



HAPPY 51st ANNIVERSARY TO QE2!



The QUEEN ELIZABETH 2 arrived in New York on her maiden voyage 51 years ago, on May 7, 1969; she is seen here in 1981. (Bob Allen)

Please turn to page 5 for chairman Pat Dacey's review of his recent visit to the QE2 in Dubai.

MAY AND JUNE MEMBERSHIP MEETINGS AND PROGRAMS CANCELLED

Due to the ongoing coronavirus pandemic, the May and June membership meetings are cancelled. Programs will be rescheduled for a later date. We are investigating options for online programming in the near future. We shall continue to provide updates as information becomes available.

NEXT EVENTS: The programs "Passage to Papua" by Tom Rinaldi and "Icon of Identity: The ILE DE FRANCE on the World Stage" by Christian Roden will be rescheduled. PONY Branch cruise: December 8, 2020 on the QUEEN MARY 2.

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MEMBER PHOTO OF THE MONTH



AL SAID, the principal yacht of the Royal Yacht Squadron of Oman, is seen here in Muscat, Oman in February 2020. Completed in 2008, she is currently the world's second highest displacement super yacht at 15,850 tons. (Pat Dacey)

ARRIVALS AND DEPARTURES

Arrivals and Departures will return once both the cruise lines and governmental agencies lift the cruising ban.

MARITIME NEW YORK: MUSEUMS, LECTURES, WALKING TOURS AND HARBOR OUTINGS

Compiled by Ted Scull

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

TEMPORARILY CLOSED

Waterfront and Historic Ships: Pier 16 | Wed-Sun | 11am to 5pm (weather permitting)
Galleries and Gift Shop at Schermerhorn Row: 12 Fulton St. | Wed-Sun | 11am to 5pm
2020 Cruises aboard Schooner Pioneer and Tugboat W.O. Decker: TBA
2020 Upcoming Events: TBA

GOVERNORS ISLAND – <https://www.govisland.com>

SPRING 2020 OPENING DATE TBA

Hours: Monday-Thursday 10 am – 6 pm; Late-night hours TBA.
Ferries: Battery Maritime Building (adjacent to the Staten Island Ferry Terminal) beginning at 10:00 am. Also, Pier 6 Brooklyn Bridge Park (at the foot of Atlantic Avenue) on Saturday & Sunday only from 11:00 am. Early departures are free. Adults \$3. Children under 12 free. IDNYC card holders free. Seniors \$1.
Be sure to select THINGS TO DO for new activities and programs added throughout the year.

FIREBOAT JOHN J. HARVEY – <https://www.1931fireboat.org/>

Public trips: TBA

NYC FERRY – <https://www.ferry.nyc/>

MODIFIED SCHEDULE IN EFFECT ON ALL ROUTES

The city-financed ferry system currently operates six routes: Astoria, East River, Lower East Side, Soundview in the Bronx, Rockaway, and South Brooklyn. The one-way fare is \$2.75. Bicycles are an additional \$1.00. No senior rates for regular trips. The rides make great outings. Look for suggested outings using the ferries on the web page in the future.

THE WORKING HARBOR COMMITTEE – www.workingharbor.com or 212-757-1600.

Cruises to both remote and well-travelled parts of New York Harbor including the Hudson River to view tugboat races, Gowanus Bay and Erie Basin in Brooklyn, a circumnavigation of Staten Island, and cruises to the Port Newark and Port Elizabeth container ship terminals. Scheduled trips: TBA.

A Selection of Other Boat Operators and Museums

HORNBLOWER CRUISES – <https://hornblowernewyork.com/new-york-sightseeing-tours/>

Daily year-round, one-hour cruises from Pier 15, South Street Seaport. Daily Hop-On Hop-Off cruises from Pier 78 (Hudson River at West 38th Street), and Brookfield Place in Lower Manhattan. Select the link for the departure times and fares.

OPERATIONS TEMPORARILY SUSPENDED

NEW YORK WATER TAXI www.nywatertaxi.com or 866-989-2542.

Hop-On Hop-Off All Day Access Pass from West 42nd Street (Hudson River) to Battery Park, South Street Seaport and Brooklyn DUMBO.

OPERATIONS TEMPORARILY SUSPENDED

CIRCLE LINE www.circleline.com 212-563-3200.

Cruises around Manhattan, Harbor Lights, Music, from Pier 83 (Hudson River at West 43rd Street) and Pier 16 at the South Street Seaport.

OPERATIONS TEMPORARILY SUSPENDED

NY WATERWAY www.nywaterway.com or 800-533-3779.

Ferry services from West 39th Street, Battery Park City, and Pier 11/Wall Street to numerous landings on the New Jersey side of the Hudson River and to Belford in Monmouth County. Also special-event cruises.

PAULUS HOOK-BROOKFIELD PLACE SERVICE OPERATING WEEKDAYS-ONLY ON A MODIFIED SCHEDULE — ALL OTHER ROUTES TEMPORARILY SUSPENDED

THE NATIONAL LIGHTHOUSE MUSEUM www.lighthousemuseum.org or 718-390-0040.

Located near the Staten Island Ferry Terminal at St. George. Self-guided tours, events on site, and Lighthouse Boat Tours. 2020 schedule of eight trips is up on the website. Here are the first three: 1) June 14 – Circumnavigation of Staten Island; 2) June 26 – Ambrose Channel and Buffet Dinner; 3) July 12 – East River Through Hell Gate to Long Island Sound. Others see website.

TEMPORARILY CLOSED

THE NOBLE MARITIME COLLECTION www.noblemaritime.org or 718-447-6490.

Museum and ship model gallery. Events include workshops, sea shanty sessions, talks and an annual auction. 2020 partial event listing is now up on website. Location is the historic Sailors' Snug Harbor Cultural Center on Staten Island – snug-harbor.org – a landmarked Greek Revival building complex that hosts performing arts events, visual arts, a botanical garden and a heritage farm. Public transit access: Staten Island Ferry to St. George, then S40 bus along Richmond Terrace, or S44 bus along Henderson Avenue to the inland entrance.

TEMPORARILY CLOSED

MARITIME ENJOYMENT WHILE SOCIAL DISTANCING

Compiled by Pat Dacey

While you are quarantining at home but feel that maritime urge, you can enjoy two great resources. The first is the Image Porthole, part of the Steamship Historical Society of America's online database that includes 6,437 digital ship images. You can search by keyword or by using advanced search options.

<https://sshhsa.pastperfectonline.com/photo>

The second site is the Hudson River Maritime Museum, which is currently closed due to Covid-19. The museum offers online exhibits that include, Tugboats: Workhorses of the Hudson River and The Hudson River Day Line: 1863 – 1971. The museum also offers a series of maritime video lectures that you can view on YouTube including an excellent presentation, "Hudson Valley Ruins: Forgotten Landmarks of an American Landscape" with Thomas Rinaldi and Robert J. Yasinsac.

<http://www.hrmm.org/>

FRANK DUFFY: 1929-2020

By Bill Miller

The engine roared, those long blades began to swirl and up we went – rising above the West 39th Street heliport. Quickly, we were some 1,000 feet over the Hudson and heading south on our mission: To meet and photograph the brand new Celebrity cruise ship HORIZON on its maiden arrival. The date: May 1990. Frank Duffy had very kindly invited me to tag along. Frank was then public relations director for Moran Towing and part of his job was to report on the comings, goings and doings in the port. But if World Ship Society's PONY Branch had some guardian maritime angels, one of them was Frank. He was exceptionally generous, especially back in the 1970s and '80s. He found speakers, organized harbor cruises on the little training ship Pisces, arranged for special Branch meetings on the moored school ship JOHN W. BROWN and, in what might have been his most important gesture, he found, and when in almost desperate need, a home for us. When arrangements to use a meeting space at NYU suddenly ended, Frank came to the rescue and was quick to offer the library at Public School 41 in Greenwich Village. Happily and conveniently, we met there for several years.



Frank Duffy is third from the right in this view, dated January 1976, at World Ship-PONY's 10th anniversary. We are seen in the library of PS 41 in Greenwich Village. (Bill Miller Collection)

Frank passed away on April 26th, aged 90 and a victim of the coronavirus. Born in New York City but growing up in Astoria, Queens, he was soon fascinated by ships navigating the tidal currents of Hell Gate on the top end of the East River. Later, having applied unsuccessfully to the Maine Maritime Academy, Frank joined the American Merchant Marine. He was in fact serving aboard the civilian-manned troopship General A. M. Patch off Dover, England in 1953 when a letter arrived from his young wife Joan, via a mail tender, that the couple's first child (of five) was born.

Once ashore, Frank trained as an operating engineer and joined the Port Authority of New York & New Jersey (working at the then-Idlewild Airport and the Port Authority Bus Terminal) before joining the City's Board of Education. Later, he was posted to Lower Manhattan, as supervisor of custodians, and where his territory included the maritime vocational training ship JOHN W. BROWN, then moored along the Hudson, at the foot of Morton Street.

After a chance encounter with the late Vincent Messina, Frank joined World Ship Society and quickly became a very active member. By the mid '70s, he retired from the Board of Ed, enthusiastically took to maritime writing and photography, and soon had yet another career. He was made head of public relations for Moran and based in their World Trade Center headquarters. Later, he became vice chairman at World Ship, was a founding member of the Long Island chapter of the Steamship Historical Society and, for some thirty years, was the New York harbor editor of the journal Steamboat Bill (now renamed Power Ships). Together, Frank and I authored The New York Harbor Book (TBW Books, 1986) and, on his own, Frank penned Always on Station: The Story of the Sandy Hook Ship Pilots (Purple Mountain Press, 2008). (Because of my own frequent writings, Frank dubbed me "Book-of-the-Month Miller.") Frank was also co-founder and executive vice president of the Maritime Industry Museum of the State University of New York at Fort Schuyler.

But perhaps Frank's most cherished interest was to revive recognition in the GENERAL SLOCUM tragedy. Just beyond his former home in Astoria and Hell Gate, Frank was intrigued by North Brother Island. It was where the steamer GENERAL SLOCUM, carrying German-American families on a day's pleasure outing (June 15th 1904), caught fire and sank. The death toll, put at 1,021, was the largest loss of life in a single day in New York City prior to September 11th 2001. The tragedy resonates to this day, in part because of Frank, in mandates for improved safety on passenger vessels. Frank also was a principal advocate for the restoration of the Slocum Memorial Fountain, which had been dedicated in 1906 in Tompkins Square Park on the City's Lower East Side. The memorial includes a 9-ft high obelisk of pink marble, including the image of a boy and girl staring toward the sea. The inscription reads: "They were earth's purest children, young and fair."

After retiring from Moran, Frank founded his own maritime public relations firm, Granard Associates (named for his mother's hometown in Ireland), and his varied assignments included climbing on scaffolding to the torch of the Statue of Liberty during its renovation (in 1985-86). Afterward, and by then well into his 70s, he responded to requests from shipping clients by taking flight in chartered helicopters to photograph vessels of all types and sizes as they entered or departed from New York harbor.

Frank received many awards (myself offering a book dedication) but was specially honored in 2010 by the Steamship Historical Society of America "in recognition of his contributions and work with SSHSA, with strong emphasis on recording and preserving the legacy of ships, New York shipping and the United States Merchant Marine."

Widowed and in declining health in more recent years, Frank resided in Jefferson's Ferry on Long Island. But he continued to take interest and pride in his maritime photography. In 2015, his aerial photos of New York harbor won 1st prize in a local photo contest.

I will always be grateful to Frank Duffy – for numerous rides on Moran tugs, several helicopter trips and the countless photos, which often found their way into my books. I will always remember him as a very good and most generous friend, a cherished member of World Ship Society and as a superb and dedicated maritime historian, author and photographer.



During Harbor Festival celebrations, Frank Duffy, Frank Braynard and myself onboard the Argentine Tall Ship LIBERTAD on July 5th, 1980. (Bill Miller Collection)

QUEEN ELIZABETH 2, STILL MAKING HISTORY

By Pat Dacey



The starboard superstructure of QE2, seen from dockside, now includes her name in Arabic. (Pat Dacey)

In late January of this year, my wife Denise and I had the opportunity to visit and spend two nights onboard the QE2 prior to embarking on QM2 for a segment of her world cruise. This visit was much anticipated and would be the first time that we would be onboard QE2 since sailing on one of her last Mediterranean voyages in August of 2008. Now the ship and all related operations onboard are collectively known as Queen Elizabeth 2. QE2 is managed by QE2 Shipping LLC along with PCFC Hotels (PCFCH), which are both wholly-owned subsidiaries of the Government of Dubai's Ports, Customs & Free Zone Corporation (PCFC).

Arriving in Dubai after a non-stop flight from Newark, we were greeted at the airport and within minutes whisked away for the approximately 25-minute drive to the ship. The first sign of QE2 was her lifeboats and tenders, which were removed in 2016, and placed on shore, as if they were sailing in rolling seas, resting silently in groups off the roadway as you approach the ship. Once we arrived, we entered a newly dedicated structure, which serves as the main terminal for guest registration, concierge desk, Q Café, and the starting point for the QE2 heritage tours. This facility, part museum and part hotel services, is bright, airy, and very well appointed. It incorporates many of the artwork and artifacts once aboard the ship into an open space complete with interactive experiences. The area includes the Q Café which houses books from the ship's former onboard library and provides sitting areas where one can enjoy coffee and a light meal while reading pre-2008 vintage books. Using original furnishings as well as period pieces, recreated rooms depict an early stateroom and representative portions of the Queens Room and the navigation bridge.



The new entrance facility for the QE2 is combination museum, library and café.

(Pat Dacey)

Once onboard, we were escorted to our stateroom, 8008 on Signal Deck, using a series of elevators and staircases as the elevator which goes directly to Signal Deck has yet to be refurbished. Stateroom 8008 is part of the former Piccadilly Suite and was added during the first major refit of the external appearance of QE2 in October 1972, with the addition of ten penthouse suites by Cunard. The stateroom, which retains the original footprint, was completely transformed with every area modernized and tastefully decorated. The bathroom was replaced in its entirety to include marble sinks, high-end fixtures and amenities, and a glass-enclosed shower replacing the former tub and tile. The verandah had all new decking, lighting, and furnishings as well as new windows and frames, which extend the entire length of the room. While new in appearance, the room did not feel out of place on the ship but rather more akin to the design elements aboard the current Queens.



A remodeled suite (above, left); mooring equipment on Two Deck aft adds to the ambiance of the smoking area (above, right).

(Pat Dacey)

Walking around the ship took a bit of getting used to since many of the passageways and staircases are closed off while the full restoration is in progress. This is an ongoing project and while many of the areas are open, many remain closed off to the public and will be opened in phases. The restoration did not take away from the overall experience since QE2 had lingered for so long. It was exciting to see the progress made and to hear the clamor of workers deployed around the ship. Once onboard,

you are free to explore all areas that are not off limits. Open areas include most of the public spaces, bars, shopping area, and passenger accommodation decks. While onboard, the Promenade Deck on Boat Deck was closed due to resurfacing, but the outdoor areas on Sports Deck, Upper Deck, Quarter Deck as well as One Deck were all open to enjoy. In addition, the open area aft on Two Deck where the mooring machinery is housed, formerly off limits, has been opened as a smartly fitted designated smoking area.

Although major restoration is taking place in the accommodations, most of the ship still retains her 2008 appearance, including the wood veneered passageways, staircases, and public areas, among them the iconic Midships Lobby. While we were onboard, the Queens Room, located on Quarter Deck, had just been refreshed with the addition of new carpeting. All of the furniture was housed in the Mauretania Restaurant, waiting to be returned. Also on Quarter Deck, the Chart Room, added as part of "Project Lifestyle" in 1995, was vibrant with many visitors enjoying the daily "happy hour" while taking in the view overlooking Mina Rashid and Dubai.



The freshly re-carpeted Queens Room retains her original iconic plastic molded columns and coffered ceiling (above, left); the Chart Room appears much as it did in the 1990's and 2000's (above, right).
(Pat Dacey)



The Seven Deck indoor pool is in use for hotel guests (above, left); the Pavilion on One Deck is now the place to go for Mediterranean dining, with al fresco seating (above, right).
(Pat Dacey)

Venturing further down in the ship, the original indoor pool on Seven Deck is open for recreational use with access via the Forward Port side of One and Two Deck. The pool as well as the gym have been nicely refreshed with new decking and equipment but otherwise remain relatively unchanged from her sailing days.

There are many options for onboard dining, whether breakfast, lunch or dinner. Although the former main restaurants are not currently being utilized for dining purposes, high quality dining is available throughout the ship. The Lido on Quarter Deck has been transformed into an open and inviting dining space which offers a sophisticated breakfast buffet, as well as a daily themed dinner buffet featuring thoughtfully prepared local and continental cuisine. The Pavilion on One Deck is now an intimate dining venue serving a Mediterranean-focused menu. On the deck that once housed the swimming pool, it provides al fresco dining under white, sail-inspired canvas canopies.

Further dining options include small bites in the Yacht Club, Golden Lion Pub (billed as the "oldest British Pub in Dubai"), and Chart Room. The "new" Caronia Restaurant from 1999 has been converted into a large business center for those needing onboard workspaces, while retaining much of its original Edwardian décor minus the tables and chairs (now replaced with upgraded workstations). Sadly, the Britannia Grill, Princess Grill and the Mauretania Restaurant are currently closed, hopefully awaiting use as perhaps private dining rooms and or catering venues. The Queens Grill re-opened after our visit, but from

online images, looks very impressive. It has been completely refurbished while remaining an elegant venue serving traditional British cuisine. In addition, a new Queens Grill Lounge on Boat Deck was constructed in the area of the former officers' wardroom with views overlooking the foredeck.

For entertainment, there is "Theatre by QE2" which runs stage performances and supper club shows throughout the year. Stage performances such as "The Queen Experience" (the band, not the ship) and "The Abba Reunion" are held in the original 515-seat theatre on Boat and Upper Decks, which remains virtually unchanged from 2008. The Grand Lounge on Upper Deck also hosts supper club performances, typically including a three-course meal with a performance such as "Faulty Towers – The Dining Experience."

The Grand Lounge, in addition to the supper club, hosts many corporate and group events in style, as the venue has been kept in her 2008 appearance. While we were onboard, there were a number of corporate events, which were being held in the Grand Lounge, Yacht Club and the Lido. The Chart Room played host to a private dinner for a group of guests from the QM2 while she was in port.



The Grand Lounge is used for a variety of events (above, left); one of QE2's five-bladed propellers is displayed on the dock (above, right).
(Pat Dacey)

Currently there are guided Heritage Tours which run throughout the day and start in the terminal before boarding the ship to view a selection of rooms and historical artifacts. The tour is complimentary for those staying onboard and reasonably priced for those just visiting. This year, there are plans to offer tours of the navigation bridge and afternoon tea onboard.

Sadly due to Covid-19, the QE2 complex has been closed to visitors but according to the QE2 website, QE2.com, QE2 Shipping is using the time to fast track the restoration process in preparation for reopening on September 1st.

QE2 is a destination not to be missed while in Dubai. With the amount of refurbishment and financial support it has received, QE2 will continue to flourish and remain as a monument to Britain's maritime heritage.

SHIPS IN PORT: SCHOOL GIRLS ON THE LIGURIA

By Bill Miller

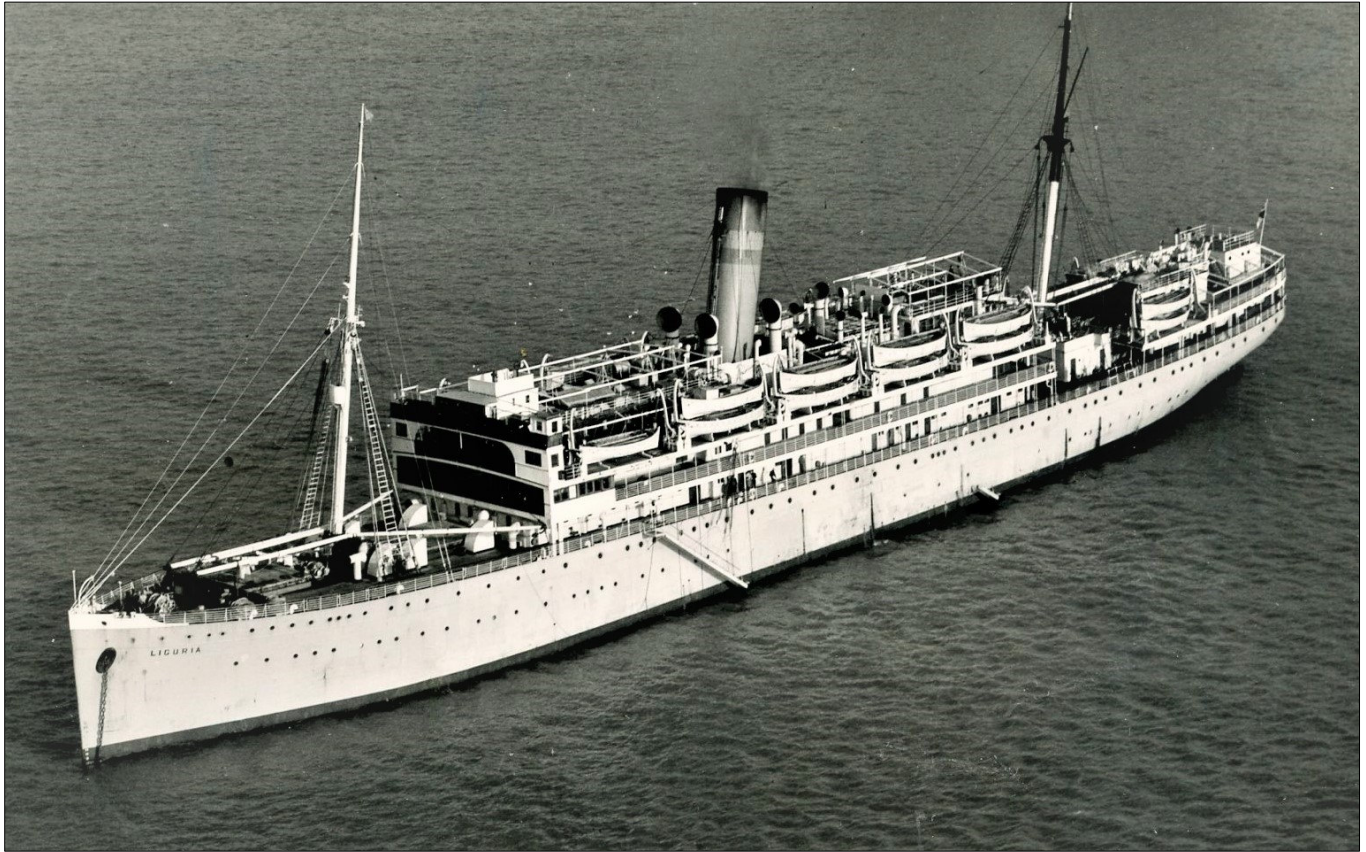
New York hosted the most famous ocean liners ever built – and the biggest, fastest and the most luxurious. Gatherings of these ships along the West Side piers, also known as Luxury Liner Row, were legendary. But there were also many smaller passenger liners that visited – some as regulars and others only on occasional calls. And then there were obscure, often smaller, sometimes older and sometimes very old ships. One of these was the LIGURIA. Barely remembered these days, the 7,400-ton ship made a number of sailings from New York back in 1950. Under charter to the International Catholic Travel Committee, the ship made long, slow trips (12-14 knots at best) over to Dublin and to Cherbourg especially to carry groups heading to Rome for Holy Year celebrations.

The late Joan Duffy, wife of the late longtime World Ship Society member Frank Duffy, crossed on the LIGURIA. She was one of a large group of Catholic high school girls heading to Rome. Years later, she told me, "The LIGURIA was old, very tired and probably unsafe. But we were young, excited and on an adventure. Going to Europe for the summer was very special. My parents had to save for my fare. As I remember, it took 10 or 11 days to cross the ocean. It was all great fun. We were chaperoned by priests and nuns – and expectedly well behaved. Myself, I shared in a small cabin with five other girls."

Actually sailing from the old Third Street pier over in Hoboken, the 442-ft long LIGURIA had a diverse history. She had been launched at a Hamburg shipyard but in untimely June of 1914. World War I would erupt weeks later. She was to be the HILDA WOERMANN for Hamburg-South & West Africa service. Still incomplete in 1917, she was given the more African name of WAHEHE. But at war's end, in November 1918, she was claimed by the British as a prize of war. Quickly, she was pressed into passenger service. Between 1919-20, she sailed on the UK-Australia run as the WAHEHE but now under the British flag and managed by the Shaw Savill Line. In November 1920, she was sold off, going to the Sydney-based Burns Philp Line, raised the Australian flag and was refitted as the MARELLA. Carrying 165 first class and 75 second class passengers, she spent the next twenty years shuttling between Sydney, intermediate ports and Singapore.

In 1941, she was called-up to serve as a troop transport. This lasted until 1946 when, after a quick refit, she returned to the Singapore service. But changes were ahead. In November 1948, she was withdrawn and quickly sold to Panamanian-flag buyers listed as Compania Navegacion Baru. She was renamed CAPTAIN MARCOS and was refitted as a low-fare passenger ship with up to 929 one-class berths.

In October 1949, after only one voyage as the CAPTAIN MARCOS, she was rechristened LIGURIA. The trans-Atlantic charter began in June 1950 and lasted several months. She was then chartered for further migrant sailings to Melbourne and Sydney, but broke down in Australian waters and required no less than eight months of repairs. Afterward, she was re-introduced as the renamed CORSICA. A few more Australian migrant sailings followed, but the ship was "arrested" for debt in August 1952, seized and laid-up at Casablanca. For two years, she sat idle, neglected and rusting. There was little hope for any future. In October 1954, the only interested buyers were Belgian ship breakers. Soon afterward, she was towed to Ghent and demolished. There quietly ended the days of the former LIGURIA.



The veteran LIGURIA.

(Bill Miller Collection)

SHIP NEWS

By Bob Allen

TITANIC TELEGRAPH: The TITANIC's Marconi telegraph, believed to still be in the sunken liner's wireless room, may be salvaged and eventually displayed. On May 18, Judge Rebecca Smith of the U.S. District Court in Norfolk, VA made a ruling that will allow the salvage company, R.M.S. Titanic, to search for the telegraph. It will be allowed "minimally to cut into the wreck," according to the ruling. Although the wreck is considered to be a gravesite by many, and salvage operations are still very controversial, Judge Smith wrote "The Marconi device has significant historical, educational, scientific and cultural value as the device used to make distress calls while the Titanic was sinking." R.M.S Titanic currently manages a display of 250 items from the TITANIC at the Luxor Hotel & Casino in Las Vegas, NV. Regarding the importance of the telegraph, one of the company's attorneys, David Concannon, stated "It tells an important story. It tells of the heroism of the operators that saved the lives of 705 people. They worked until water was lapping at their feet." However, he did not confirm how or where the telegraph would be displayed if the salvage attempt is successful. Mr. Concannon has taken part in dives to the sunken White Star flagship over the years since its 1985 discovery.

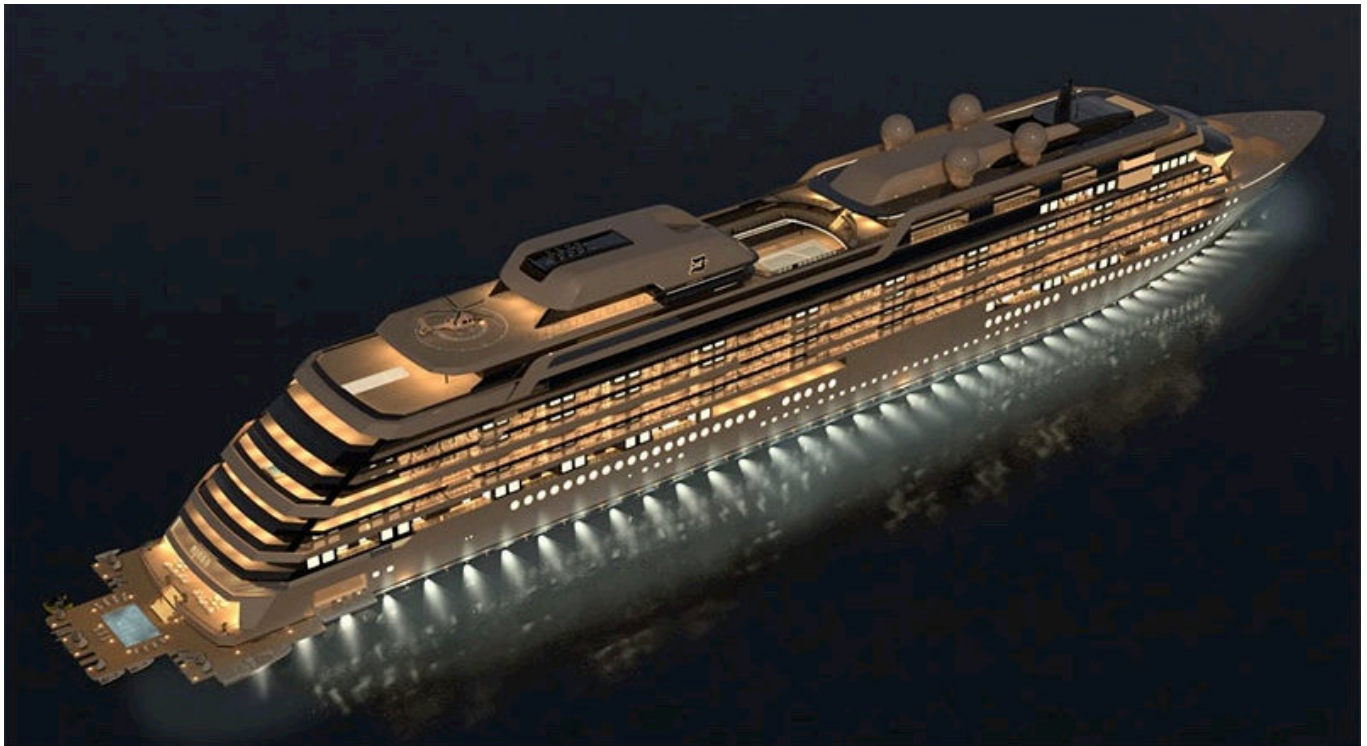
A NEW ORIGIN: Silversea Cruises' SILVER ORIGIN departed her builder's yard in the Netherlands in April, and spent three days at sea undergoing trials. The 100-passenger vessel will be the most deluxe in the Galapagos Islands service, featuring an all-suite layout and butler service. Her passengers will also enjoy "Basecamp," a lounge adjacent to the Zodiac embarkation area. It is designed to allow passengers to mingle with the Ecuadorian expert guides, and to immerse themselves in educational content both before and after shore trips.



SILVER ORIGIN, Silversea Cruises' first destination-specific ship, will cruise Ecuador's Galapagos Islands year round.

(Silversea Cruises)

HOME ON THE NJORD: Ocean Residences Development Ltd. is a new company planning to introduce a residential cruise ship by 2024. It recently announced an agreement with DIV Shipbuilding to construct the 80,000-ton NJORD. DIV will utilize both of its shipyard locations – Kleven Verft in Norway and Brodosplit in Croatia – to build the 950-foot vessel. Ocean Residences' chairman and CEO Kristian Stensby stated, "I am delighted to confirm the signing of an agreement between our company and the DIV Shipbuilding. The DIV Shipbuilding has been appointed as the official shipyard to carry out the construction of the NJORD, an iconic residential yacht, comprising 118 exquisitely appointed residences which will create one of the most philanthropic communities in the world." Although few details of the residential vessel were released, DIV Shipbuilding's chief business officer Zoran Kunkera added "Ocean Residences Development have established, as central to their vision, the desire to construct one of the most technically advanced vessels in the industry that will push the outer limits in terms of sustainability, technical innovation and emissions standards. A vision that is perfectly suited to the talent we have in both Norway and in Croatia."



When completed in 2024, NJORD will be the world's second residential vessel, with apartments ranging from two to six bedrooms.

(DIV Shipbuilding / Ocean Residences Development Ltd.)

FAREWELL, NOORDAM: Marella Cruises has announced the retirement of its oldest vessel, the 1984-built MARELLA CELEBRATION, formerly Holland America Line's NOORDAM. The 33,933-ton ship and her twin sister NIEUW AMSTERDAM (1983) were built at Chantiers de l'Atlantique in St. Nazaire, France. The famed French yard built the ILE DE FRANCE (1927), NORMANDIE (1935) and FRANCE (1962), and much was made of the yard's return to luxury passenger ship construction with the announcement of this contract in late 1980. Holland America employed the 1,214-passenger vessels in the booming upper-middle market of the 1980's, successfully competing with, among others, Home Lines and Sitmar Cruises. The ships reflected both the traditional layout and artwork-filled interiors of HAL's flagship ROTTERDAM (1959), as well as the more modest but forward-looking PRINSENDAM (1973). NOORDAM was typically deployed in the Caribbean in winter, and Alaska during summer months. In the late 1990's she became a regular on European cruises as well, and was popular on all of these routes. After acquiring NOORDAM in 2005, Thomson Holidays renamed her THOMSON CELEBRATION, then rebranded the line and ship names to Marella. MARELLA CELEBRATION cruised throughout Europe, and was to sail from Dubrovnik, Croatia during summer 2020 and 2021. Although intimate by today's standards, when introduced she was the third largest ship by gross tonnage built by Holland America Line. NOORDAM and her sister ship were exceeded in size by only the ROTTERDAM (1959) and NIEUW AMSTERDAM (1938). Marella Cruises' parent company, the huge TUI Group, offered no details of the vessel's future. Given the current situation in the cruise industry, she will likely follow her sister NIEUW AMSTERDAM to the scrapyard.



NOORDAM at her builders yard in France (top); the foyer leading to the Amsterdam Dining Room (above, left) and the Piet Hein Lounge (above, right) were typical NOORDAM interiors. Antique-filled display cases, dozens of sculptures and fascinating period artwork distinguished NOORDAM from most of the world's cruise fleet in the 1980's. (Holland America Line)

COVID-19 UPDATE: Cruise lines worldwide continue to delay return to service dates. As of late May, many lines have announced return dates in July and August, while at least one – new operator Virgin Voyages – will not commence service until October 16. Regarding port access, both Australia and Spain announced extensions of cruise ship bans. Ship owners have used some of the down time for maintenance, but the vast majority of vessels are in layup, with crew repatriation still in progress. There have also been reports that most of the major cruise lines have secured sufficient capital to remain solvent into 2021 without revenue sailings.

2020 PONY BRANCH MEMBER CRUISE – QUEEN MARY 2 TRANSATLANTIC CROSSING:

Join fellow PONY branch members on a festive Transatlantic crossing on the QUEEN MARY 2. Details are provided in the flyer included in the January issue of The Porthole. Contact Brad Hatry at Travel Edge for additional information and reservations: brad.hatry@traveledge.com or 212-399-6223.



TRAVEL EDGE

World Ship Society - Port of New York Branch & Steamship Historical Society of America

- present -

December 8, 2020
7-night Eastbound Transatlantic Crossing
New York to Southampton aboard

QUEEN MARY 2



Sail together on Cunard Line's Queen Mary 2, a remarkable flagship whose style and elegance are legendary.



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***Join your fellow ship enthusiasts for a holiday voyage
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or e-mail: brad.hatry@traveledge.com**

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