



Tracking Down Preserved Passenger Ships in Asia

by Tom Rinaldi

FRIDAY, JUNE 24, 2011 – 6:00 P.M.

AT THE COMMUNITY CHURCH ASSEMBLY ROOM, 40 EAST 35TH STREET, MANHATTAN

WSS PONY member Tom Rinaldi will discuss visits to five historic liners and merchant ships preserved in Asia. Around the world, only a small handful of deep-sea merchant vessels have been successfully preserved by way of adaptive reuse. Five of these ships can be found serving in stationary roles in the Philippines, China and Japan today. Tom will have the opportunity to visit these ships this spring thanks to a fellowship awarded by the Graduate School of Architecture, Planning and Preservation at Columbia University. He will report his findings at our June meeting. Vessels discussed will include:

mv PHILIPPINES (ex-mv AUGUSTUS, 1952); MANILA, PHILIPPINES:

Adapted for stationary use as a hotel and convention center at Manila in 1999. Today one of only two surviving South Atlantic liners that facilitated the postwar diaspora from Europe to South America. Little altered from original construction, with intact interiors by Gustavo Pulitzer Finali and others.

mv BRASIL MARU (1954); ZHANJIANG, CHINA:

Retired from service in 1974, she subsequently became a museum ship at Toba, Japan. Moved to Zhanjiang, China for continued preservation as a museum ship, 1997.

mv MING HUA (ex-mv ANCERVILLE, 1962); SHENZHEN, CHINA:

Permanently moored at Shenzhen, China in 1986 for stationary use as hotel and event space.

mv YOTEI MARU (1965); TOKYO, JAPAN:

Following a brief stint as the Japanese government's floating pavilion during "Ship and Sea Expo" held at Genoa, Italy in 1992, she was preserved as a floating exhibit at the Museum of Maritime Science in Tokyo.

mv HIKAWA MARU (1930); YOKOHAMA, JAPAN:

Retired in 1960, the ship was permanently moored at Yokohama and adapted for new use as a youth hostel and museum. Closed briefly in recent years, the ship is now operated as a museum by NYK line. One of only three pre-World War II passenger liners still afloat.



Italian Line's magnificent AUGUSTUS of 1952, one of the preserved passenger ships of Asia. (Bob Allen Collection)

NEXT MEETINGS: Friday, September 30; Friday, October 28; Friday, November 18; Friday December 9

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ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)
INDEPENDENCE	Providence	Providence	New England Islands	Ted & Suelyn Scull

SHIP'S LOG

April, 2011

On a balmy April evening, Chairman Carol Miles appeared before us in her steamboat captain's hat, in keeping with the evening's topic. Ted Scull followed (bareheaded) to introduce our speaker, Richard Anderson, founding president of the S. S. COLUMBIA Project. The subject is part of Ted's scheme to change course a little from our usual fare of liners and cruise ships to include other maritime topics.

The S.S. COLUMBIA Project's aim is to restore a neglected historic steamboat and with it return steamboat travel to the Hudson River. In his introduction, Ted expressed pleasure at the possibility of cruising on the Hudson once again.

Mr. Anderson began his PowerPoint presentation with the mission statement of his project: sustainability education, access to the cultural, scenic and environmental resources of the Hudson Valley and New York Harbor, and revitalization of Hudson waterfront communities through responsible heritage tourism. His intentions are to bring the COLUMBIA to New York for restoration, and ultimately to earn money from daily Hudson excursions.

We were given the background and history of the COLUMBIA, a product of the ongoing collaboration of naval architect Frank Kirby and artist/designer Louis Keil, who together designed and built many Great Lakes steamboats in their shipyard, as well as some of the best-known Hudson River boats such as the ALEXANDER HAMILTON, with Kirby handling the engineering and Keil the design.

Of the three surviving steamboats, only the COLUMBIA is viable. Built at Kirby's shipyard in 1902, she is 220 feet long, 50 feet wide and could carry 3200 passengers at 21 mph (sic). She plied between downtown Detroit and the amusement park at Canada's Bob-Lo Island, leaving many Detroiters with happy memories. This cheerful career was terminated in 1991 by a real estate deal that ultimately fell through. The vessel had undergone many alterations but was left in generally good shape, which extended to her solid steel hull and her machinery, except for the boilers. Unfortunately, lack of care and maintenance during her long layup did nothing constructive for her condition.

The boat's history included Prohibition adventures, and a legal case that struck one of the first blows against segregation, back in 1945.

Mr. Anderson took us on a brief tour of the boat as she was when acquired, and as those areas are now, wherever repairs have been made. We could also see samples of her elegant design and careful construction - including mahogany, stained glass and carving, even in the crew quarters. She was also the first steamboat to boast a ballroom.

We heard of some of the laborious, cliffhanging procedures that finally put the COLUMBIA into the project's hands.

The project hopes to have the COLUMBIA in New York next year, and upstate ports have been checked out as home berth for the restoration work, which will be open for public viewing. Mr. Anderson hopes for a permanent berth in Hudson River Park, and envisions an ambitious program of several stops along the Hudson with educational and enrichment programs, concerts and tourist information - with dancing in the ballroom on the return trip.

\$38 million is needed; donations and volunteers will be appreciated. To help the project on its way, Ted presented Mr. Anderson with a \$50 check from the FONY Branch.

Tax deductible donations can be made out to the S. S. COLUMBIA Project, 232 E. 11th Street, New York, NY 10003, or online to www.sscolumbia.org For information about volunteering, e-mail contact@sscolumbia.org

Marge Dornan

SHIP'S LOG

May, 2011:

As befits the eve of the End of the World, our May meeting began with some minor almost-mishaps -- where was the speaker? would we have refreshments? what happened to the microphone? But all were solved in a timely fashion, with another very interesting preservation-centered program.

The evening's speaker, Linda Dianto, is in charge of the campaign to establish the National Lighthouse Museum on the site of the original U. S. Lighthouse Service Depot on Staten Island. Ms Dianto has a Master's in Education from CUNY, and from NYU, both a Certificate in Administration of Recreation Services and a Certificate in Philanthropy and Fundraising, making her well equipped for the job she has taken on.

Introduced by Ted Scull, Ms Dianto began her PowerPoint presentation with the 1997 choice of the Staten Island site after a search for the best location for a national lighthouse museum, the chosen spot being central to both New York Harbor and shipping. Ms Dianto mixed local history, starting with the original inhabitants, the Lenape Indians, and including the story of Kate Walker, who became the keeper of the Robbins Reef Lighthouse on the death of her husband, and rowed her children across the harbor to school on Staten Island every day, with the aims of the project, fundraising ideas and the benefits for Staten Island of tourism based on this national site.

Archival photos showed scenes of the location's past, including remaining buildings and facilities and how they could be used. A pier comes with the property and a use must be figured out for it, too.

Ms Dianto, a longtime Staten Island resident, fervently believes in her project and took it over when the previous board abandoned ship. Starting out with no money, she and her board of directors are thinking outside the proverbial box for any ideas and contacts that will bring in funds. A request to the two New York senators brought the response that federal funds were available once the museum had been open for three months.

Visitors to the museum site are welcome now, and activities are already underway, such as a lecture, "Terrestrial vs Celestial... the Story of the Lighthouse!" on June 2nd, and a baseball game by the Staten Island Yankees on August 7th, National Lighthouse Day (profits to the museum). Leaflets were passed around about both. Among the ideas for future activities are tours to the 15 local lighthouses, and leaving brochures at hotels to attract tourists.

To further her aim of creating a world class national museum, Ms Dianto has set up the 1-1-11-2012 Challenge - to bring in \$1 million in one year to launch Building 11 by 2012, Building 11 being the smaller one shown on The Porthole's front page, which will become the museum's starter home.

Ms Dianto's involvement and determination leave little doubt that she and her associates will succeed. Ted presented a \$50 check from the PONY Branch as a helpful donation.

Oh, yes - the world is still functioning!

Marge Dovman

Participation in and donations to the museum are invited. Tax deductible donations, made out to National Lighthouse Museum, may be mailed to the museum at One Lighthouse Plaza, P. O. Box 10296, Staten Island, NY 10301-0296. For further information about any aspect of the museum and its activities, call 855-NLM-SINY, or e-mail info@lighthousemuseum.org

An Atomic Day on NS SAVANNAH

Greg Fitzgerald Member, WSSPONY

It was mildly concerning to spend the purported day of the rapture onboard a nuclear-powered ship. The timing of the WSS PONY trip to visit the Nuclear Ship SAVANNAH in Baltimore for National Maritime Day coincided by chance, but the 16 members who got to Baltimore either by motorcoach from New York or by their own means were certainly glad that they had gone to view one of the country's maritime treasures fully decked-out on a gorgeous day instead of preparing for the end of the world.

The SAVANNAH (1962) is a showpiece of the Atomic Age. The first civil nuclear-powered ship in America, she was built at the New York Shipbuilding Corporation in Camden, New Jersey as part of President Eisenhower's "Atoms for Peace" initiative. Everything about SAVANNAH evokes the optimism and scientific progress of the late 1950s, from her Jetsons-like décor to her nuclear reactor. Operational for State Marine Lines from 1962-1965 in passenger-cargo service, and then leased to American Export-Isbrandsten Lines for cargo-only service from 1965-1972, she has been in perpetual layup since. Partially water damaged by Hurricane Hugo in 1989 while berthed in Charleston, she is now in a state somewhere between restoration and time-weathered artifact.

The shape of SAVANNAH is captivating, most notably because her power plant dictates that she has no funnel. As we approached her on the coach, the flare of her bow, the shear of her cargo deck, and her streamlined superstructure stood out amongst the containers of the Baltimore cargo terminals. After a brief health and safety briefing, we were onboard SAVANNAH, in her shockingly sparse, modern Purser's Lobby. Dominated by a large curved orange sofa, the space evoked immediately that this ship was a product of the Atomic Age. A combination of modernism and utilitarianism defines the public spaces throughout the ship, with motifs throughout reflecting the wonders of her power plant.

Before the National Maritime Day ceremonies on the aft decks, I took some time to explore SAVANNAH with some other WSS PONY members. Every space onboard had a cohesive and futuristic theme, put together by Jack Heaney and Associates of Wilton, Connecticut. Echoes of the Purser's Lobby were seen in the Verandah, the ship's large, light-filled main lounge, where sleek orange leather stools sat in front of a bar with a molecular motif lighted in red, white, and blue behind. The passengers' dining room, almost completely untouched since SAVANNAH's launch, was a temple to formica and vinyl, with the wall behind the captain's table dominated by a plaster bas relief entitled "Fission," evoking the process that propelled SAVANNAH.

At 11:30, we made our way to the aft decks for the National Maritime Day celebrations, with several dignitaries of the Port of Baltimore, MARAD, the Merchant Marine Academy at King's Point, and the Baltimore Fire Department in attendance, among others. After several speeches outlining the efforts and successes of the port as a commercial hub, supporting everything from container shipping to Royal Caribbean's ENCHANTMENT OF THE SEAS, the pomp and circumstance began, with military salutes, a bell tolling, a moment of silence, and a final salute by fireboats from the Baltimore Fire Department and a Moran tug to the tune of SAVANNAH's whistle. To the crew of the arriving container ship MSC CARLA, it must have been quite a shock to have such a welcome.

After the ceremonies adjourned, we proceeded to the port enclosed promenade to enjoy a crabcake lunch, provided by local eatery Buontempo Brothers. This being the Chesapeake Bay, the meal was fantastic and the proceeds from it would go to benefit preservation projects onboard SAVANNAH throughout 2011.

For WSS PONY members, the day concluded with a private question-and-answer session in the Officer's Mess onboard with SAVANNAH's decommissioning and delicensing director Erhard Koehler. Like a land-based nuclear power plant, SAVANNAH is held to strict standards regarding the decommissioning of her reactor, which must be completed by the end of 2031—sixty years after she reached criticality on 21st December 1961. This situation puts SAVANNAH in a curious situation between preservation and managed layup, with the bureaucracy entangled with being a federally-funded active ship causing even greater issues. We discussed these issues at length with Erhard Koehler, enjoying the insight into the management and preservation of such a unique ship.

After making one last run around the ship for photos of spaces I had not visited yet, it was time to gather the WSS PONY group to head back to New York. Disembarking SAVANNAH, a ship which I had spent only a few hours on tied to the quay, I felt a definite attachment to the ship. Though she will never sail again, uses an unromantic power plant, and was in service for an extremely brief period of time, she had taken me by the heartstrings as only a select few ships do. Locked in time, she still carries the spirit of post-war American optimism.



SAVANNAH, dressed overall on a sunny National Maritime Day, May 21 2011, in Baltimore, MD.



Stylish 'sixties SAVANNAH interiors: the beautifully restored reception lobby (left), and the bar (right).



The SAVANNAH's wheelhouse (left); a fireboat salutes SAVANNAH on National Maritime Day (right).

(All Greg Fitzgerald)

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 DAILY PROGRAMME

SEAPORT MUSEUM NEW YORK, www.seany.org Contact via email 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 For information or if you visit, contact Glenn Smith: 604-684-1240, email glenn.smith@worldshipsocietyvan.ca. **SEPTEMBER MEETING** will be held on **Wednesday September 14, 2011**; **OCTOBER MEETING** will be held on **Wednesday October 12**; programs 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 Contact via email 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 **July 9, August 20, September 10 and October 8**. Evening cruises are on **June 25, July 30, 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

WORKING HARBOR COMMITTEE, www.workingharbor.org Contact via email john@workingharbor.org or workingharbor@aol.com. Enjoy Summer Hidden Harbor Tours to Newark Bay on July 12, August 6 and September 13; Brooklyn on July 26 and September 27; North River on June 28 (featuring special guest speaker Bill Miller) and August 23. Tours aboard the motor yacht MV ZEPHYR leave from Pier 16 at the South Street Seaport at 6:15 PM (5:30 PM in September). In addition, special Light House Tours will depart at 10:00 AM and 1:00 PM on August 7 (National Lighthouse Day) and Sunday, September 11.

IAN ROBERTSON EXHIBITS. Ian Robertson, memorabilia dealer of Oceanlinerrow.com, will have an ocean liner exhibit at the Port Authority Bus Terminal, at 40th Street between 8th and 9th Avenues, Manhattan. The exhibit will be open throughout the month of July. Ian also assisted the NYC Department of Economic Development in the successful development of a mini-park at Pier 88 at the West Side Highway, opposite the INTREPID Museum. The park features a permanent exhibit of ocean liner prints.

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. For information, rates and booking instructions, contact Brad Hatry at Pisa Brothers Travel: 212-265-8420, x 222; 800-729-7472, x 222 or email brad@pisabrothers.com.

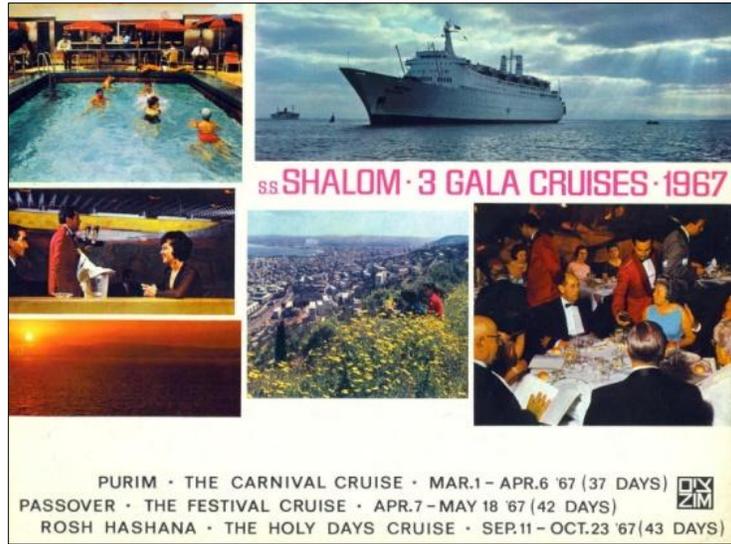
SAVE THE DATE!

Fall will be an eventful season for WSS PONY. Ship luncheons are scheduled for Saturday October 22nd on the MSC Cruises' POESIA, and Sunday October 23rd on Cunard Line's QUEEN MARY 2. Another luncheon is being planned for Norwegian Cruise Line's NORWEGIAN JEWEL for November or December. Be on the lookout for flyers with details regarding these special events.

SHIP NEWS

SAMMY OFER, 1922-2011

The wealthiest man in Israel, and one of the top 100 billionaires according to Forbes' list, died in Tel Aviv on June 3. Sammy Ofer was a shipping magnate, philanthropist and art collector who lived a large part of his life in Monaco. His firm, Israel Corporation, owns 99 percent of Zim Intergrated Shipping Services, formerly Zim Lines. Zim, the world's 17th largest ocean container carrier, operated passenger liners between Haifa, Mediterranean ports and New York between 1945 and 1967. Ofer's corporation also has substantial holdings in Royal Caribbean International, as well as interests in real estate, chemicals and energy. Ofer donated \$39 million to the National Maritime Museum in Greenwich, England, including \$3.3 million to help rebuild their fire-ravaged CUTTY SARK; he received an honorary knighthood from Queen Elizabeth in 2009 for his contribution to British maritime heritage. His family reported that he donated \$100 million to Israeli hospitals and other charities. Born Sammy Hershkovitz in Romania in 1922, Ofer and his family moved to Haifa in 1924, where the Hebrew name Ofer was adopted. He served on a Royal Navy minesweeper during World War II, and was later an officer in the Israeli Navy. Along with his brother Yuli, Sammy joined his father's ship chandlery business in 1948, and they started their own shipping company in the 1950's. Ofer is survived by his wife, Aviva; his sons Eyal and Idan who run the Israel Corporation; eight grandchildren and a great-grandchild.



The name Zim Lines conjures visions of the SHALOM of 1964, as well as ISRAEL, ZION, JERUSALEM and THEODOR HERZL. (Bob Allen collection)

SEEING DOUBLE AT PRINCESS-P&O

P&O Cruises, a division of the Carnival Corporation and sister company to Princess Cruises, has announced the construction of their largest-ever vessel. The 141,000-grt, 4,372-passenger liner, to be built by Fincantieri in Monfalcone, Italy will debut in March 2015. According to P&O Cruises Managing Director Carole Marlow, "This next-generation ship will deliver the ultimate P&O Cruises experience, with sophisticated wows and new features to attract thousands of newcomers to our brand, and equally to resonate with existing P&O Cruises passengers by giving them the P&O-ness they recognise and love." The new ship will be built on the same platform as the recently-announced ROYAL PRINCESS, which is due in 2013, to be followed by a sister ship in 2014. The twin-funneled profile of the still unnamed vessel creates a more traditional look for the P&O brand. Such profiles vanished after the completion of KUNGSHOLM in 1966, but a revival began with the DISNEY MAGIC class in 1998, the ZUIDERDAM class in 2002 and SOLSTICE class in 2008.



P&O Cruises new 141,000-ton vessel will be the largest ever for the 174 year old company. (P&O Cruises)



The ROYAL PRINCESS and P&O's new ship are clearly designed on the same platform. (Princess Cruises)

SHIP OF THE MONTH



CANBERRA

(Bob Allen)

Owner:	P&O Lines, London	Dimensions:	818.5' x 102'
Builder:	Harland & Wolff, Belfast, Northern Ireland	Gross Tonnage:	45,733
Route:	London–Sydney-Auckland-London; cruising	Maiden Voyage:	June 2, 1961
Service speed:	27.5 knots	Last Voyage:	September 10, 1997
Passengers:	548 1 st Class, 1,690 Tourist Class	Demise:	Scrapped, Pakistan, 1997

Fifty years ago this month, a great liner departed Southampton on her maiden voyage to Sydney, Australia and Auckland, New Zealand via the Suez Canal. Even more than contemporary North Atlantic liners built for 5 to 8-day crossings, CANBERRA and P&O Lines demonstrated great confidence in the continuing relevance of liner travel in the early jet age. With her great speed shaving two weeks from the run, a CANBERRA round trip voyage still lasted more than two months! She was conceived in the mid-1950's as an economical vessel that could carry waves of outbound immigrants to Australia, as well as average tourists and first class travellers in comfort on long voyages. In addition to her regular line voyages, her services included cruises to the South Pacific and extended seasonal sailings to North America and around the world. The technologically advanced CANBERRA featured turbo-electric engines situated far aft, lifeboats positioned on a low deck nested within an aluminum superstructure, sophisticated freight and baggage handling equipment, and bow thrusters. Her passenger accommodation was remarkable. Coordinated by Sir Hugh Casson and his team of designers, the dazzling array of lounges, bars, clubs and restaurants for the two classes were dramatic and modern, worlds apart from the traditional wood paneled interiors of P&O liners of the previous decade. First Class public areas were lavish, and "interior" passenger cabins enjoyed daylight, as they were built around small courts featuring triple windows overlooking the ocean. Due to the engines aft design, deck space was vast, with three passenger pools and one crew pool. Tourist Class facilities were spacious, fresh and sleekly modern, but cabins were small, with a tremendous number of upper berths, and the overwhelming majority lacked private bathroom facilities. This compact arrangement allowed CANBERRA, with just over half the gross tonnage of the QUEEN MARY, to have the greater passenger capacity. Despite the brilliance of her design and the optimism of P&O, CANBERRA had only a few profitable years before the jet liner took away the bulk of the traffic from Heathrow to Sydney and beyond. A merger of P&O Lines and longtime competitor Orient Line in the 1960's was a wise cost-savings measure, but the parade of the beautiful P&O-Orient ships to the scrapyards began in the early 1970's. In a final attempt to boost CANBERRA's earnings, she embarked on a series of luxury cruises to the Caribbean from New York in 1973. Unfortunately, she was too big to fill in the pre-Love Boat cruise era, and her tiny cabins without private facilities were hard to market as a luxury experience. After she spent part of the peak winter season laid up due to poor bookings, P&O announced her premature retirement, effective late in 1973. However, P&O's cruise division pressured the board to reverse this decision, and CANBERRA was restyled as a single-class cruise ship for the British market. This clientele did not expect the same up-to-the-minute luxuries as the American cruise passenger, and she became a favorite of the British by the end of the decade. In 1982, CANBERRA was requisitioned as a troop ship during the Falklands Conflict, and gained worldwide attention for her heroic service to Her Majesty's navy. With renewed fame, admiration from the public, and continuous updating, CANBERRA enjoyed fifteen successful years until the strict SOLAS 1997 regulations ended her career. After an emotional Southampton farewell in September 1997, she sailed to the Gaddani Beach scrapyards near Karachi, Pakistan. When new, P&O dubbed her "The Ship That Shaped the Future." Today she is a true maritime legend, never to be forgotten by those who had the unique pleasure to sail on her.

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