



FRIDAY, FEBRUARY 25, 2011 – 6 P.M.
AT THE COMMUNITY CHURCH ASSEMBLY ROOM, 40 EAST 35TH STREET, MANHATTAN

THREE CUNARD QUEENS – SIMILARITIES & DIFFERENCES

DAVID HUME

Tonight, David Hume, our recent branch chairman and a frequent sea traveler, will share his thoughts on the design and arrangement of the public rooms aboard the current three Cunard Queens – QUEEN MARY 2, QUEEN VICTORIA and QUEEN ELIZABETH. He will illustrate the similarities between the QUEEN VICTORIA and the QUEEN ELIZABETH and the distinguishing characteristics which make each ship unique. He will show how the layout of the newer Cunard Queens has diverged from the layout of the QUEEN MARY 2. David has sailed aboard all three Queens, including the brand - new QUEEN ELIZABETH in January during the westbound tandem crossing with QUEEN VICTORIA; the maiden voyage of the QUEEN VICTORIA from Southampton on December 11, 2007, and ten voyages aboard QUEEN MARY 2, most recently on January 4, 2010.



From top, three Cunard Queens: MARY 2 in New York, VICTORIA in Sydney, Australia and ELIZABETH in Southampton, England. (Ted Scull)

NEXT MEETINGS: THURSDAY, MARCH 24 FRIDAY, APRIL 29 FRIDAY, MAY 20 FRIDAY, JUNE 24

ADDRESS: PO Box 384, New York, NY 10185-0384 **E-MAIL:** wsspony@gmail.com **WEBSITE:** www.worldshipny.com

THE PORTHOLE, published by the Port of New York Branch, World Ship Society, welcomes original material for publication. Address to the editor, Bob Allen, at oceanvoyag@aol.com or via the PONY mailing address.

SHIP'S LOG

Would he or wouldn't he? That was the question in many PONY Branch minds as members gathered for the January meeting. Bill Miller, the evening's speaker, was delayed in Fort Lauderdale by a weather malfunction. Would he make it back to New York in time for the meeting? Fortunately he did, entering to a round of applause from early arrivals, and gave us another of his spellbinding programs.

Introduced by Chairman Carol Miles with a description of his career highlights, Bill spoke first of the advantages (to a shipwatcher) of growing up in Hoboken, and introduced us to his long-time shipwatching friend Tony LaForgia. He also gave a brief rave review of the 6100-passenger ALLURE OF THE SEAS, from which he had disembarked into that bad weather.

Then he plunged us into a PowerPoint presentation of ship history, entitled "As the Ship Turns." An avowed soap opera fan, Bill compared these vessels of the past to soap opera characters who disappear from the screen, only to reappear in a different guise, with new makeup and costumes. The vast majority of photos shown were his own, of his usual excellent quality.

He cast off with the UNITED STATES, which he described as "one of the most gorgeously designed" ships, now in her 41st year of layup, and due to recent events, Bill advised us to "Stay tuned." The "iconic" Cunard Line's cruising history came in for much attention, up to its present-day situation of having been "saved" by Carnival. There was the FRANCE, which Bill described as the last of the legendary liners, and its transformation into the NORWAY, which began the new age of the ship as destination. Other lines were not neglected: There were the INDEPENDENCE and CONSTITUTION; the ARGENTINA and BRASIL, with their eight or ten names apiece; Grace Line; NCL, another of the major players; and still more.

Bill's attention was not limited to the Port of New York. We saw many ships that called elsewhere. There were those of the Costa Line, which started with olive oil-carrying freighters; Holland America, one of Bill's favorites and now a part of the Carnival empire; the yachtlike vessels of Swedish American and Norwegian America; Canadian Pacific, whose EMPRESS OF CANADA was sold to Ted Arison and as the MARDI GRAS was the start of the Carnival empire. And many more, many with their own claim to fame.

We thank Bill for this latest of his great, entertaining programs. We also thank Paul Immerman for standing by with an alternate program, "just in case."

Marge Dowman



Famous American sister ships featured in Bill Miller's January 28 program: BRAZIL & ARGENTINA (above left), and INDEPENDENCE & CONSTITUTION (above right).

(Bob Allen Collection)

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)
QUEEN ELIZABETH	Southampton	New York	Transatlantic	Ron Brodie & John Kennedy
QUEEN ELIZABETH	Southampton	New York	Transatlantic	Stanley Utterback
QUEEN ELIZABETH	Southampton	Southampton	Mediterranean Cruise (MV)	Dorothy Lippincott
MILLENIUM	San Juan	San Juan	Southern Caribbean	Mary & Ralph O'Hara
QUEEN VICTORIA	Venice	Rome	Mediterranean Cruise	Barbara & Bob Rothschild
QUEEN VICTORIA	Venice	Rome	Mediterranean Cruise	Mary & Joseph Rinaldi



The EUROPA and QUEEN VICTORIA docked in Rhodes, Greece on November 8, 2010.

(Joseph Rinaldi)



The QUEEN VICTORIA docked in Corfu, Greece, with the Sea Tower in the foreground, November 2, 2010.

(Joseph Rinaldi)

Feel free to email photos taken on your cruises to The Porthole for possible inclusion in "Arrivals and Departures."

PLEASE SEND YOUR STORIES AND PICTURES!

We know that many of you have great stories about your cruises, maritime interests, collections and other topics of interest to WSS PONY members. To contribute to the Porthole, just contact Bob Allen at a meeting or via email at oceanvoyag@aol.com. If possible, please send stories in Microsoft Word format. Hardcopy stories should be mailed to the WSS P.O. Box.

YOUR SHIP OF THE MONTH

Response to the new Ship of the Month feature has been very positive. Do you have a liner that you would like to see profiled? If so, email the editor at oceanvoyag@aol.com, or write The Porthole at the mailing address on the front page.

CROSSED THE BAR

We are sorry to report the passing of former member Bunny Brower on January 25th, from lung cancer. Bunny's enthusiasm for travel was expressed professionally, as a travel writer, and after retirement by sea travel, mainly on freighters but also on some passenger vessels. She was also an avid opera lover. Our condolences to her family and friends.

Marge Dovman

YOUR DAILY PROGRAMME

SEAPORT MUSEUM NEW YORK, www.seany.org Contact via email reservations@seany.org or call 212-748-8786. **Decodence** (the continuing exhibit about the French Line's NORMANDIE of 1935) at 12 Fulton Street. This spectacular exhibit **HAS BEEN EXTENDED UNTIL SUNDAY, APRIL 24, 2011**. Tours are being offered Saturdays and Sundays, February 12 & 26, March 12 & 13, 26 & 27. **Join Museum Educators** for an intimate look at rarely-seen items from the Museum's permanent collection, 6-8 PM, Friday February 18. **Also, join Museum Educators for Scrimshaw and Sailor Art**, 1-4 PM, Saturday March 12 at 12 Fulton Street. **Free Friday:** March 18, 5-8 PM. Meet for an open dialogue and to mix and mingle among ship captains, maritime managers, and other New York waterfront workers. Contact Seaport Museum New York for details on tour and event times, pricing and reservations.

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. **MARCH MEETING, Wednesday March 9, 2011** will be RCMP **SCHOONER ST. ROCH – WORKHORSE OF THE NORTH**. Speaker is Daniel B. Lemieux, retired R.C.M.P. Staff Sergeant. Dan will use a power-point presentation to tell the story of the ST. ROCH. He will explain why it was built and where it worked prior to going through the North West Passage. He will tell you what it was like for young police officers to live and work with the Inuit in the 1930's. You will hear humorous stories about long patrols by dog sled. He will describe what happened to a police officer who ate too much Caribou marrow. You will learn how the Inuit make popcorn and hear polar bear stories. Global warming and the St. Roch's role in Canadian sovereignty will be covered. Caution - dress warmly. You will be going to the Arctic where the average winter temperature is minus 40 degrees Celsius. Meetings are held at the Vancouver Maritime Museum at 1905 Ogden Avenue (Kitsilano Point).

NEW SOUTH WALES WSS: For information, contact PO Box 495, Grosvenor Place 2000, New South Wales, Australia. The next meeting is on Thursday February 17, and the program is a DVD, "Shipping in Hamburg, 1938." This DVD is made available by Newcastle member Dallas Hogan, and shows the diverse shipping seen in the German port just before World War II. Meetings are held at the Uniting Church complex in Lord Street, Roseville at 8:00 PM.

CRUISE WITH THE PORT OF NEW YORK WORLD SHIP SOCIETY ON THE MS ROTTERDAM

We are pleased to announce a World Ship Society group cruise for 2011. It will be a 9-night transatlantic crossing on Holland America's ms ROTTERDAM (VI), with a pre-cruise option to stay on the ss ROTTERDAM (V), now a museum, hotel and convention venue in Rotterdam, Holland. See the enclosed flyer for information, rates and booking instructions.



ROTTERDAM VI at Malta in 2010

(Holland America Line)

SHIP NEWS

PHANTOM OF THE PACIFIC PEARL

P&O Australia's 63,524-ton, 1989-built PACIFIC PEARL (ex-STAR PRINCESS, ARCADIA, OCEAN VILLAGE) was on a cruise from her home port of Auckland, New Zealand in late January when a 9-foot-diameter chandelier fell from the deckhead of the main atrium. It dropped through the open three-level space and crashed onto café tables below. Luckily there were no injuries, as this happened at 2:30 AM. (A few hours earlier, the atrium was the site of a champagne waterfall party.) The chandelier was installed during the ship's recent multi-million dollar refit in Singapore. P&O is investigating the cause of the accident.

POLAR STAR AGROUND

Polar Star Expedition's 4,998-ton, 1969-built POLAR STAR went aground on a rock near Detaille Island, Antarctica on January 31. She sustained minor damage and was able to sail to King George Island, where divers inspected the vessel and determined she could cross the Drake Passage and return to Ushuaia. As a precaution, she transferred 52 passengers to other vessels and crossed with only her crew and staff aboard.

NEW OWNER FOR THE S.S. UNITED STATES

Ownership of the UNITED STATES has passed from Norwegian Cruise Lines/Genting Hong Kong to the S.S. United States Conservancy. The three million dollar purchase announced last July was financed by Philadelphia philanthropist Gerry Lenfest, as is the continuing maintenance of the vessel for the next 20 months. The conservancy has until then to create a viable development plan for the vessel. Dan McSweeney, the conservancy's executive director, sees a public-private partnership as the goal to save the UNITED STATES. He envisions her 650,000-square-foot interior as a hotel or hotels, with supporting shops and restaurants or classrooms and offices. Conservancy board president Susan Gibbs, granddaughter of UNITED STATES' designer William Francis Gibbs, has stated that talks are in progress with municipal officials in New York, Miami and Philadelphia, but declined to give details. The final sale was delayed by the Environmental Protection Agency, over concerns regarding toxic PCB's on the vessel. These concerns were adequately addressed by the new owners, who celebrated their acquisition at a reception at the Philadelphia Ikea store cafeteria, which enjoys good views of the derelict superliner across the street.

HAPAG LLOYD TOO?

For those who thought unimaginative liner names come only from mass market companies and little-know start-ups, consider this: luxury operator Hapag Lloyd will name its newest ships EUROPA 2 and COLUMBUS 2. Fortunately, there is good news here as well; these vessels will greatly expand the capacity of Hapag Lloyd, and

will offer a slightly less formal version of their cruise product, featuring shorter itineraries. EUROPA 2, to be built by STX France in St. Nazaire, will be one of the most spacious ships in the world. At 39,500-tons, her tonnage will be nearly identical to that of the legendary OCEANIC, which carried 1,600 passengers, but EUROPA 2 will carry only 516. This gives her a remarkable passenger-space ratio (gross tonnage divided by passenger capacity) of 76, exceeding that of luxury vessels operated by Crystal and Regent Seven Seas. She will be built and owned by a third-party company outside of the Hapag Lloyd owner TUI group, and will be on a 12-year charter to Hapag Lloyd. COLUMBUS 2 will be the former INSIGNIA, on charter for two years from Oceania Cruises, and will start sailing for Hapag Lloyd in spring 2012. Construction on EUROPA 2 will commence in September 2011, with her maiden voyage scheduled for 2013.



EUROPA 2 will be one of the most spacious and luxurious cruise ships afloat when she enters service in 2013. (STX France/Hapag Lloyd)

LIBYA'S FIRST CRUISE SHIP

Libya's state-owned GNMTTC (General National Marine Transportation Company) has ordered its first cruise ship from STX France, with delivery scheduled for December 2012. The 139,400-ton vessel is very similar in size and design to the MSC Cruises' SPLENDIDA and FANTASIA, but will have accommodations for additional passengers. The unnamed cruise ship will be the first owned by an Arab company.

CRUISE FERRY WILL BE LARGEST PASSENGER SHIP FUELED BY LIQUIFIED NATURAL GAS

Viking Line has ordered a 57,000-ton cruise ferry from the STX Finland yard in Turku that will be one of the most environmentally-friendly passenger ships ever built. She will operate in the shallow waters of the Finnish and Swedish archipelago, and is designed to minimize wave forming, noise and emissions. The unnamed vessel will have a capacity for 2,800 passengers, as well as 1,275 lane-meters for trucks and a separate deck with 500 lane-meters for passenger cars. Delivery to Viking Line is scheduled for early 2013, and there is an option for a sister ship.



Viking Line's new LNG 57,000-ton cruise ferry will be a very environmentally-friendly vessel.

(STX Finland/Viking Line)

MARINA IS OCEANIA'S FIRST NEWBUILD

Oceania Cruises' 66,000-ton MARINA arrived in Miami after her maiden voyage from Barcelona on February 4. She was officially named by her godmother, Entertainment Tonight's Mary Hart, as part of a series of inaugural festivities. Built in Italy at Fincantieri's Sestri Ponente Yard, the 1,250 passenger liner features a Jacques Pepin restaurant (and 9 additional dining venues), suites furnished by Ralph Lauren Home, a Canyon Ranch Spa Club and Lalique crystal decoration on the main staircase. Luxury operator Oceania Cruises has a sister ship, RIVIERA, under construction at the same shipyard. RIVIERA's maiden voyage is scheduled for April 2012.



Oceania Cruises' first newly-built liner MARINA arrives on her Maiden Voyage to Miami.

(Oceania Cruises)

EGYPTIAN VIOLENCE ALTERS CRUISE ITINERARIES

Winter Mediterranean cruises which include Egyptian ports-of-call have become increasingly popular in recent years. Unfortunately, the recent crisis in Egypt has caused cruise lines to eliminate all stops in Alexandria and Suez. Major operators in the region affected by this situation include Costa, MSC, Royal Caribbean and Norwegian Cruise Line. Should the unrest in Egypt last until summer, other lines including Celebrity, Holland America and Cunard may be affected as well.

FINANCIAL REPORT OF PONY WORLD SHIP SOCIETY - 2010

Category & Description	2010 TOTAL
INCOME	
OL Bazaar	2,273.00
Dues	14,490.00
Guest Fees	0.00
Interest	213.09
Other	2,545.14
Special Activities	1,600.00
TOTAL INCOME	21,121.23
EXPENSES	
Contribution	0.00
Dues & Subs. Misc.	700.00
Honoraria	772.66
Insurance	1,138.00
Miscellaneous	167.09
OL Bazaar	1,797.75
Postage & Copies	331.52
Refreshments	789.16
Rent	4,040.00
Special Activities	2,950.00
The Porthole	6,299.49
Website	4,878.07
Accountant's Fee	750.00
TOTAL EXPENSES	24,613.74
OVERALL TOTAL	(3,492.51)

CUNARD'S GALA CELEBRATION IN NEW YORK HARBOR – JANUARY 13, 2011

BY THEODORE W. SCULL

A trio of 21st century Cunard Queens filed majestically into New York Harbor well before the sun was up on a bitter cold Thursday, January 13th.

First in line was *Queen Victoria*, followed by the three-month-old *Queen Elizabeth*, both having sailed in tandem across the Atlantic and docking respectively at Piers 90 and 88 on Manhattan's West Side. Lastly came flagship *Queen Mary 2*, just up from the Caribbean to berth in Red Hook, Brooklyn.

The trio spent the day off-loading thousands of passengers and their baggage and taking on new passengers, luggage, supplies and fuel for distant ports.

For the triple departure that same evening, the PONY Branch chartered a NY Waterway ferry, sharing the cost with the Seaport Museum New York. Just before 5pm, a sellout crowd of 150 boarded the ferryboat *Robert Fulton* at NY Waterway's Pier 78, and after a brief delay to wait for some late-arriving passengers, we sailed a short distance upriver.

Queen Victoria was already reversing into the North River and for reasons unknown, she did not signal her departure. *Queen Elizabeth* followed and only made the reversing blasts once she was turning in mid-stream. Looking south beyond the Battery into Upper New York Bay, *Queen Mary 2* was also moving into her key position off the Statue of Liberty.

While security zones surrounded all three ships, that did not impede clear views of the first two Cunard ships set against a brilliantly lighted midtown skyline. Most prominent was the top of the Empire State Building glowing **Cunard Red** for the celebratory occasion.

In spite of the bitterly cold night, most moved from the warm cabin to the upper deck for the best view. Cameras clicked furiously as if at a presidential news conference, but with the ferryboat bobbing with the waves, most shots were artfully blurry. Those with fancier cameras captured more sharply the scene of fully-lighted ships and the dazzle of a city that never sleeps.

We remained on the New Jersey side, passing the Hoboken's Erie-Lackawanna Terminal whose neon letters read **ERIE LA KAWA A** as three had fizzled out, and then the large, lighted Colgate clock just to the south of the Goldman Sachs skyscraper, New Jersey's tallest.

We held our position between the Battery and Ellis Island while the liner trio lined up for 20 minutes of spectacular Fireworks by Grucci, billed as America's First Family of Fireworks. They did not disappoint and by 7:20, the brilliant show was over and the three Cunarders went on their way - world voyages for *Queen Mary 2* and *Queen Elizabeth* and to the West Coast via Panama for *Queen Victoria*.

Our entire group then sought the warmth of the lower deck cabin and continued socializing until the ferry arrived back at Pier 78, where we dispersed to NY Waterway and cross-town buses and taxis, with an intrepid few heading east on foot.

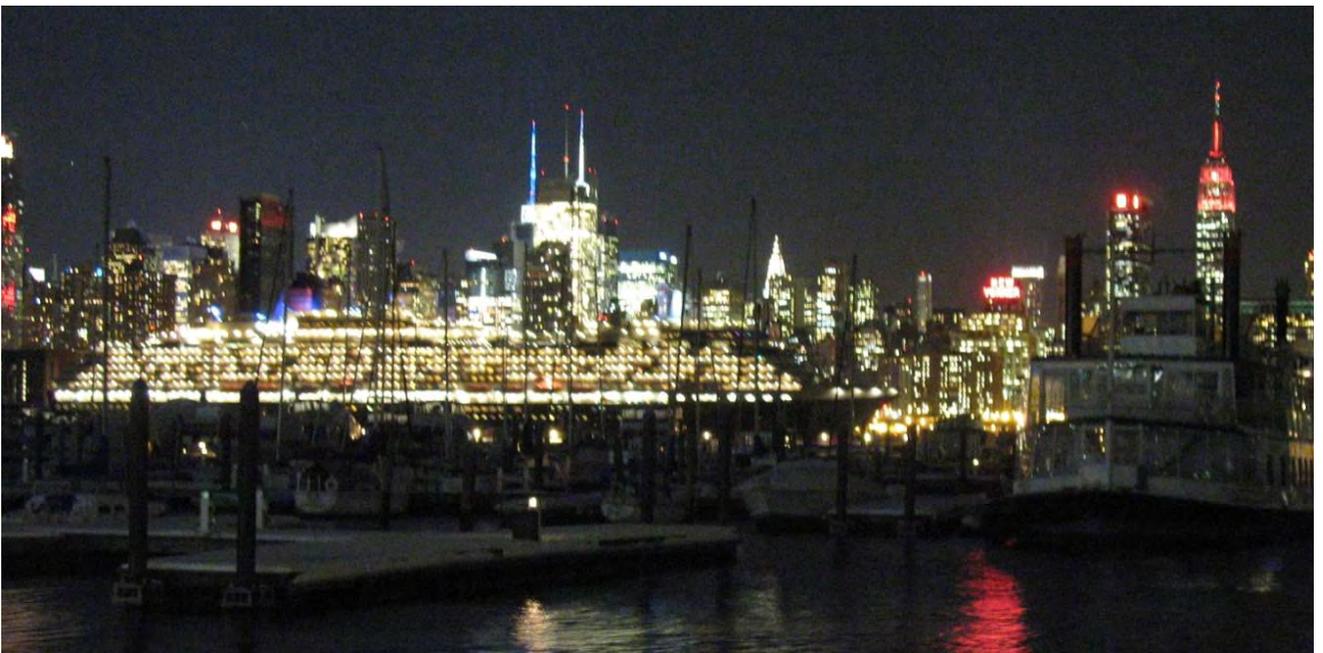


The three QUEENS and the Grucci fireworks display as seen from Battery Park in Lower Manhattan.

(Paul Klee)

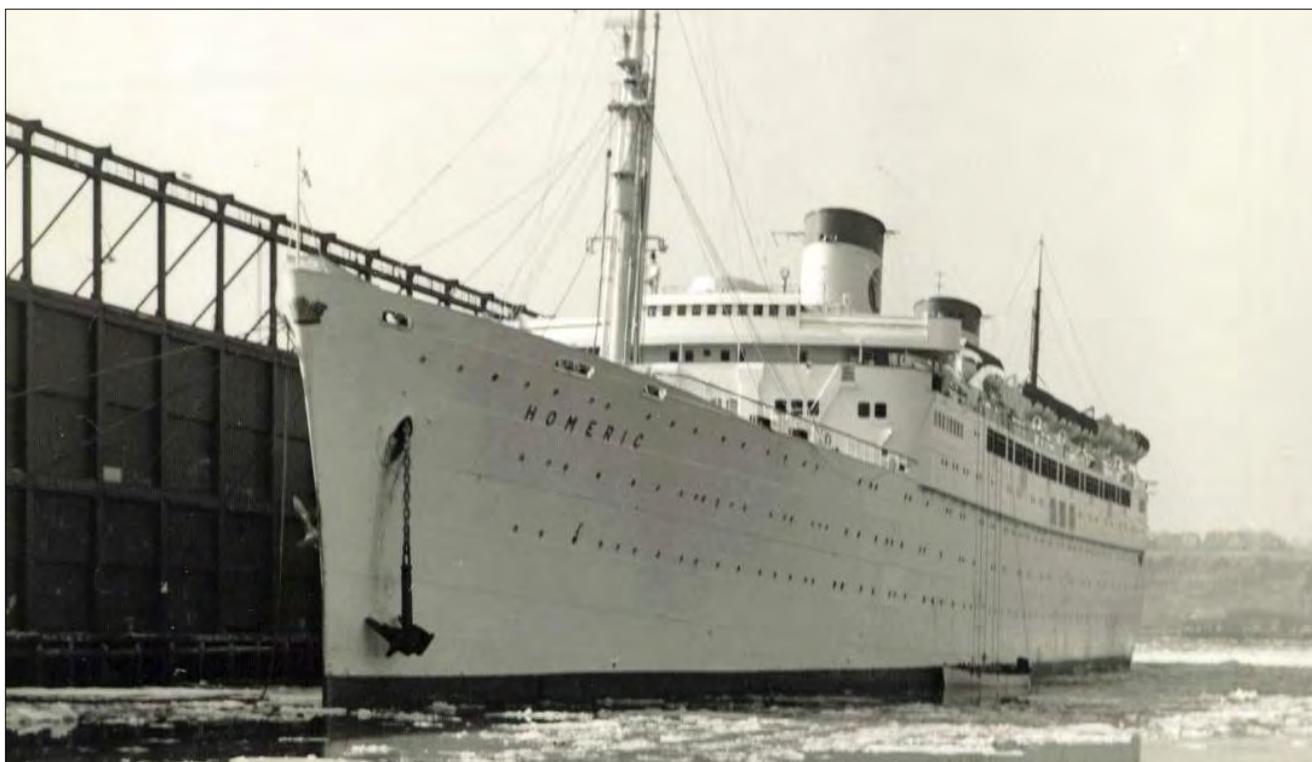


A spectacular aerial view of the three QUEENS with Manhattan in the background and the Statue of Liberty in the foreground. (Cunard Line)



The QUEEN ELIZABETH passes midtown Manhattan en route to the "Royal Rendezvous." Note in this photo and the one above that the Empire State Building has been illuminated in Cunard Red. (Bob Allen)

SHIP OF THE MONTH



HOMERIC, ex-MARIPOSA

(Bob Allen collection)

HOMERIC started her long and interesting life as MARIPOSA, one of the four great post-World War I Matson Liners, along with her sister ships MALOLO, MONTEREY and LURLINE. MARIPOSA was a larger, improved version of MALOLO, which was rebuilt (as MATSONIA) in 1937 to be more in line with her later sister ships. The successful transpacific service of these famous "White Ships" was interrupted by World War II in 1941; all served as troopships between 1941 and 1946. After the war, Matson Lines resumed service with MATSONIA in 1946, replaced in 1948 by the LURLINE, the only one of the original sisters for which Matson could finance postwar rebuilding. Planned restoration of MARIPOSA was abandoned due to high costs, and she was laid up in Alameda, CA in 1947. Subsequently offered for sale, she was purchased in 1953 by Home Lines of Genoa, a relatively new company founded in 1946 by Eugen Eugenides. Eugenides built a fleet of modest, older vessels to serve secondary transatlantic routes after World War II, transporting passengers between Europe, South America and Canada. Wisely, Eugenides used his vessels for off-season cruises in order to keep maximum revenue flowing year-round. MARIPOSA's engines were rebuilt at the Todd Shipyards in San Francisco, and then she sailed to Italy for complete rebuilding of her interiors at the renowned Cantieri Riuniti dell'Adriatico at Monfalcone. She was given high-quality first and tourist class accommodations, and decorated in a modern interpretation of the Odyssey and classical Greek themes. Following her 1955 inaugural voyage as HOMERIC, she was instantly popular on both transatlantic crossings and on Home Lines increasingly lavish cruises of the late 1950's and early 1960's. In 1963, with most transatlantic passenger traffic moving to jet planes, HOMERIC was shifted to full-time cruising under the command of the popular master Giovanni Ruffini. It was then that HOMERIC's reputation was solidified as one of the most beloved and luxurious cruise vessels of her era, offering weekly Nassau service from New York from April to December, and longer winter voyages to the Caribbean. HOMERIC was replaced as Home Line's flagship in 1965 by the OCEANIC, a 39,000-ton ultra-modern vessel designed for Cuxhaven-Montreal service in peak summer months. Because of the superb legacy of luxury cruises established by HOMERIC, as well as diminishing passenger traffic, OCEANIC entered service as a full-time cruise ship. They sailed as fleet mates until July 1973, when a serious kitchen fire sent HOMERIC back to Italy for repairs. Unfortunately, the cost of repairing the 41-year old liner was considered excessive, and she was sold later that year to Taiwanese scrap merchants. A pioneer in modern luxury cruising, HOMERIC will be remembered as an important ship of her time.

Owner: Home Lines, Genoa, Italy
Original owner: Matson Navigation Co. San Francisco, CA
Builder: Bethlehem SB Corp. Quincy, MA
Rebuilder: Cantieri Riuniti dell'Adriatico, Monfalcone
Route: LeHavre – Montreal; cruising
Service speed: 20 knots

Dimensions: 641' x 79.4' x 18,563 grt
Passenger capacity: 1,243 Transatlantic; 700 cruising
Maiden Voyage (as MARIPOSA): February 2, 1932
Maiden Voyage (as HOMERIC): January 24, 1955
Last Voyage: June 30, 1973; damaged by fire July 1, 1973
Demise: Scrapped, Kaohsiung, Taiwan, 1974

OFFICERS

Chairman: Carol Miles
 Vice Chairman: Marjorie Dovman
 Membership Sec'y: Tom Rinaldi
 Branch Sec'y: Roxanne Almond*
 Treasurer: Alan Borthwick

EXECUTIVE BOARD

Bob Allen
 Richard Faber
 Doug Friedlander*
 David Hume*
 David Powers*
 George McDermott*
 J. Fred Rodriguez*
 Ted Scull*
 David Sykes*
 Dan Vaccaro

COMMITTEE HEADS

Program: Ted Scull*
 Finance: Alan Borthwick
 House: J. Fred Rodriguez*
 Membership: Tom Rinaldi
 Newsletter: Bob Allen
 Nomination/Recruit: George McDermott*
 Special Events: Dan Vaccaro

* = past chairman