthermore, she makes use of her speed. Based year round in New York, the ship runs at high speed in the winter down the East Coast so as to get the passengers out of the cold and into the warmer weather as quickly as possible. Thus, the speed is used to enhance the passenger's cruise experience, which in turn makes cruises on the Gem more attractive.

Another time the ship's speed is used is for medical emergencies. I was on the Gem during one cruise to the Bahamas when such an emergency arose. The ship had spent the day at NCL's private island Great Stirrup Cay and was due to arrive in Nassau the next morning. This is only a short distance of about 100 miles and ship was virtually drifting along. Then the captain announced that a passenger was ill and required hospitalization. Accordingly, Gem was brought up to full speed. Standing on the outdoor promenade, one could see that the ship was racing through the calm waters and feel the increase in the wind. Soon, the lights of Nassau appeared. When we arrived, one of the cruise ships that had called at Nassau that day was still in port. It was an exhilarating ride. And, yes, the ailing passenger was disembarked into a waiting ambulance.

Able to give Gem a run for her money are Royal Caribbean's four Radiance class ships. "I call them the Maseratis of the fleet" says Captain Herman Zini who has commanded Radiance of the Seas and Brilliance of the Seas. "They are extremely maneuverable, slim and extremely fast. Great ships and they are really elegant." Royal Caribbean lists the Radiance class as having a "maximum cruising speed" of 25 knots. However, as Royal Caribbean's Chairman and CEO Richard Fain has written: "We always expect that the unexpected can be expected to occur. For cruising speed, we measure the speed of the ship using only 78% of [full power]." Thus, the Radiance class ships are capable of going significantly faster than 25 knots. In fact, as Captain James MacDonald of Jewel of the Seas notes: "We can go quite fast backwards - - 18 knots. It would be kind of bumpy because it is not pointed at the other end. "The Radiance class ships have been used as pathfinders for RCI to open new markets. For example, Brilliance of the Seas has been sailing part of the year out of Dubai recently. In addition, their speed enables the Radiances to do itineraries with more ports than slower ships. While Norwegian Gem has a diesel-electric propulsion system, the Radiance class is powered by four gas turbines. "These are big turbines - - the same ones you find under the wings of a DC 10 jet," says MacDonald. "You can accomplish on this ship 20 knots and run the whole hotel with one turbine."

A class of ships that attributes its speed to innovations in hull design rather than the power plant is Celebrity Cruises' Solstice class. Celebrity officially lists their speed as 24 knots. However, Celebrity Solstice reportedly has achieved 25.6 knots. Captain Panagiotis Skylogiannis, who brought out both Solstice and her sister Celebrity Eclipse, explains: "It is one of the few ships that was designed for hull efficiency. They first designed the hull to have fuel efficiency, speed and, of course, seaworthiness in bad weather conditions and then they built the interior. With many cruise ships, they decide what they want to do with the interior and then they try to shape the hull. That is why [the Solstice class] is so hydrodynamic. We have the spoiler in the back [so the aft section does not sink down like a speedboat] into the water as we speed up. It floats better. [The front of the ship is flared] and her bulbous bow is long - - all these things help to break the waves and give you speed. We can do 24 knots with much less power than other ships this size. It is all because of the hull."

All of the aforementioned ships except Queen Mary 2 were built by the Meyer Werft shipyard. However, other yards are also building faster ships. Built by Fincantieri, Holland America's Rotterdam lists her maximum speed as 25 knots. Perhaps more surprisingly, the giant 220,000-gross-ton Allure of the Seas built by STX Europe did 24.36 knots during her sea trials. "It always amazes me that such a large ship can be so fast and nimble," confides Richard Fain. The new Disney Dream reportedly has a maximum speed of 24.7 knots.

Once you get to ships that list 24 knots as their maximum speed, the field widens considerably. There you will find ships such as Norwegian Dawn and Norwegian Spirit, P&O Cruises Aurora and Oriana, Carnival Miracle and Carnival Legend, Celebrity Constellation and Celebrity Summit, Disney Magic and Disney Wonder, Queen Victoria and Queen Elizabeth and the Holland America Vista and Signature classes. Interestingly, not all sister ships claim the same maximum speed. For example, Noordam lists her top speed as 24 knots while Westerdam claims only 23. Whether this is because of rounding or because of the individual characteristics of the ships, I do not know.

To provide a frame of reference, the record-breaking Atlantic crossing of the United States, the fastest major passenger ship, was at an average speed of 35.59 knots - - considerably faster than any ship in service today. However, the fastest of today's cruise ships would be able to match Mauretania's fastest Blue Ribband speed (26.25 knots) and QM2 could in theory surpass the speeds of such notables as Bremen, Europa and the Rex.

So the ships of today are not as fast as the top greyhounds of yesteryear. However, today's ships are faster than the cruise ships of just a short time ago and some are achieving quite respectable speeds. While the cruise lines struggle to reduce fuel consumption, there are reasons to build speed into ships - - avoidance of bad weather, emergency situations, and to enable the ship to do more attractive itineraries. As hulls and power plants are made more efficient, we can look forward to seeing more fast ships in the future.



The advanced hull design of the Celebrity's **SOLSTICE**-class ships facilitates higher speeds while consuming less fuel.

(Bob Allen)



Cunard's **QUEEN MARY 2** is the world's fastest liner.

(Bob Allen)

SHIP OF THE MONTH



LEONARDO DA VINCI

(Bob Allen)

Owner: Italia SAN, Genoa, Italy	Dimensions: 761' x 92'
Builder: Ansaldo, Sestri Ponente, Italy	Gross Tonnage: 33,340
Route: Genoa - New York; cruising	Maiden Voyage: June 30, 1960
Service speed: 23 knots	Last Voyage: Spring 1978, Miami-Bahamas cruise
Passengers: 413 First; 342 Cabin; 571 Tourist	Demise: Burned at La Spezia, Italy, July 3, 1980; scrapped in 1982

Conceived in 1956 as a replacement for the tragically lost ANDREA DORIA, LEONARDO DA VINCI became one of the best known and popular of all Italia liners. Her keel was laid on June 23, 1957, less than 11 months after the sinking of the ANDREA DORIA. She was a slightly longer, larger version of the sunken DORIA (and her sister CRISTOFORO COLOMBO), featuring passenger facility and safety improvements over the earlier ship including a movie theatre, davits that could launch lifeboats even if the ship were listing 25 degrees, extended watertight bulkheads, and provisions for eventual conversion to nuclear propulsion. She entered New York harbor to a festive welcome in early July, 1960 a symbol of triumph after the ANDREA DORIA disaster, and confidence in the future of transatlantic liner travel. Despite the jet plane overtaking the ocean liner as the primary means of transportation across the Atlantic in 1958, her early years were very successful. The ultra-modern Italia fleet, enhanced by the larger and faster MICHELANGELO and RAFFAELLO in 1965, seemed more in tune with the times than the aging vessels of Mediterranean competitor American Export Line. Even passengers loyal to Cunard and other lines that served northern Europe were started sailing "The Sunny Southern Route" on the cruise-like crossings of the DA VINCI. As the jet won a vastly larger share of traffic by the late 1960's, the LEONARDO DA VINCI's popularity continued as she was sent on both long and short cruises, and was more suitable for those voyages than her larger fleet mates. But the difficult times caught up with the Italian Line in the 1970's – there was not enough liner traffic to justify the enormous expense of operating fuel-guzzling liners. MICHELANGELO and RAFFAELLO were withdrawn from service in 1975. LEONARDO DA VINCI sailed on for one more year, ending Italia's long history of North Atlantic service in June, 1976. She was revived briefly as a cruise ship in 1977 for an offshoot of Italia called Italian Line Cruises International, managed by Costa Cruises. However, the 33,000-ton DA VINCI was huge for the Miami-Bahamas short cruise market of that era, and was using a tremendous amount of fuel. The venture ended in less than a year, and the now rusty, poorly maintained liner was laid up in La Spezia, Italy. On July 3, 1980, a mysterious fire broke out on board and consumed her. The scuttled wreck was broken up for scrap two years later. It was a sad end for a glorious vessel that was a symbol of rebirth for the Italian Merchant Marine only 20 years earlier.

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