

THE MEGASHIPS ARE COMING



During the past few months, cruise lines have continued to announce construction contracts for additional megaships, mostly to supplement successful vessel classes. Of the vessels pictured here, only the Star Cruises ship represents a new class. Clockwise from top left: QUANTUM OF THE SEAS Class # 3, Royal Caribbean; NORWEGIAN BREAKAWAY (PLUS) Class # 4, Norwegian Cruise Lines; MEIN SCHIFF 6, TUI Cruises; Star Cruises Newbuild; OASIS OF THE SEAS Class # 4, Royal Caribbean; ROYAL PRINCESS Class # 3, Princess Cruises. (Clockwise from top left: RCCL, NCL, TUI Cruises, Star Cruises; RCCL; Princess Cruises)

NEXT EVENTS: Membership meeting on Tuesday, September 23 – program TBA; Ocean Liner Bazaar, Saturday, October 18; Luncheon aboard Princess Cruises' ROYAL PRINCESS, Saturday, October 25

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MEMBER PHOTO OF THE MONTH



MAJESTY OF THE SEAS at Miami, FL

(Rob O'Brien)

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 917-492-3379.

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. The next meeting is on September 10, 2014.

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.

PROJECT LIBERTY SHIP www.liberty-ship.com or 410-558-0164

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.circlinedowntown.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 44th Street.

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

INDEPENDENCE SEAPORT MUSEUM, www.phillyseaport.org or 215-413-8655. "ss UNITED STATES: Charting a course for America's Flagship," March 7 – September 14, 2014

THE NATIONAL LIGHTHOUSE MUSEUM www.lighthousemuseum.org or 855-656-7469. Lighthouse Weekend Grand Tour; Sunday, September 7, East River and Long Island Sound. All cruises depart at 11:00 AM from the New York Waterway Terminal at Pier 11, East River, and last for three hours; tickets are \$60

SAIL WITH THE PROPELLER CLUB OF NEW YORK

Join an evening cruise on the AMERICA 2 with the propeller club of New York and New Jersey on Wednesday, August 27 from 6 PM to 8 PM. Tickets are \$50 per person, including an open bar. For additional information and reservations, contact Justin Zizes at jzizes@propellerclubnynj.org

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
CELEBRITY SUMMIT	Bayonne, NJ	Bayonne, NJ	Bermuda Cruise	Dieter Killinger	05/14
PEGASUS	New York	New York	Harbor Cruise	Marge Dovman	06/14

Where did you cruise to this summer? Email or Snail Mail your itineraries to The Porthole for our September roundup of members' summer cruises.

SHIP'S LOG

This year being the tenth anniversary of the launching of the QUEEN MARY 2, the "last great liner," our June meeting was a celebration of that event and the work and the great anticipation that went with it. In a program organized by Greg Fitzgerald, we heard impressions ranging from the inception and planning of the ship, up through her 2003-2004 maiden arrivals in Ft. Lauderdale and New York, from varying perspectives of four members and their cameras. But first we were introduced to special guest and former Cunard hostess Elaine MacKay, who was interviewed by Ted Scull in a previous program.

First to speak was Ben Lyons, who spent some time as an officer aboard. He took us through his reactions of every step in the progress of the vessel, starting from his hearing while at sea that Carnival had bought Cunard, and would build another ship. The immediate and obvious question: Would they build a real liner? Among other exciting moments were his being shown the plans by Stephen Payne, and being invited to go to St. Nazaire with Ted Scull to see the ship under construction. The day included meeting and lunching with the shipyard officials and touring the ship, at that time only partially completed, and the interior hardly at all, which Ben found very interesting and one of the most thrilling parts of the day. Another source of excitement was Ben's being invited to apply for a job onboard. We heard of his changing perceptions from that of passenger to being part of the ship. And having joined the vessel, he was even more excited than before to see that the yard had actually delivered a real liner hull. But the first time that he actually felt like a part of the QM2 was when he was given the job of driving a tender full of photographers around the ship for publicity shots. He took his own, too.

Susan Banker sailed on the maiden voyage (and also the tenth anniversary sailing). She recalled sailing day, January 12, 2004, as being cold and windy. She concentrated on particularly memorable occasions, like the rough seas (she enjoys them), and being invited to Ben Lyons' 25th birthday celebration. This being only three years after 9/11, there were bomb threats in Madeira and much security along the way. But most memorable of all was the interest and the huge turnout of spectators at all the ports. Aboard, she loved the three-deck-high tapestry in the dining room, and the bronze mural in the lobby, and gave us some facts about them. And the tenth anniversary crossing was like old home week.

Reporting from dockside, Tom Rinaldi came down from his then home in Poughkeepsie for the maiden arrival in New York, and was surprised by the large turnout of welcomers at the Battery. Again with post-9/11 security in mind, there was no accompanying flotilla, although a fireboat spraying the usual red, white and blue water appeared in some of his pictures. The QUEEN MARY 2 was invisible, at least to Tom, until she burst out of the dense fog. Once she passed by, Tom and some others flew (by cab) uptown, and with the piers still pretty much locked down, cleverly smuggled themselves onto Pier 92 by posing as people from the docked Maksim Gorki – and at that moment, Tom didn't care a bit about the Gorki. In any case, he took some great arrival pictures as well as others of ships in the area and sections of the waterfront under construction. Tom commented on the QM2's size compared to previous ships, and was impressed with all the media coverage, especially the photo on the front page of The New York Times. During his talk, Tom confessed that in all this time he has yet to sail on the QM2, and observed that he shouldn't wait another ten years because it might not be there.

In closing, Greg offered thoughts on his reaction to this, his first exposure to the next generation of ships, to some of the press coverage and some of the memorabilia.

No, our refreshments didn't come from the QM2 galley, but they were delicious anyway. We thank our own galley crew for its work, Greg for putting together such a wonderful celebration of this historic shipping event, and for the speakers for their respective parts and great photos.

Marge Dovman



After 10 years' worldwide service for the Cunard Line, QUEEN MARY 2 is recognized as a modern classic.

(Bob Allen)

PONY CRUISE SHIP LUNCHEON SCHEDULED FOR OCTOBER 25

PONY World Ship Society is pleased to announce their first cruise ship visit of the season. We will enjoy a luncheon and tour on board Princess Cruises' new ROYAL PRINCESS on Saturday, October 25. See the flyer enclosed with this edition of The Porthole for details.

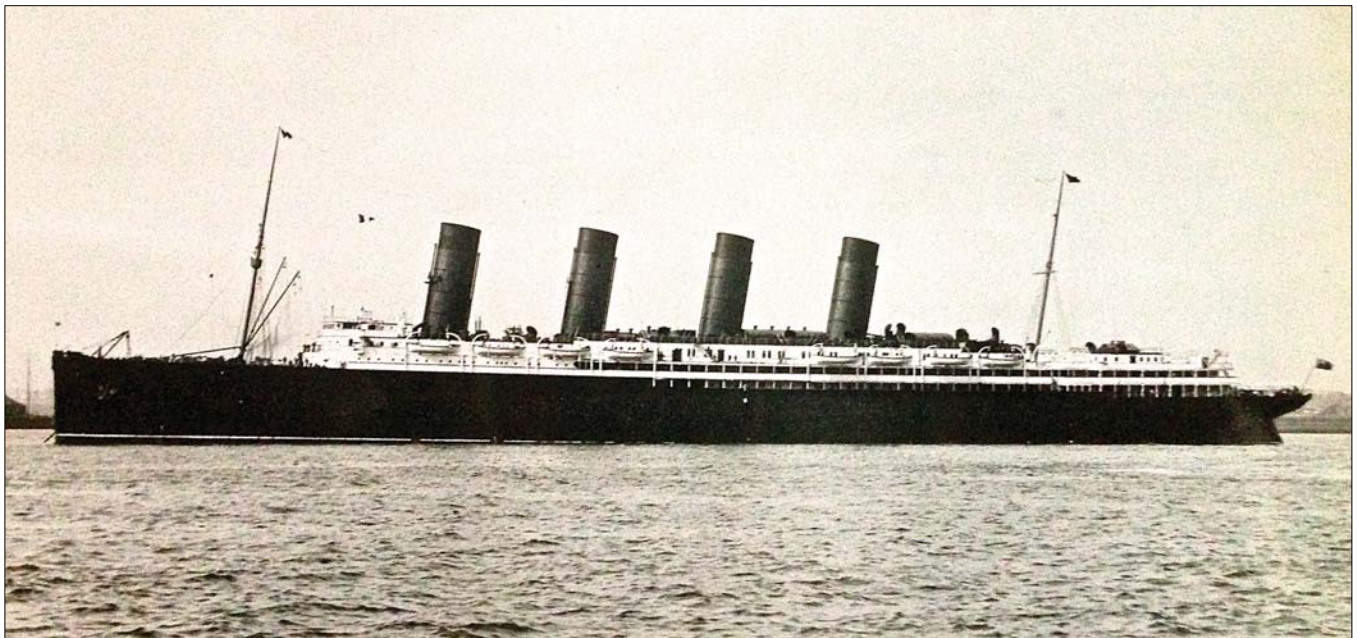


Princess Cruises' new ROYAL PRINCESS

(Princess Cruises)

SHIP NEWS

CUNARD TO COMMEMORATE LOSS OF THE LUSITANIA: Cunard Line has announced a special commemorative cruise to mark the 100-year anniversary of the sinking of the LUSITANIA. The 31,000-ton Blue Ribband holder LUSITANIA, completed in 1907, was torpedoed and sunk by a German U-Boat on May 7, 1915 about 11 miles off the old Head of Kinsale, Ireland. The luxurious ship, one of the few liners maintaining transatlantic express service during World War I, sank in under 20 minutes with a devastating loss of almost 1,200 lives. Survivors and bodies of the victims were brought to the nearby port city of Cobh, Ireland. Cunard has commissioned an onboard memorabilia display for the event, curated by noted maritime author and LUSITANIA expert Eric Sauder. The 7-day cruise will depart Southampton, England calling at Guernsey Channel Islands; Le Havre, France; Cobh, Ireland (on the anniversary of the sinking); and Dublin, Ireland before returning to Southampton.



2015 will be the 100th anniversary of the sinking of Cunard Line's revolutionary LUSITANIA.

(Cunard Line / Bob Allen collection)

STARRY NEW CRUISE DIVISION IS COMING: Cypriot cruise operator Louis Cruises, well known for their Greek Islands and Middle Eastern Itineraries, is reported to be developing a new, more upscale division. To be called Celestyal Cruises, it will utilize their 32,000-ton LOUIS OLYMPIA (ex-SONG OF AMERICA) and the 25,000-ton LOUIS CRISTAL (ex-LEEWARD). Renaming of the vessels is a possibility, and there may be an additional acquisition for the fleet as well. The remaining ship in the Louis fleet - LOUIS AURA (ex-STARWARD) - will presumably continue operations under the Louis Cruises brand.

NEW PRINCESSES NOW TRIPLETS: The ROYAL PRINCESS class will now include a third, yet unnamed sister ship. The 143,000-ton, 3,500-passenger vessel will join sisters ROYAL PRINCESS and REGAL PRINCESS in 2017, and like her sisters, will be built at Fincantieri in Italy.

BREAKAWAY-PLUS PLUS: Norwegian Cruise Line announced that they have contracted for the construction of two more BREAKAWAY-PLUS class cruise ships. Due to the success of the New York-based NORWEGIAN BREAKAWAY (2013) her Miami-based sister NORWEGIAN GETAWAY (2014), Norwegian developed a slightly expanded version, and revealed the names NORWEGIAN ESCAPE (2015) and NORWEGIAN BLISS (2017). To be built at Meyer Werft in Germany, the two new 164,600-ton vessels are scheduled for completion in 2018 and 2109.

NEW CRUISE SHIPS FOR THE FAR EAST: Star Cruises of Singapore has been operating aged tonnage for the last decade, including the former SEAWARD, DREAMWARD and WINDWARD from related cruise line NCL. Star Cruises is owned by the holding company Genting Hong Kong, which also has a 43% ownership in Norwegian Cruise Line. Now, they will finally be receiving more modern vessels, as two 150,000-ton liners have been contracted with Meyer Werft in Germany for delivery in 2016 and 2017. Details about the new vessels have not been released.

ROYAL CARIBBEAN CONTINUES TO EXPAND: Cruise giant ROYAL CARIBBEAN continues to rapidly expand. They recently announced the construction of a third 168,000-ton QUANTUM OF THE SEAS Class vessel for delivery in 2016, and a fourth OASIS OF THE SEAS class liner of 228,000-tons, which will be the world's largest passenger ship when delivered in 2018. Also from ROYAL Caribbean came news that the prototype QUANTUM OF THE SEAS was floated out of her builders berth at Meyer Werft in Germany in mid-August. Media will have the opportunity to view the completed vessel in late August, before she sails for Bayonne, NJ and her maiden season of cruises from the Port of New York and New Jersey.

MEYER WERFT ACQUIRES STAKE IN STX FINLAND: Prolific and highly regarded German cruise ship builder Meyer Werft of Papenburg, Germany will acquire a 70% stake in the STX Finland's shipyard in Turku. Meyer Werft managing partner Jim Meyer has stated that all jobs will be retained at both shipyards. German operator TUI cruises currently have the 99,500-ton MEIN SCHIFF 4 under construction at STX Finland with a scheduled April 2015 completion, and have contracted for two additional ships of similar size for delivery at the same yard (to be renamed Meyer Turku Shipyard Oy) in 2016 and 2017.

FINAL VOYAGE OF THE COSTA CONCORDIA: The technically astounding two-year salvage operation on the partially sunken COSTA CONCORDIA off the coast of Giglio, Italy came to a successful conclusion in July. The battered hulk of the 110,000-ton cruise ship was raised from the underwater platform that had been constructed to keep her from slipping completely under water, and was towed to Genoa, where she will be cut up for scrap. The entire salvage operation reportedly cost \$2 billion, several times the price of the 2006-built vessel, owned by Costa Cruises, a unit in the Carnival Corporation. Legal proceedings against the captain and crew continue. 32 people lost their lives in the January 2012 accident.

STOCKHOLM SAILS ON; NO LOVE FOR LOVE BOAT: Portuscale Cruises' 16,144-ton AZORES, originally built in 1948 for Swedish America Line as STOCKHOLM, will continue her remarkable career under long-term charter as the latest addition to the fleet of UK-based Cruise & Maritime Voyages. When German tour operator Ambiente Kreuzfahrten announced this spring that they would terminate their charter of the 66-year old liner, it was rumored that the end might be near for the oldest deep-water liner currently in service. However, owing to the decision of All Leisure Group to end the charter of their 1972-built DISCOVERY (ex-ISLAND VENTURE / ISLAND PRINCESS) to Cruise & Maritime, a replacement was needed. Now, the future of the former ISLAND PRINCESS, TV co-star on The Love Boat with her now-scrapped sister PACIFIC PRINCESS, looks very gloomy. AZORES is an ideal replacement for DISCOVERY, because she is approximately the same size and capacity (550), and has been restored and brought up to all of the latest safety codes by her current owner. Most famous for her tragic 1956 collision with the ANDREA DORIA, the 66-year-old AZORES, ex-STOCKHOLM, now has the distinction of being among the longest serving liners in history, surpassing the 62-year career of the legendary BRITANIS.



A postcard of the 1948- built STOCKHOLM in her original Swedish America Line colors.
(Bob Allen collection)



AZORES, as she will appear in Cruise & Maritime livery in January 2015.

(Cruise & Maritime Voyages)

MV BRITANNIC

By Mark Favus

On July 27th 1957 as an 11 year old I stood at the foot of the massive hull of the MV Britannic docked in Liverpool. My parents and I had just finished the grand tour and instead of flying back on the TWA Constellation we were persuaded to sail instead to New York. The trip had introduced me to the wonders of French cuisine, particularly red wine and Chevre. I had decided to smuggle a crock full of goat cheese back to the US in an old Fortnum and Mason jar, along with copies of Punch and a stack of British comic books from my cousins.

The Irish Sea was being battered by gale force winds so we stayed in port for two days (which was two extra days to explore the ship.) The Captain had asked my Father if he would like a tour of the engine room and I remember carefully scampering down the steel steps into its cavernous depths.

We had booked a first class cabin, which was covered in exotic wood. The beds had golden satin coverlets. Mine was a cot which magically appeared after dinner and then was whisked away after breakfast. The A deck porthole was suitable for viewing the ocean if I stood on a chair. My favorite feature was the huge bathtub with faucets for fresh and salt water. I was referred to by all the staff as Master Favus . . . would Master Favus like his hot bullion this afternoon?

The ship was a combination of its earlier art deco and after the war an English country club update. The gym at the back of the ship was in a separate building and the equipment mostly dated from the 1930's. The muscular gym attendant fascinated me for some reason and he would lift me onto the pommel horse or throw the leather-covered medicine ball. Most of the electric exercise equipment looked like items from a horror movie.

The two-story dining room was possibly my favorite spot. I discovered caviar and kippered herring and a range of British and French classic dishes. "Would Master Favus like his kippers this morning?" I was often the only person in the dining room for breakfast as the seas were extremely rough. For some reason, I found I loved the movement of the giant floating hotel. If I closed my eyes I could feel like I was riding the back of a dolphin. The fact I was alone in the dining room provided me with a multitude of waiters who all hovered awaiting my reaction to the shirred eggs or English rashers. I'm sure the request for caviar at breakfast from this tiny gourmand as the ship lurched and swayed provided amusement for the wait staff.

The other passengers were mostly British. One in particular became good friends with us. She was Monica Dickens, the Granddaughter of Charles. She was herself an accomplished writer and presented me with a penguin paperback of her One Pair of Hands . . . which she inscribed for me. I joined a pack of British lads and we explored the ship together. We all wore our Burberry blue trench coats and thick wooly grey sweaters. I think I started to acquire what I thought was a British accent.

My Mother spent days preparing for the fancy dress ball and of course won first prize for her elaborately constructed paper bonnet. I spun the cage at bingo in the Main Lounge. The venue was also used for steeplechase when the rug was rolled up and the race course with wooden horses was staged.

During a medical emergency on board my Father was consulted and I accompanied him to the ship "hospital" where one of the crew was being treated for a broken leg.

Entering New York harbor we passed Coney Island and the tip of Sea Gate where when I was younger I watched the great

liners sail from the beach. The lifeguards would call everyone out of the water because of the huge wave caused by the passing ships. I of course assumed that those with three stacks tended to create the biggest waves and was always excited when the Queen Mary sailed past. Seeing the view of shore provided a totally new perspective.

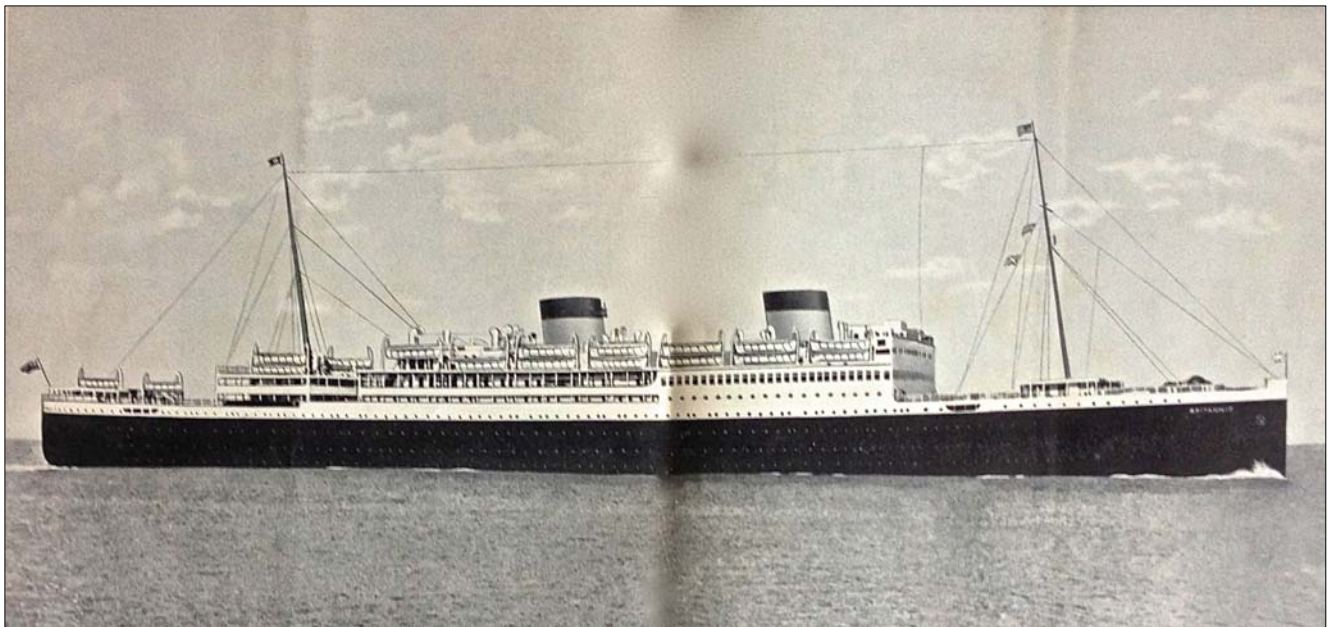
Passing the Statue of Liberty and docking at the Cunard Pier I felt an overwhelming sadness that this perfect world was about to come to an end. I still have the farewell menu with signatures of all my friends who I knew I'd likely never see again.

Strangely enough on the voyage from Cape Town to Sydney on the QM2 two years ago we sat at a table for lunch and I told the story of my first ocean voyage. One of the elderly British gentlemen at the table laughed and told me he had served as an assistant engineer on the Britannic and was on the ship during the same voyage. He remarked how rough that particular passage had been.

When we moved to New York in 1959 we lived on the upper West Side near the piers where the great liners still docked. It was the beginning of the end of an era. I can still feel that great ship swaying under my feet and hear the creaking and moans as she battled the elements. The taste of smoked salmon or kippers brings back the grand dining room and the feeling that the world was a wondrous place and I was just beginning my journey.

Editors note: Mark Favus is an ocean liner enthusiast from Atlanta, GA. He recommends the following YouTube history of the BRITANNIC:

<https://www.youtube.com/watch?v=mhc31jGdZxg>



A rendering of BRITANNIC, from her 1930 inaugural brochure

(Bob Allen collection)

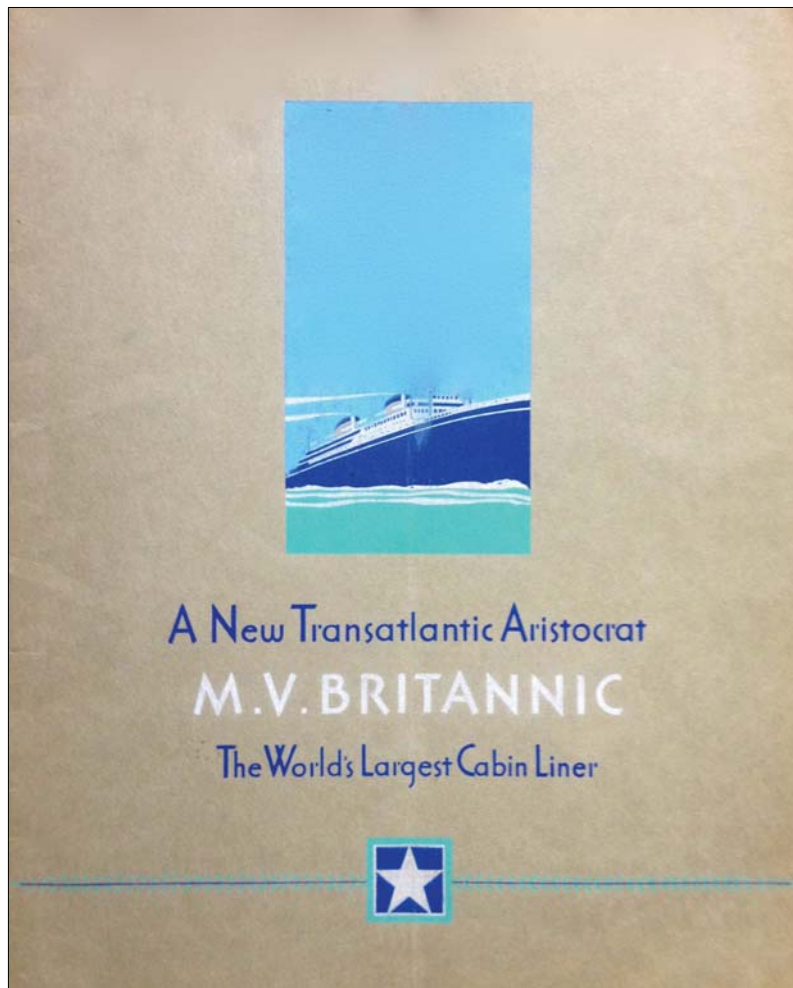


BRITANNIC was marketed by owner White Star Line (and later Cunard-White Star Line) as a "Cabin" liner. Her highest class was Cabin, followed by Tourist Third, then Third Class. However, it is clear from these photos of her Cabin Dining Saloon (above left) and Cabin Lounge (above right), that her appointments were equal to the First Class liners of the 1920's and 1930's.

(Bob Allen collection)



The Tudor Style Tourist Third Cabin Smoking Room (above left) and the Third Class Dining Room (above right) indicate that the less expensive classes on BRITANNIC were well decorated and easily up to the competition on the North Atlantic in the 1930's. (Bob Allen collection)



The stylish cover of the 1930 inaugural brochure for the BRITANNIC

(Bob Allen collection)

SHIP OF THE MONTH will return in the September issue of The Porthole.

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