



Friday, September 27 - 6:00 PM

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

A Norwegian Coastal Voyage aboard m.s. LOFOTEN

By Greg Fitzgerald

Hurtigruten's LOFOTEN of 1964 is a final link to traditional coastal steamers along the Norwegian coast. Running in regular service on an 11-day round-trip run from Bergen, across the Arctic Circle, and up to Kirkenes in the far north of Norway, the little LOFOTEN shares this route with her larger and more modern Hurtigruten fleetmates.

However, a voyage on LOFOTEN is something far beyond the experience of the modern Hurtigruten ships. It is a voyage to another time, on a ship which boasts many of the same features whose loss ship lovers have lamented as the last classic ocean liners went to the breakers in recent years. As LOFOTEN never leaves Norwegian waters in passenger service, she is not subject to the same SOLAS restrictions that international ships are; thus, she is filled with rich woods, gorgeous traditional artwork, and a cozy atmosphere.

Branch Secretary Greg Fitzgerald will take us along on this 6-day journey, which he took in April 2013, and share what makes LOFOTEN so special to her enamored fans. He will share photos of the ship among the stunning Norwegian scenery, and describe the special atmosphere onboard and the stops along the historic coastal express route.



Hurtigruten's LOFOTEN at dockside in Rovik, Norway.

(Greg Fitzgerald)



The 1964-built LOFOTEN, a veteran of the Norwegian coastal route for almost 50 years. (Greg Fitzgerald)

NEXT EVENTS: October 25: Ocean Travel from Charles Dickens' 1842 Transatlantic Crossing to Today by Anthony Cooke.
October 13: Luncheon on board the NORWEGIAN BREAKAWAY at the Manhattan Cruise Terminal.

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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

Ship's Log will return in the October issue of The Porthole.

ARRIVALS AND DEPARTURES: January, 2012 – September, 2013

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
QUEEN MARY 2	New York	New York	Norway / Germany Cruise	Bill Miller	08/13
QUEEN MARY 2	New York	New York	Canada / New England Cruise	Stanley Utterback	07/13
VOLENDAM	Vancouver	Vancouver	Alaska Cruise	Karen and Hans Segboer	05/13

MEMBER PHOTO OF THE MONTH



Cunard Line's flagship QUEEN MARY 2, anchored at Andalsnes, Norway in August, 2013. (Bill Miller)

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 (Schermershorn 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. **OCTOBER MEETING – Wednesday, October 9.** Programs TBD. 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. 2013 sailing dates are: October 12 – San Francisco Fleet Week Cruise and Parade of Ships; October 13 – San Francisco Fleet Week Cruise. Contact the museum for prices, sailing time and tickets.

PROJECT LIBERTY SHIP www.liberty-ship.com or 410-558-0164 On the East Coast, sail on the restored Liberty Ship JOHN W. BROWN from Baltimore on a cruise along the Chesapeake Bay on October 5. 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. The free preview will be on Thursday, October 17 from 6 until 8 PM

SEAFOOD, AND SHIP MODELS TOO: If you happen to be planning a visit to Myrtle Beach, SC, you can enjoy seafood surrounded by some unique ship models at The Original Benjamin's Calabash Seafood Buffet, 9593 North Kings Highway, Myrtle Beach, SC 29572. A 30-foot QUEEN ELIZABETH and an 18-foot QE2 are just two of the many models featured at this family-owned restaurant. Check out the menu and models or contact the restaurant at www.originalbenjamins.com, 843-449-0821.

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.

BREAKAWAY FOR A SHIPBOARD LUNCHEON

World Ship PONY members will be enjoying another shipboard luncheon, this time on NCL's new and highly acclaimed NORWEGIAN BREAKAWAY. The date is Sunday October 13 – please see the attached flyer for additional information.



Colorful graphics adorn the BREAKAWAY's hull.



Lunch will be served in the plush Manhattan Room. (Bob Allen)

SHIP NEWS

DEATH ON THE QUEEN ELIZABETH: World famous television interviewer Sir David Frost died of a heart attack at the age of 74 while onboard Cunard Line's QUEEN ELIZABETH. Frost was a guest lecturer on the Mediterranean cruise when he collapsed shortly after the liner departed Southampton on Saturday evening, August 31. His body was flown back to London after the QUEEN ELIZABETH docked in Lisbon on September 3. Traveling alone at the time of his death, Frost had previously lectured on cruises, sometimes accompanied by his wife of 30 years, Lady Carina Fitzalan-Howard. Besides his wife, Frost is survived by three sons.

PHILIPPINE FERRY DISASTER CONTINUES: An environmental crisis has developed in the aftermath of the sinking of the 1973-built Philippine passenger ferry ST. THOMAS OF AQUINAS (ex-SUPERFERRY 2) near the port of Cebu on August 16. 52 died and 68 are still missing, bringing the likely death toll to 120. An oil slick from the sunken vessel has appeared in Cordova Municipality and Lapu-Lapu City on the on Mactan Island, a location known for luxury beach resorts, mangrove plantations and the fishing industry. The 40-year-old ferry was carrying 120,000 liters of bunker fuel, 20,000 liters of lubrication oil and 20,000 liters of diesel fuel at the time of the accident. The ship's owner, 2GO Group Inc., believes only the 2 latter liquids have caused the slick. The have brought in oil spill experts to facilitate the cleanup, and have deployed a 400-liter oil spill boom in the area. Amid investigations into the accident, questions have arisen about overall safety of Philippine merchant shipping. Local authorities have suspended operations of both shipowners involved in the accident.

The owner of the cargo vessel involved in the accident was formerly known as Sulpicio Lines Inc., which owned the ill-fated ferry DONA PAZ. That vessel sank after a collision with a tanker in the Philippines Luzon Island region in December 1987 with a death toll of 4,386, making it the world's worst peacetime disaster at sea.

SWITCHBOARD MALFUNCTION: Princess Cruises' 77,000-ton SUN PRINCESS (1996) was at the Marina Bay Cruise Centre in Singapore in mid-August, following a \$30 million renovation, when the ship's main electrical switchboard experienced a serious malfunction. She was due to sail on a 14-day cruise, first in a series of Asia and Australia voyages, when the mishap occurred. The cruise was cancelled, and Princess provided passengers with a full refund and a 100% future cruise credit, as well as assistance with contingency travel arrangements. SUN PRINCESS' switchboard was repaired and she sailed on her next scheduled cruise on September 3.

AZIPOD REPLACEMENT: Electrical problems in a propulsion unit on Celebrity Cruises' 2000-built MILLENIUM have prematurely ended her Alaska season, with 6 cruises cancelled. The 91,000-ton vessel headed for Freeport, Bahamas, for replacement of the entire defective Azipod propulsion unit. The new unit, a 250-ton Rolls-Royce Mermaid pod, arrived in Freeport from Rotterdam on a chartered vessel; installation was scheduled for September 6 – 11. MILLENIUM is due to re-enter service with a Panama Canal cruise from San Diego to Ft. Lauderdale on September 22.

PORTUSCALE REVIVAL DELAYED: Portuscale Cruises, the new Lisbon-based company that is reviving the former Classic International Cruises fleet, suffered a setback in late August when Swedish Transport Agency refused to let the 52-year old restored liner FUNCHAL depart Gothenburg. Citing 12 safety-related issues identified during a routine inspection, the 10,000-ton vessel was not permitted to sail on a 7-day Norwegian Fjords cruise on August 27. The violations were corrected, and the liner departed on her next scheduled cruise, an 8-day voyage to Scotland, on September 2.

NORWEGIAN INVESTMENT IN BELIZE: Norwegian Cruise Lines has purchased 75 acres of land in southern Belize, which it will transform into an eco-friendly port on the Central American country's Caribbean coast. The \$50 million development will be designed by IDEA Inc. of Orlando, FL, an industrial design firm highly experienced with similar projects. The port will consist of two components: an island destination, and a base for inland tours to the mainland. The island will feature a village with open-air structures on raised platforms, a lagoon for water sports, a beach area, and a marina. A floating pier and transportation hub will connect with the cruise ships and the mainland. NCL's goal, working in close partnership with the government of Belize, is to create a destination that tells the story of Belizean, Mayan and Garifuna history, nature, and culture. The port, to be called Harvest Caye, is expected to quadruple the number of NCL passengers who visit Belize by 2017. The construction schedule and completion date for the new facility have not yet been publicized.

EUROPA 2 NEW YORK DEBUT: Hapag Lloyd's new EUROPA 2, one of the world's most spacious and luxurious cruise ships, is due to arrive for her maiden call at New York on December 4, 2014 after a 12-day Transatlantic crossing from Funchal, Madeira. She will then depart New York on December 6 for a 15-day Caribbean cruise, terminating in Miami. Her next voyage is quite unusual for a Hapag Lloyd vessel - it will be a 15-day Christmas / New Year's cruise roundtrip from Miami. In early January, the 42,000-ton vessel will head to South America after her brief US deployment, and continue her worldwide itineraries.

PIER 57 TRANSFORMATION: Construction will begin in October on a new mixed-use development at Manhattan's Pier 57 at the foot of West 15th Street. The pier was one of the original group of Chelsea Piers, completed in 1910 and designed by the firm Warren and Wetmore, who also designed Grand Central Terminal at about the same time. After a disastrous fire in 1947, the pier was rebuilt using caissons, or large underwater concrete boxes for support, instead of traditional wooden pilings. The pier's new developer, Youngwoo & Associates, will use the caissons as an underwater venue for rock climbing walls. Other components of the project will include a Southeast Asian food market, restaurants, retail spaces, a health spa and a two-acre rooftop park. Another component will be "Incuboxes," low-rent shipping containers retrofitted as retail or office spaces for innovative start-up companies. The pier, once the New York terminal for the Grace Line, is in a fast-growing neighborhood that is home to fashionable retail and dining establishments, luxury housing, and the High Line Park, and will soon include a branch of the Whitney Museum. Completion of the project is scheduled for 2015.

PIER 17 DEMOLITION: On Manhattan's East River, Pier 17 at the South Street Seaport will soon be demolished and replaced by an all-glass structure housing high-end retail space and restaurants. Demolition will start in October on the 30-year old pier, which was built in a historical shed style to be compatible with the then-active Fulton Fish Market structure, and other ancient buildings in the Seaport area. Filled mostly with souvenir shops and other small businesses and eateries, the retail pier has suffered greatly since it was damaged in Hurricane Sandy, and the adjacent Fulton Market Mall has remained shuttered. It is projected that when completed in about two years, the rebuilt Pier 17 will bring successful new businesses and energy to the area. However, it is unclear at this time if the existing retailers will be offered space at affordable rents in the complex.



t/n **CRISTOFORO COLOMBO**

(Bob Allen collection)

The great Italian transatlantic passenger liners of the pre-World War II era were mostly destroyed by hostilities between 1940 and 1945. The Italian Line had been created in 1932 by dictator Mussolini's forced merger of three companies, struggling during the early years of the Great Depression. NGL (Navigazione Generale Italiana) and Lloyd Sabaudo, both from Genoa and Cosulich Line of Trieste merged to form "Italia" Flotta Riunite ("Italia" Societa di Navigazione, or SAN, after 1937). Also known as the Italian Line, their major transatlantic fleet by 1939 consisted of REX, ROMA, AUGUSTUS, GIULIO CESARE, DUILIO, ORAZIO, VIRGILIO, COLOMBO (formerly NGL), CONTE ROSSO, CONTE VERDE, CONTE BIANCAMANO, CONTE GRANDE, CONTE DI SAVOIA (formerly Lloyd Sabudo) and SATURNIA, VULCANIA, NEPTUNIA, OCEANIA (formerly Cosulich). At war's end, only the lucky sister ships SATURNIA and VULCANIA, as well as two of the five CONTE ships remained afloat and intact. A major rebuilding program supported by government subsidies was created to reconnect Italy to the rest of the world. CONTE BIANCAMANO and CONTE GRANDE were completely rebuilt as modern ships for the Genoa – South America route. SATURNIA and VULCANIA, maintained in good condition while under US control, emerged from major refits with their original ornate Italian interiors, and served on the Genoa – New York service. In addition to these rebuilds, two new ships were ordered for each route: 27,000-ton motor ships for the South American service, and 29,000-ton luxury steamships for the prestige route to New York. The first two, GIULIO CESARE and AUGUSTUS, arrived to considerable acclaim in 1951 and 1952, respectively. The next two, completed in 1953 and 1954, represented the renaissance of the Italian merchant marine, and created a sensation in the maritime world with their stunningly sleek exteriors, ultra-luxurious passenger facilities and instant popularity. The first completed was the tragic ANDREA DORIA, lost off Massachusetts after a collision with the Swedish America Line's STOCKHOLM on July 25, 1956. The final vessel, flagship of the Italian merchant marine, was the CRISTOFORO COLUMBO.

These four post-war Italian line vessels had many features that distinguished them from most of their pre-war predecessors, such as single funnel profiles, modest size and passenger capacity, spacious Lido decks with multiple outdoor pools, and most strikingly, ultra-modern interiors. Except for the brilliant Art Deco interiors of the CONTE DI SAVOIA (1932), and the restrained, Art Deco and Moderne interiors of the sister ships NEPTUNIA and OCEANIA (both 1932), the other Italian Line ships had ornate period interiors. They were designed in largely Baroque and Rococo styles, featuring not only Italian and French, but also Indian, Japanese, British and Dutch period detailing as well. The COLOMBO was their opposite – with low ceilings, indirect lighting, smooth polished veneered bulkheads and modern furniture balanced on simple thin legs, she was one of the most sophisticated ships of the 1950's, exuding an understated elegance rarely seen on ocean liners before or since. Many of her interiors were the work of architects Gustavo Pulitzer Finali, Guglielmo Ulrich, Matteo Longoni, Carlo Pouchain, Nino Zoncada, Alessandri, Gottardi and Aloj, Attilio and Emilio La Padula, and Giulio Minoletti and Mario Tavarotto. Pulitzer Finali had designed much of the CONTE DI SAVOIA, NEPTUNIA and OCEANIA, and was represented on the COLOMBO by the remarkable First Class Lounge, featuring irregularly shaped backlit ceiling fixtures, glass bulkheads, marquetry panels, and a modern interpretation of the wingback chair. The central work of art was an impressionistic tapestry of one of Columbus's ships, illuminated by a horizontally suspended lighting tube. Finali's adjacent Cocktail Bar was a small but dramatic room with alternating panels of solid ebony and louvered, backlit metal. The Ballroom, by Guglielmo Ulrich, was quietly sophisticated with dark paneled bulkheads, rectangular ceiling coffers and lightly framed

silver bas reliefs depicting ancient peoples and seafarers. Both designers collaborated on the First Class Dining Room, an elegant salon with circular cantilevered bulkhead sconces, marquetry panels, and both recessed and indirect general lighting. The same soothing elegance pervaded the First and Cabin Classes, with quality woods and draperies, plush furniture, and a subdued color palette. Tourist Class was, as on other ships of the era, less luxurious but certainly far superior to pre-war standards.

Unlike her infamous and better known sister ship ANDREA DORIA, and the final three "Italia" liners that followed her into service in the 1960's, the CRISTOFORO COLOMBO had a relatively long and trouble-free career. After the loss of the DORIA, the COLOMBO was teamed on the New York run with the GIULIO CESARE (diverted to the North Atlantic before the accident, due to increased passenger traffic in 1956) and the AUGUSTUS in 1957. So successful was the "Italia" fleet in the 1950's, that the board voted to seek government assistance to build a replacement for the ANDREA DORIA within days of her sinking (which was granted almost immediately), and was able to contract for her construction within weeks. The COLOMBO continued to sail the Genoa to New York route without any negative stigma after the DORIA sinking, gaining popularity and enjoying increasing load factors in the late 1950's. In the summer of 1960, the ANDREA DORIA's replacement and the COLOMBO's slightly larger 33,500-ton running mate was introduced – her name was LEONARDO DA VINCI, the new "Italia" flagship. Together, they continued the tradition of superb Italian service, cuisine and hospitality on the "sunny southern route" to New York from Europe. In the winter of 1962-63, the COLOMBO received a major renovation to keep her fresh, and consistent with the standard set by the new DA VINCI. Her First Class Ballroom was expanded to the ship's full width by absorbing the surrounding Winter Garden, and was fitted with new furnishings, lighting and works of art. Additional Tourist Class cabins received private bathrooms, and Denny Brown fin stabilizers were fitted. The following year, the Italian Line was pleased to accept the important task of transporting Michelangelo's Pieta from St. Peter's Basilica to the Vatican Pavilion at the New York City World's Fair. It was the first time that the masterpiece had been removed from St. Peter's since its completion in 1499. The statue was packaged in a container filled with special floatation material, and was lowered into the CRISTOFORO COLOMBO's First Class Pool for the crossing. Specially designed straps secured the container, which could be quickly released in case of an accident. The following year, the Pieta was returned to The Vatican, again traveling first class on the COLOMBO.

1965 turned out to be an important year for "Italia" and the CRISTOFORO COLOMBO. Even before the sinking of the ANDREA DORIA in 1956, the Italian Line had been planning an additional pair of express liners for the Genoa – New York route. They had much faith in the continued relevance of express liners: "Italia" was the number two passenger carrier on the Atlantic Ocean in terms of passenger volume, just behind the Cunard Line. Even though jetliners were quickly becoming the preferred method of crossing by the early 1960's, the Italian Line proceeded with planning the new ships as soon as the LEONARDO DA VINCI entered service. They even increased the size and capacity of the new pair, which were initially to be of 35,000-tons, but were completed as the 46,000-ton sister ships MICHELANGELO and RAFFAELLO in mid-1965. With their entry into service, "Italia" finally retired the veteran sisters SATURNIA and VULCANIA of 1927 / 1928, which had spent the prior decade on the Trieste - New York Route. That route was now taken over by the CRISTOFORO COLOMBO. She left Trieste on her first such voyage on June 3, 1965, calling at Venice, Piraeus, Messina, Palermo, Naples, Lisbon and Halifax before reaching New York; some return voyages also included a stop at Boston. In early 1966, in order to convey a cruise-like atmosphere on their crossings to the Mediterranean, it was announced that the DA VINCI and the COLOMBO would be repainted with white hulls, to match those on the new MICHELANGELO and RAFFAELLO. The COLOMBO was repainted during her August 1966 annual dry-docking in Trieste. Some off season crossings were actually marketed as round-trip cruise voyages, although with class divisions in place. It was also announced in mid-1966 that the DA VINCI, MICHELANGELO and RAFFAELLO would begin all-First-Class luxury cruising to the Caribbean from New York during the following winter, to be followed by more exotic, distant destinations in the next few years. But the COLOMBO was kept on year-round transatlantic service from Trieste to New York, making her the last ship to be so exclusively employed.



Models in 1950's evening dress pose in front of Enrico Ciuti's tapestry in the CRISTOFORO COLOMBO's First Class Lounge, designed by architect Gustavo Pulitzer Finali. (Bob Allen collection)

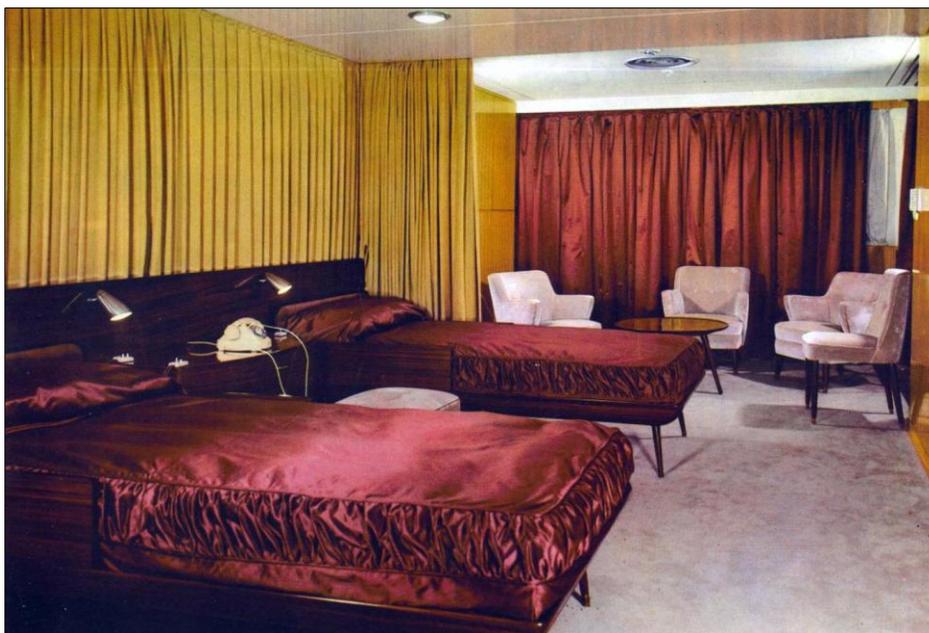


A rare Italian Line travel poster commissioned specially for the CRISTOFORO COLOMBO when she was painted white in 1966 (above, top), and a photo of her passing Piazza San Marco in Venice around 1970 (above, bottom). It was said that she was a better looking ship with her original black hull, but these images show that the COLOMBO was stunning in white as well. (Bob Allen collection)

By late 1969, with the Italian government attempting to reduce service for the rapidly dwindling passenger loads crossing the Atlantic, it was suggested that the COLOMBO and possibly the DA VINCI be moved to the South America route, and retire some aging tonnage within the fleet, but the powerful Italian maritime unions objected. In January 1973, the 22-year-old GULIO CESARE had severe mechanical failure in her steering system, so "Italia" quickly retired her (she was sold for scrap that April), and replaced her with the COLOMBO on the route to South America. The CRISTOFORO COLOMBO left New York for the last time in January 1973, never to return, but she still served on the Trieste – Buenos Aires route until April of 1977, when she completed the last scheduled Atlantic crossing of the Italian Line. The LEONARDO DA VINCI closed out the North Atlantic service earlier that same month. By mid-1977, the AUGUSTUS had been retired and laid up for over a year, and the MICHELANGELO and RAFFAELLO had retired from the "Italia" service for almost two years, and were sold to the Iranian Navy for use as stationary accommodation ships. But the story of the CRISTOFORO COLOMBO continued. She was sold to a Venezuelan company for use as an accommodation ship during the construction of a steel mill on the Orinoco River, fulfilling that role until 1980. She was then sold to a Taiwanese company for scrap, arriving in Kaohsiung in mid-1981. However, her owners instead reported that she was to be sold for further trading, and in mid-1982 the 28-year old liner was sent to Hong Kong, in search of a buyer. This new life never materialized, and the COLOMBO was towed back to Kaohsiung in July 1983 for demolition. How fascinating it would have been if the CRISTOFORO COLOMBO managed to survive to become a museum for future generations to appreciate, both as a historical vessel and as a reminder of the sunken ANDREA DORIA. As with TITANIC's twin OLYMPIC, the CRISTOFORO COLOMBO was a very successful ocean liner, whose fame was eclipsed by a sister ship's incredible tragedy at sea.



The intimate First Class Dining room by Pulitzer and Ulrich featured unusual disk-shaped lanterns, cantilevered from the bulkheads between elongated portholes. (Bob Allen collection)



With its simple lines and sleek built-in furniture, the gold, plum and grey First Class Suite by Nino Zoncada featured an aesthetic similar to today's upscale cruise ships. (Bob Allen collection)

Original Owner: "Italia" SAN, Genoa
Builder: Ansaldo, Sestri Ponente, Genoa
Route: Genoa – New York
Service speed: 23 knots
Pass. capacity: 225 First; 320 Cabin; 703 Tourist (as built)
 172 First; 932 Tourist (post-1973, for South America service)

Dimensions: 701' x 90.2'
Gross Tonnage: 29,191
Maiden Voyage: July 15, 1954
Last Voyage: March 14, 1977
Demise: Scrapped, Kaohsiung Taiwan, 1983

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