

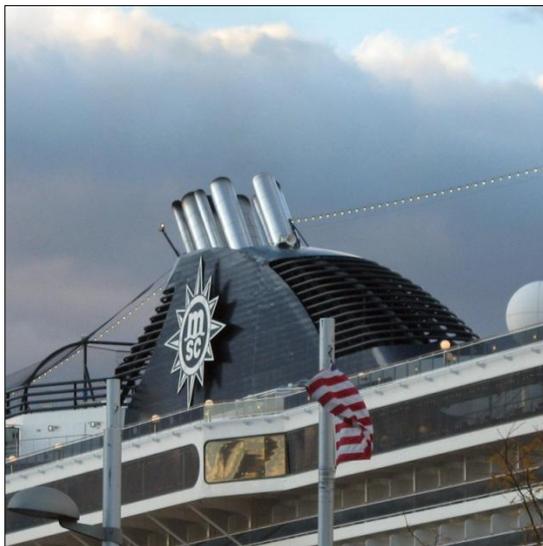
# THE PORTHOLE

SUMMER, 2011

VOLUME XXIX, # 7



MSC Cruises' **POESIA** at New York in 2010. PONY World Ship is going to have a luncheon aboard this ship on October 22, 2011. (Bob Allen)



**NEXT MEETINGS:** Friday, September 30 – SS UNITED STATES CONSERVANCY, Dan McSweeney, Executive Director; 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](mailto:oceanvoyag@aol.com) or via the PONY mailing address.

## ARRIVALS AND DEPARTURES

<b>SHIP</b>	<b>FROM</b>	<b>TO</b>	<b>VOYAGE</b>	<b>PASSENGER(S)</b>
CARNIVAL GLORY	New York	New York	New England -Canada Cruise	Brad Hatry & Marilyn Riccitelli
QUEEN MARY 2	New York	New York	New England-Canada Cruise	Barbara Small
QUEEN MARY 2	New York	New York	Transatlantic round trip	Dick Faber

## SHIP'S LOG

### **June Meeting**

Our June meeting brought us a special treat in the form of a powerpoint-illustrated talk by our Membership Secretary, Tom Rinaldi, on his tour of five retired liners, now fulfilling (or not) other roles in Asia. He was introduced by Ted Scull, who detailed Tom's interests and career starting with trains, progressing from an Alaskan cruise on the NIEUW AMSTERDAM, to collecting historic artifacts through the acquisition of a master's degree in historic preservation. He is now awaiting the publication of his second book.

Tom's program, which he described as a "whirlwind program, just like my trip," is a spinoff of his thesis, on how to preserve the UNITED STATES, and was made possible by a scholarship. The trip had to be postponed because of the Japanese earthquake and tsunami, but was definitely worth waiting for.

According to Tom, only 27 large merchant ships have been preserved, of which fewer than 20 are over 400 feet. Via pictures from brochures and photos provided by Bob Allen and Ted Scull and others taken by Tom himself on his trip, we visited five of these vessels hearing something of their background and seeing them in their current situations. Tom also showed several other ships on which he traveled, and even a couple of historic hotels, where in each case his room provided a ship view.

First on Tom's itinerary was Manila for the 1952-built MV PHILIPPINES (ex AUGUSTUS), the sixth largest Italian vessel built for the South American trade. Among her distinctions was the five years she spent sailing out of New York as a replacement for the ANDREA DORIA. At the end of her active life she was purchased by Chinese interests and is currently owned by an 88-year-old Chinese-Filipino. She was intended to be a floating casino and hotel, and through now used as an event adjunct, she is no longer a hotel – Tom was unable to find out why. But she still functions as an operating ship.

We enjoyed pictures of her "amazing" 50's interiors, but Tom found her exteriors slightly shabby. There are rumors of a sale to scrapppers, and given her owner's age, Tom sees an ominous future for her.

There was a 24-hour interlude on the SUPERFERRY V (ex FERRY HAKOZAKI) which took Tom to two Philippine islands before he headed off to Hong Kong, where he saw "lots of weird ships." He continued to Shenzhen, China for the ANCERVILLE, which sailed for Paquet Lines until the company was acquired by Costa, and which was later sold to Cosco (China Ocean Shipping Co.) for a China-Dar es Salaam route as the MING HUA, which name she bears today. She was noted for her décor and stylish interiors, but has been redone as a hotel building and is the centerpiece of a mall. However, her restaurants are still open, and her exterior details are still there.

In Zhanjiang lies the BRASIL MARU, Japan's first postwar ship, built in Kobe to trade between there and Buenos Aires. At the end of her service she was converted to a museum, which was unsuccessful, and was sold to China. She had been abandoned, possibly with her back broken. Tom found her interesting but sad, and could find no information about her future,

After a 36-hour train ride to Shanghai, Tom visited the C.Y. Tung Maritime Museum, which counts the QUEEN ELIZABETH's bell among its exhibits. Then he boarded the "comparatively upscale" ferry XINJIANZHEN for Osaka, Japan and a visit to the Tokyo Maritime Museum aboard the 1965-built YOTEI MARU, which he found poorly attended.

Finally, in Yokohama, there was the OCEANIC, now sailing as the PeaceBoat, but also the 1930-vintage HIKAWA MARU, the last Japanese liner, preserved exclusively as a museum in 1961 and now owned by her builders, NYK Lines, Tom found her public rooms (the work of a French designer of other French ships) grander than he expected, but was disappointed to find much of the vessel closed off, and no visitors. A static museum, completely the opposite of the MING HUA, whose use includes people, illustrates the preservationist's dilemma, according to Tom.

A French book on the FRANCE was on its way to Tom in appreciation for very interesting program.

Marge Dovman



Tom Rinaldi's fascinating June program featured spectacular photos of the last remaining Italian Line ship, AUGUSTUS (1952), seen above in Manila, The Philippines. The stunning, well-preserved interiors of NYK Line's HIKAWA MARU (1930), now a museum in Yokohama, Japan, are seen below.



(All Tom Rinaldi)

### The Annual Ocean Liner Bazaar

After a season of bizarre weather, June 4<sup>th</sup> dawned as a beautiful, perfect day for our Ocean Liner Bazaar. Eighteen tables of vendors, among them PONY Branchers Chris Bielecki and Al Wilhelmi, David Hume, David Ingram, Michael Jedd, Bill Miller, Howard Paulman, Ian Robertson, and Alan Zamchick and Charles Zuckerman, displayed ocean liner items of all sorts – many QE2 and other Cunard items; books; photographs and posters; china; ashtrays and more. And fifty-five members and friends came to look, buy and indulge in ship talk. The Members' Table had the usual miscellany that various members thought would be better off in a new home. And, to make an original observation, a good time was had by all.

Thanks to the Colonial Dames of America, operators of the Abigail Adams Smith Museum, for the use of the hall; to David Hume for organizing the event; and to PONY Branchers Roxanne Almond, Marge Dovman, Carol Miles and Fred Rodriguez for their assistance.

Marge Dovman

### YOUR DAILY PROGRAMME

**CUNARD LINE WILL SPONSER AN OCEAN LINER FILM SERIES AT LINCOLN CENTER, INCLUDING A LECTURE BY BILL MILLER.** Here is Cunard's press release for this not-to-be-missed event:

## **Cunard Line and The Film Society of Lincoln Center Bring the Golden Age of Ocean Travel to Life**

*Cunard Sponsors "Cinematic Passages: Ocean Liners on Screen," 26-30 August, showcasing the glamour of ocean travel through films of the last 50 years*

*Tickets on sale Thursday, 9 August*

**4 August 2011** – Paying homage to the heyday of ocean liner travel and the films that celebrated those voyages across the seas, and utilizing that setting for high drama, smart comedy and some of the most famous Fred Astaire dance numbers, The Film Society of Lincoln Center (FSLC) provides New York audiences with a summertime treat by presenting the film series, *Cinematic Passages: Ocean Liners on Screen*. Sponsored by [Cunard Line](#), the revered ocean liner company whose iconic voyage experience personifies the Golden Age of Ocean Travel, the series runs 26-30 August at the Walter Reade Theater (165 West 65<sup>th</sup> Street). Tickets go on sale on Tuesday, 9 August, both at the theatre box office and online at <http://www.filmlinc.com/films/series/cinematic-passages-ocean-liners-on-screen>.

"Cunard voyages offer guests the ongoing fascination, glamour and sophistication of the Golden Age of Ocean Travel," said Peter Shanks, president of Cunard Line. "As portrayed in the iconic films of *Cinematic Passages*, Cunard vividly brings to life this storied travel experience for today's ocean liner enthusiasts to discover and enjoy."

Highlights of the series include the Marilyn Monroe/Jane Russell romp *Gentlemen Prefer Blondes*, Preston Sturges' classic screwball comedy *The Lady Eve*, the Fred Astaire musicals *Shall We Dance* and *Royal Wedding*, and a rare 70mm presentation of James Cameron's box office record breaker *Titanic*.

Another highlight will be the presentation of *Ocean Liners in Fact, Fiction and On Screen: An Illustrated Lecture by Bill Miller* on Friday, 26 August at 7:00 p.m. A frequent, immensely popular speaker in Cunard's award-winning on board enrichment programme, *Cunard Insights*, and an international authority on the subject of the great "floating palaces" of the past and current generation of cruise ships, Miller is known as "Mr. Ocean Liner." He has written more than 75 books and 1,000 articles, lectured on more than 50 liners and sailed nearly 350 voyages to date. His presentation will be complimentary with the purchase of a three-film pass to the film series.

Continuing FSLC's effort to offer free-to-the-public programming, Robert Neal Marshall's documentary on Bill Miller, *Mr. Ocean Liner*, as well as his documentary *Three Queens-International Rendezvous* (2008), about the final voyage of Cunard's longest serving Cunarder, **QE2**, will be screened at the FSLC's Film Center Amphitheater throughout the run of *Cinematic Passages*. *Mr. Ocean Liner* makes its New York City debut as part of the presentation.

Guests sailing a luxury cruise vacation aboard Cunard delight in the experience of the voyage itself, not just the destination. By day, guests enjoy voluminous libraries, world class spas, white-gloved afternoon tea service and engaging *Insights* programmes; and by night are entertained by black tie dinners, Royal Nights themed balls, West End-style productions and Veuve Clicquot champagne cocktails.

For more information about [Queen Mary 2](#), [Queen Elizabeth](#) and [Queen Victoria](#), and to book a voyage, consult your Travel Agent, call toll-free 1-800-7-CUNARD (1-800-728-6273) or go to [www.cunard.com](http://www.cunard.com).

### **Screening Schedule**

#### **Screening Venue:**

The Film Society of Lincoln Center – Walter Reade Theater  
165 West 65 Street, between Broadway & Amsterdam (upper level)

### **Friday, 26 August**

1:00 p.m. *The Princess Comes Across*  
2:40 p.m. *Shall We Dance*  
5:00 p.m. *A Night At The Opera*  
7:00 p.m. *Ocean Liners In Fact, Fiction And On Screen: An Illustrated Lecture by Bill Miller*  
9:00 p.m. *Gentlemen Prefer Blondes*

### **Saturday, 27 August**

10:30 a.m. *A Night At The Opera*  
12:30 p.m. *Royal Wedding*  
2:30 p.m. *A Night To Remember*  
5:00 p.m. *The Lady Eve*  
8:00 p.m. *Titanic* (70mm print)

### **Sunday, 28 August**

12:30 p.m. *Love Affair*  
2:30 p.m. *The Princess Comes Across*  
4:15 p.m. *Gentlemen Prefer Blondes*  
9:00 p.m. *The Poseidon Adventure*

### **Monday, 29 August**

1:00p.m. *A Night To Remember*  
3:30p.m. *Royal Wedding*

### **Tuesday, 30 August**

1:30 p.m. *Titanic* (70mm print)



Great ocean liners including the LIBERTE (1930) were prominently featured in classic Hollywood films of the mid-20<sup>th</sup> Century.

(Bob Allen collection)

**SEAPORT MUSEUM NEW YORK**, [www.seany.org](http://www.seany.org) Contact via email [reservations@seany.org](mailto: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](http://www.worldshipsocietyvan.ca) For information or if you visit, contact Glenn Smith: 604-684-1240, email [glenn.smith@worldshipsocietyvan.ca](mailto:glenn.smith@worldshipsocietyvan.ca). **SEPTEMBER MEETING** will be held on **Wednesday September 14, 2011**; program to be announced. Meetings are held at the Vancouver Maritime Museum at 1905 Ogden Avenue (Kitsilano Point).

**EAST END SEAPORT MUSEUM & MARITIME FOUNDATION**, [www.eastendseaport.org](http://www.eastendseaport.org) Contact via email [seaport@verizon.net](mailto:seaport@verizon.net) or call 631-477-2100. The museum is offering two types of lighthouse cruises aboard the PECONIC EXPRESS: All day cruises are on **August 20, September 10 and October 8**. Evening cruises are on **August 27 and 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](http://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 44<sup>th</sup> Street. Contact via website or telephone for departure times and prices.

**SEASTREAK SIGHTSEEING CRUISES**, [www.seastreak.com](http://www.seastreak.com) or 800-262-8743 are 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 35<sup>th</sup> Street on the East River. Contact via website or telephone for departure times and prices.

**CIRCLE LINE DOWNTOWN**, [www.circlelinedowntown.com](http://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](http://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 38<sup>th</sup> Street and Port Imperial, Weehawken, NJ. Contact via website or telephone for departure times and prices.

#### **VISIT TO THE MSC POESIA**

A flyer is enclosed for a luncheon aboard the MSC POESIA on Saturday, October 22. If you are interested in attending, please respond quickly as space is limited.

#### **VISIT TO THE NORWEGIAN JEWEL**

A luncheon has been schedule aboard the NORWEGIAN JEWEL on Saturday, November 5. A flyer will be enclosed with the September Porthole.



A luncheon for PONY World Ship members aboard NORWEGIAN JEWEL is planned for November 5 in New York.

(Bob Allen)

#### **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](mailto:oceanvoyag@aol.com). If possible, please send stories in Microsoft Word format. Hardcopy stories should be mailed to the WSS P.O. Box.

## **SHIP NEWS**

### **COSTA CRUISES EXPANSION CONTINUES**

Costa Cruises, a unit of the Carnival Corporation, announced an agreement for a new 132,500-grt vessel to be built in Italy at the Fincantieri Marghera Shipyard. An improved version of the COSTA CONCORDIA Class, she will accommodate almost 5,000 passengers, and is due for delivery in 2014. The vessel is the 10<sup>th</sup> to be ordered for Costa from Fincantieri since 2000, representing an investment of over 5 billion Euros. Costa took delivery of the FAVOLOSA in June, and floated out the FASCINOSA in July. Other developments are in progress to modernize the Costa fleet. The MARINA, Costa's smallest and oldest ship, will be replaced by the GRAND VOYAGER (ex-OLYMPIC VOYAGER) currently operated by Iberocruceros also owned by the Carnival Corporation. CLASSICA and ROMANTICA, dating from the early 1990's, are scheduled for major renovations to make them more compatible with their newer fleet mates.



Starting with COSTA ATLANTICA in 2000, Costa's fleet revitalization now includes 10 ships built in Italy by Fincantieri. Their new vessel will be based on the CONCORDIA-Class, which includes the SERENA seen here at Venice in 2007.

(Bob Allen)

### **AIDA CRUISES ANNOUNCES NEW PROJECT**

Aida Cruises, the German-market unit of the Carnival Corporation, is close to finalizing an agreement for two 125,000-grt, 3,250-passenger vessels. These new liners, the largest yet for Aida, will be built by Mitsubishi Heavy Industries of Japan. It is unclear if the ships will be of an entirely new design, or will be based on an earlier Aida platform. Mitsubishi built the DIAMOND PRINCESS and SAPPHIRE PRINCESS for the Carnival corporation in 2002-2004. Despite a disastrous fire which delayed the vessels' delivery, both Carnival Corporation and Princess praised the skills of the shipbuilders.

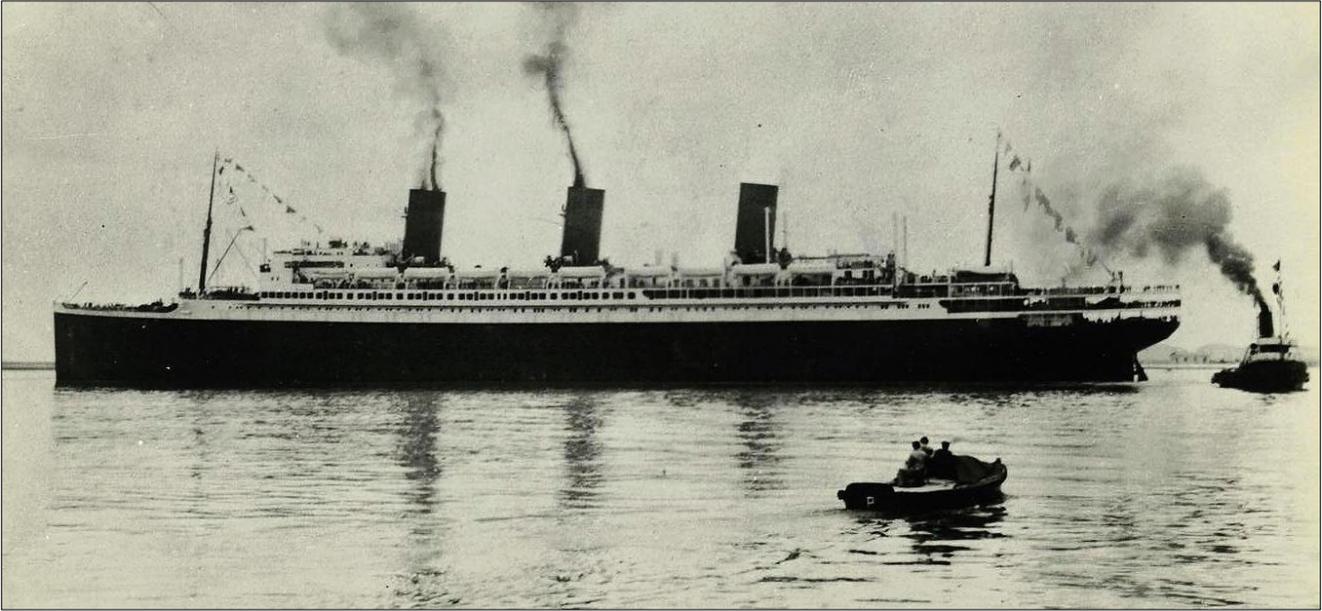
### **NORWEGIAN CRUISE LINE OWNERS ARE ENTREPRENEURS AT SEA AND ON LAND**

Genting Hong Kong, owners of Norwegian Cruise Line and Star Cruises of Singapore, are entering South Florida real estate with a massive acquisition of prime waterfront property. They have purchased 14 acres adjacent to the Port of Miami turning basin, which was once the home of the Miami Herald. Genting's plan is to create a 3 billion dollar resort district with hotels, entertainment venues, and casino gambling, should appropriate legislation be approved.

### **QUEEN MARY 2 REFIT IS AHEAD OF SCHEDULE**

Cunard Line announced that their renovation of the QUEEN MARY 2 will be completed far enough ahead of schedule to allow an additional cruise to be added to their flagship's fall itineraries. The additional voyage will be a 4-night cruise from Southampton to LeHavre and Zeebrugge on December 8. During the renovation, all of the ship's cabins and most public areas will be refurbished. Additional renovations for the QUEEN MARY 2 are scheduled for 2013.

## SHIP OF THE MONTH



### ILE DE FRANCE

(Bob Allen Collection)

<b>Owner:</b>	French Line (CGT), Paris	<b>Dimensions:</b>	792' x 91.9'
<b>Builder:</b>	Penhoet, St. Nazaire, France	<b>Gross Tonnage:</b>	43,153
<b>Route:</b>	Le Havre – Southampton – New York	<b>Maiden Voyage:</b>	June 22, 1927
<b>Service speed:</b>	23.5 knots	<b>Last Voyage:</b>	November, 1958
<b>Passenger capacity:</b>	670 First; 408 Cabin; 508 3rd	<b>Demise:</b>	Used as the set for the disaster movie "The Last Voyage"; then scrapped in Osaka, Japan, 1959.

During the era of great transatlantic liners, few ships matched the highly successful career and huge popularity of the ILE DE FRANCE. She was as part of a government-subsidized shipbuilding program, initiated after the introduction of the FRANCE (1912). Four ships were to be completed by 1931, but due to the interruptions of World War I and the Great Depression, only three vessels were built: PARIS (1921), ILE DE FRANCE (1927) and NORMANDIE (1935). Each ship was larger and more lavish than the previous, but only the ILE survived long enough to develop a loyal following and legendary status with the traveling public. Launched at St. Nazaire in 1926 and ready for her maiden voyage one year later, ILE DE FRANCE had a curiously old-fashioned exterior, with a straight stem, counter stern, and three tall, slightly raked funnels. Her interiors, however, were revolutionary. CGT commissioned leading French interior and furniture designers, including Rhulmann and Patout, to give their flagship a dazzling new look. The design team was strongly influenced by the International Exhibition of Modern Decorative and Industrial Arts held in Paris in 1925. Decades later, the term "Art Deco" was derived from the name of the exposition, and period ocean liners, skyscrapers and theatres came to represent the most famous and elaborate applications of the style. Aboard the ILE, this new style was exemplified by stunning geometric carpet, fabric and wrought-iron balustrade patterns; illuminated glass ceilings, indirect lighting and urn-shaped torchieres; and huge mirrors and modern tapestries. Traditional brass or crystal chandeliers, oil paintings, and Renaissance style furniture were not to be seen. Colors and architectural materials were in sharp contrast to those on traditional liners: columns in the ballroom were clad in red lacquer rather than marble, and the First Class Dining Room, with its central glass fountain, was paneled in three shades of grey marble instead of gilded or painted wood. ILE DE FRANCE was a sensation from her first voyage in early summer 1927, which included passengers Maurice Chevalier and his wife and performing partner Yvonne Vallee. During this period of prohibition in the US, alcohol as well as gourmet cuisine and a "roaring 'twenties" atmosphere flourished aboard the new liner. Her huge First Class Bar was so popular, that it more than doubled in size with the addition of a balcony during a major refit in 1932. Whereas NORMANDIE, introduced in 1935 and nearly double the size of the ILE, was said to intimidate even those who could afford First Class, ILE DE FRANCE, more intimate and with a sterling reputation from eight years' superb service, maintained her popularity through the 1930's. During World War II, the ILE served as a troopship in worldwide deployment. Unfortunately, NORMADIE was destroyed in a tragic fire in New York in 1942, while PARIS suffered the same fate in Le Havre in 1939. After her war service, ILE DE FRANCE was almost 20 years old and so well worn that CGT took on a major reconstruction project. ILE emerged in July 1949 with two wider funnels replacing the original three, and a more traditional interior design, perhaps appropriate for a 22-year-old vessel. A noisy, second maiden voyage reception greeted ILE DE FRANCE in New York, and she became one of the most popular liners of the 1950's. Almost seven years to the day later, on July 26 1956, the ILE DE FRANCE responded to an SOS from the Italian Lines' ANDREA DORIA, which had collided with the Swedish-America liner STOCKHOLM off the Massachusetts coast. Along with several smaller vessels, she rescued the passengers and crew of the Italian liner, which sank later that morning. For her role in the rescue, ILE DE FRANCE received a third celebratory welcome to New York harbor later that day. Following several more rescues at sea in the late 1950's, ILE earned the nickname "The St. Bernard of the Atlantic!" At the age of 31 in 1958, CGT decided to retire the ILE, and replace her with the FRANCE (1962), already under construction. Sold to a Japanese scrapyards, she was subsequently leased to a Hollywood production company for use as a set for the disaster movie "The Last Voyage" starring Robert Stack, Dorothy Malone and George Sanders. Explosions staged for realistic effects destroyed her interiors and forward funnel, yet the film unintentionally preserved her beauty for future ship buffs to enjoy. After the filming, she was returned for demolition in 1959.

#### OFFICERS

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 Vice Chairman: Marjorie Dowman  
 Membership Sec'y: Tom Rinaldi  
 Branch Sec'y: Roxanne Almond\*  
 Treasurer: Alan Borthwick

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 J. Fred Rodriguez\*  
 Ted Scull\*  
 Dan Vaccaro

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 Nomination/Recruit: George McDermott\*  
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\* = past chairman