

SEPTEMBER, 2016 VOLUME XXXIII, # 8

Journey to Monkey Bay: 2,000 Miles Across East Africa by Land & Lake

Friday, September 30, 2016

By Tom Rinaldi

In March 2016, PONY Branch member Tom Rinaldi traveled to Tanzania and Malawi to seek out two of the world's most interesting passenger ships: the mv ILALA II, built 1949-51, and the mv LIEMBA, built 1913-1915. Both relics of European colonialism in East and Central Africa, these junior-sized liners have served isolated communities on the lakes of the Great Rift Valley for a combined total of more than 150 years and counting. ILALA II has operated for almost her entire life along the western shore of Lake Malawi, while the LIEMBA first served German East Africa (now Tanzania). Scuttled in 1916 by the Germans during WWI, Winston Churchill had it raised in 1924, rebuilt and put back into Lake Tanganyika service in 1927. The ship inspired the book and film *The African Queen*. Tom, one of our most adventurous travelers, will share photos and stories of what he found, as well as present a historical overview of East Africa's inland lakes steamer services.



The ILALA II, seen on Lake Malawi.

(Tom Rinaldi)

NEXT EVENTS: Membership Programs: Friday, October 28 – “Airing Views on the Remastered QUEEN MARY 2” by a panel of PONY members; Friday, November 18 – program TBA. Ocean Liner Bazaar, Saturday, October 1. Member’s Holiday Party, Saturday, December 10.

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MEMBER PHOTO OF THE MONTH



Oceania Cruises' NAUTICA in the Oresund, between Denmark and Sweden, June 25, 2016.

(Bob Allen)

MUSEUMS, LECTURES AND HARBOR CRUISES

CONTACT THESE INSTITUTIONS BY EMAIL OR PHONE FOR CURRENT EVENTS AND ADDITIONAL INFORMATION:

SOUTH STREET SEAPORT MUSEUM www.southstreetseaportmuseum.org or 212-748-8600.

MYSTIC SEAPORT www.mysticseaport.org or 860-572-0711.

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 Per their website, monthly meetings have been eliminated for the foreseeable future.

NEW SOUTH WALES WSS: Meetings are held at the Uniting Church Complex in Lord Street, Roseville. Contact the branch at PO Box 215, Strathfield, New South Wales 2135, Australia for additional information.

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.

PROJECT LIBERTY SHIP www.ssjohnwbrown.com or 410-558-0646. New York City visit, celebrating the school ship years, with cruises and ship visits, September 8 – September 19, 2016.

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 44 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.

CIRCLE LINE, www.circleline42.com or 877-731-0064. Circle Manhattan and other harbor cruises, departing from pier 84 at West 44 Street.

NEW YORK WATERWAY, www.nywaterway.com or 800-533-3779. Trans-Hudson ferry service and special-event cruises.

THE NATIONAL LIGHTHOUSE MUSEUM www.lighthousemuseum.org or 855-656-7469. Contact for schedule of cruises and events.

THE WORKING HARBOR COMMITTEE www.workingharbor.com or 212-757-1600. Cruises to both remote and well-travelled parts of New York Harbor - the Hudson River to view tugboat races, Gowanus Bay and Erie Basin in Brooklyn, and a circumnavigation of Staten Island.

THE NOBLE MARITIME COLLECTION, www.noblemaritime.org or 718-447-6490. Maritime lectures and art exhibits at the Sailor's Snug Harbor Cultural Center on Staten Island, NY.

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
QUEEN ELIZABETH	Southampton	Southampton	Norwegian Coastal Cruise	Carl & Nancy Madeira	06/16
QUEEN MARY 2	Southampton	New York	Transatlantic Crossing	Alan & Janie Yorker	07/16
BADGER	Ludington, MI	Manitowoc, WI	Lake Michigan Crossing	Bill & Laura Donall	08/16



OCEAN LINER BAZAAR

SATURDAY, OCTOBER 1, 2016

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.

A VISIT TO THE CARNIVAL SUNSHINE

By Doug Newman

On Saturday, June 25, 2016, the members of the World Ship Society—Port of New York Branch had the opportunity to visit one of the most important passenger ships built in the last several decades. When it entered service in 1996 as the CARNIVAL DESTINY, this was truly a ship of firsts: most notably, at 101,353 gross tons, the DESTINY was the very first passenger ship ever to exceed 100,000 GRT. It was also the first to exceed the size record of the by then long-gone QUEEN ELIZABETH of 1940, and was the first post-Panamax cruise ship, too wide to fit through the original Panama Canal. In time, it became the first of 16 similar vessels built for Carnival Cruise Line and its Italian sister company Costa Crociere between 1996 and 2012—by far the most prolific class of large cruise ships to date. But beyond those immediate relatives, the DESTINY was the progenitor of more than 60 even larger cruise ships built in the past two decades—a number slated to exceed 100 in the next decade.

Despite this, by 2013 the DESTINY had reached middle age and was perhaps not quite keeping up with the latest newbuilds from Carnival and its competitors in amenities. So the company sent the ship back to its original builder, Fincantieri in Trieste, for a massive \$155-million refit from which it emerged slightly larger at 102,853 GT, and with a passenger capacity greatly increased from “only” 2,642 to 3,006—a far more respectable number by the standards of today’s cruise-industry economics. On board, virtually every area of the ship was redesigned and renamed. All this was enough for Carnival to promote the ship as virtually “new,” complete with a new name, CARNIVAL SUNSHINE. In the summer of 2016, the SUNSHINE operated a program of 4- and 5-night cruises from New York, its very first season based out of our port in its 21-year career under two names, and so Carnival invited us aboard to welcome a ship that was new to our port but an elder of today’s cruise industry, albeit a recently rejuvenated one.

Upon stepping aboard, the ship’s dual character as an older but extensively rebuilt vessel is immediately apparent from the teak decking underfoot—something rarely found on ships built in the 2010s, but still relatively common in the 1990s, especially on ships built for Carnival Corporation. A few steps farther and those familiar with the ship in its original incarnation, or its slightly newer sisters CARNIVAL TRIUMPH and CARNIVAL VICTORY, will immediately notice that the décor had changed dramatically from the exceptionally distinctive, almost otherworldly style of its original architect, Miamian Joe Farcus, to a far more subdued scheme by Hamburg-based Partner Ship Design. Although some elements of the ship’s original design, like the tall atrium with glass elevators, remain to remind one of its age, very little is evident of the original décor—the impression is now of a thoroughly contemporary ship, if a less distinctive one compared to the former version. And it is not just the décor that has changed; the ship’s interior layout has also been significantly modified. The area that was formerly the balcony of the more forward of two main dining rooms has been transformed into a series of smaller lounges and restaurants, reflecting the changing tastes of today’s cruisers and giving the added bonus of allowing unobstructed passage fore and aft on Deck 4. In other areas, former public lounges have been made smaller or eliminated altogether by the addition of new cabins to increase the ship’s capacity and thus its earning potential. But the most dramatic changes may be those that took place on the upper decks. More new cabins were added forward on Decks 11 and 12, necessitating the reconfiguration of the main pool area from its former terraced arrangement to a somewhat more compact one, along with the removal of the original waterslide, but creating other deck space in the process. Meanwhile, the former aft pool, which was covered with a retractable glass dome, has been removed, replaced by yet another new bar/lounge/dining area, with a solid deck above that is home to a new and very extensive waterslide complex (truly, one cannot just call it “a waterslide”). Overall, the ship has been brought far more in line with newer members of the Carnival fleet, both in terms of the style of the décor and the various amenities offered, although this is at the cost of additional passengers being added to the same amount of space.

After self-touring the ship, our group assembled in the Sunrise Dining Room for one of the most lavish luncheons we have ever been served on a ship—no less than five courses, served with flair by an attentive and professional staff, demonstrating that Carnival often outdoes more expensive and allegedly upscale cruise lines when it comes to food and service. We were particularly surprised to receive not only a visit from the ship’s hotel manager, but a plaque commemorating the ship’s maiden season of cruises from New York—an unusual and much appreciated act of hospitality. And no visit to a Carnival ship would be complete without an enthusiastic performance from the line’s famous singing and dancing dining room staff, giving a bit of the true Carnival “Fun Ship” experience even on a brief visit.

Above and beyond any of the physical characteristics of the ship, or even other tangible factors like the quality of the food, the thing that stood out most for me about the CARNIVAL SUNSHINE was that it was obviously a happy ship—perhaps not the newest and flashiest out there, but a ship clearly operated with care and pride, and one still able to hold its own in today’s cruise industry thanks to its recent updates.



Carnival ships are now less flamboyant than they were when Miami-based architect Joe Farcus designed all of their interiors. (Carnival Cruises)



CARNIVAL SUNSHINE is the rebuilt CARNIVAL DESTINY of 1996, the world's first cruise ship to exceed 100,000 gross tons. (Carnival Cruises)

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 September 30, 2016. Ballots will be sent out with the October issue of The Porthole.

SHIP'S LOG

Ship's Log will follow in future editions of The Porthole.

SHIP NEWS

DEVASTATING CRUISE SHIP DEATHS CONTINUE: Two tragic accidents claimed three lives during the first half of September. Early on Saturday morning, September 10, Viking River Cruises' VIKING FREYA slammed into a bridge near Erlangen, Germany. She was sailing in the Main-Danube canal, heading for Budapest with 131 passengers and 49 crew aboard. The FREYA's retractable wheelhouse was in the extended position, and was demolished when the 2012-built vessel collided with the bridge. Two Hungarian crewmembers in the wheelhouse were killed, but the remainder of the passengers and crew were rescued without any serious injuries. Just three days later, a Pilipino crewmember was killed during a routine lifeboat drill aboard the world's largest cruise ship, Royal Caribbean's 226,000-gross ton HARMONY OF THE SEAS. The HARMONY was docked in Marseilles, France when a lifeboat carrying five crew plunged approximately 33 feet into the water. The other four crew were injured, two requiring hospitalization. The HARMONY was on a 7-night Mediterranean cruise from Barcelona.

SEA DREAM SHOULD NOT INCLUDE FIRE: SeaDream Yacht Club's SEA DREAM I suffered an engine fire while en route to Civitavecchia (Rome) from Dubrovnik on September 1. The fire was extinguished quickly, and there were no injuries reported. Passengers were disembarked to a high-speed ferry, which brought them to nearby Naples, where they were transported by motor coach to Rome. SeaDream provided accommodations and activities in Rome for passengers until September 3, when the cruise was scheduled to end. The next cruise was cancelled while damage was assessed and repaired.

CARNIVAL CORPORATION ANNOUNCES MASSIVE NEWBUILDS: The Carnival Corporation has contracted for three huge LNG (liquefied natural gas) powered ships, similar in design to the four announced last year for their Costa and Aida brands. Two of the ships are to be assigned to the Carnival fleet, will be their largest vessels, and the first LNG ships based in North America. They will be built by Meyer Turku in Finland, and are due to join the world's cruise ship fleet in 2020 and 2022. Each will measure approximately 180,000 gross tons and accommodate 5,200 passengers. The third vessel will be assigned to British market P&O Cruises, and will be their largest vessel to date as well. She will be constructed at Meyer Werft in Germany, and will debut in 2020. LNG provides a very clean, sustainable energy source, and the new vessels will be built in environmentally friendly shipyards. In related news, P&O's 1995-built ORIANA, petite by comparison at 69,840 gross tons, will be thoroughly refurbished by Blohm & Voss in Hamburg. The three-week refurbishment scheduled for late November will focus on soft fittings, carpet, lighting, and furniture.

HAPAG LLOYD CONTINUES LUXURY EXPANSION: Hapag Lloyd Cruises, a subsidiary of the huge German Travel company TUI, announced in August the construction of two 16,100-ton luxury expedition vessels. The 240-passenger ships will be designed to meet Polar Class 6, the highest designation for sailings in icy waters, but will also be seen in tropical destinations such as the Amazon River. They will be built by the Fincantieri Group's Vard Shipyard, with hulls constructed in Romania, and fit-out at Vard in Norway. Hapag Lloyd will assign one vessel to the German speaking market; the other will be marketed to multi-national passengers from Europe, the UK and the US. The vessels' maiden voyages are scheduled for April and October, 2019. Hapag Lloyd is not alone in their pursuit of the luxury expedition market - Vard is also building four smaller (10,000-grt) luxury expedition vessels for French operator Ponant Cruises. It was announced in mid-September that these vessels would be named after famous French explorers: LE LAPEROUSE, LE CHAMPLAIN, LE BOUGAINVILLE and LE KERGOELEN. They will join the Ponant fleet in 2018 and 2019.



Hapag Lloyd's as yet unnamed luxury expedition vessels will bear a strong resemblance to their larger fleet mates EUROPA and EUROPA 2 (Hapag Lloyd)



P&O Cruises' 69,840-gross ton, 1,928-passenger ORIANA of 1995 is a mid-sized ship in today's cruise market. She will receive a substantial cosmetic renovation to keep her current with larger, more modern fleet mates. ORIANA is seen here before adopting the line's new red, white and blue livery.

(P&O Cruises)

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