

Friday, May 29, 2015 - 6:00 PM

Community Church Assembly Room, 40 East 35th Street, Manhattan

## CROSSINGS AND OTHERWISE: VOYAGES WITH A PURPOSE

by Paul Klee



The Boat Deck of the s.s.FRANCE

(Paul Klee)

Paul Klee has had a lifelong passion for ships since he first sailed on the French Line's LIBERTE as a young boy. Whether on classic Atlantic liners or utilitarian sea ferries, Swiss lake paddle steamers or a Polish container vessel carrying his own car, Paul's fascination with ships as transportation, rather than as cruise vessels, has never diminished.

For more than 50 years Paul has chronicled his passion in slides and digital photos. Join us for this nostalgic look back at maritime travel with a purpose.

**NEXT EVENTS:** Membership Meetings: June 26 Soviet Passenger Liners by Doug Newman. WSS PONY 50<sup>th</sup> Anniversary celebration: October 24

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## MEMBER PHOTO OF THE MONTH



OLYMPIA EXPLORER and COSTA ATLANTICA at VENICE, 2002.

(Marjorieann Matuszek)

### 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](http://www.southstreetseaportmuseum.org) or 917-492-3379.

**MYSTIC SEAPORT** [www.mysticseaport.org](http://www.mysticseaport.org) or 860-572-0711.

**VANCOUVER WSS & VANCOUVER MARITIME MUSEUM** [www.worldshipsocietyvan.ca](http://www.worldshipsocietyvan.ca) for information or if you visit, contact Glenn Smith: 604-684-1240, email [glenn.smith@worldshipsocietyvan.ca](mailto:glenn.smith@worldshipsocietyvan.ca). Next meetings: Wednesday May 13 and Wednesday, September 9.

**NEW SOUTH WALES WSS:** Meetings are held at the Uniting Church Complex in Lord Street, Roseville. Contact the branch at PO Box 215, Strathfield, New South Wales 2135, Australia for additional information.

**THE NATIONAL LIBERTY SHIP MEMORIAL, INC.** [www.ssjeremiahobrien.org](http://www.ssjeremiahobrien.org) or [liberty@ssjeremiahobrien.org](mailto:liberty@ssjeremiahobrien.org) or 415-544-0100. 1275 Columbus Avenue, Suite 300, San Francisco, CA 94133-1315.

**PROJECT LIBERTY SHIP** [www.liberty-ship.com](http://www.liberty-ship.com) or 410-558-0164.

**NEW YORK WATER TAXI**, [www.nywatertaxi.com](http://www.nywatertaxi.com) or 866-989-2542. Harbor cruises departing from both South Street Seaport Pier 17 and Pier 84 at West 44 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.circlelinedowntown.com](http://www.circlelinedowntown.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](http://www.circleline42.com) or 877-731-0064. Circle Manhattan and other harbor cruises, departing from pier 84 at West 44 Street.

**NEW YORK WATERWAY**, [www.nywaterway.com](http://www.nywaterway.com) or 800-533-3779. Trans-Hudson ferry service and special-event cruises.

**THE NATIONAL LIGHTHOUSE MUSEUM** [www.lighthousemuseum.org](http://www.lighthousemuseum.org) or 855-656-7469. Contact for schedule of cruises and events.

**THE WORKING HARBOR COMMITTEE** [www.workingharbor.com](http://www.workingharbor.com) or 212-757-1600. Cruises to both remote and well-travelled parts of New York Harbor - the Hudson River to view tugboat races, Gowanus Bay and Erie Basin in Brooklyn, and a circumnavigation of Staten Island.

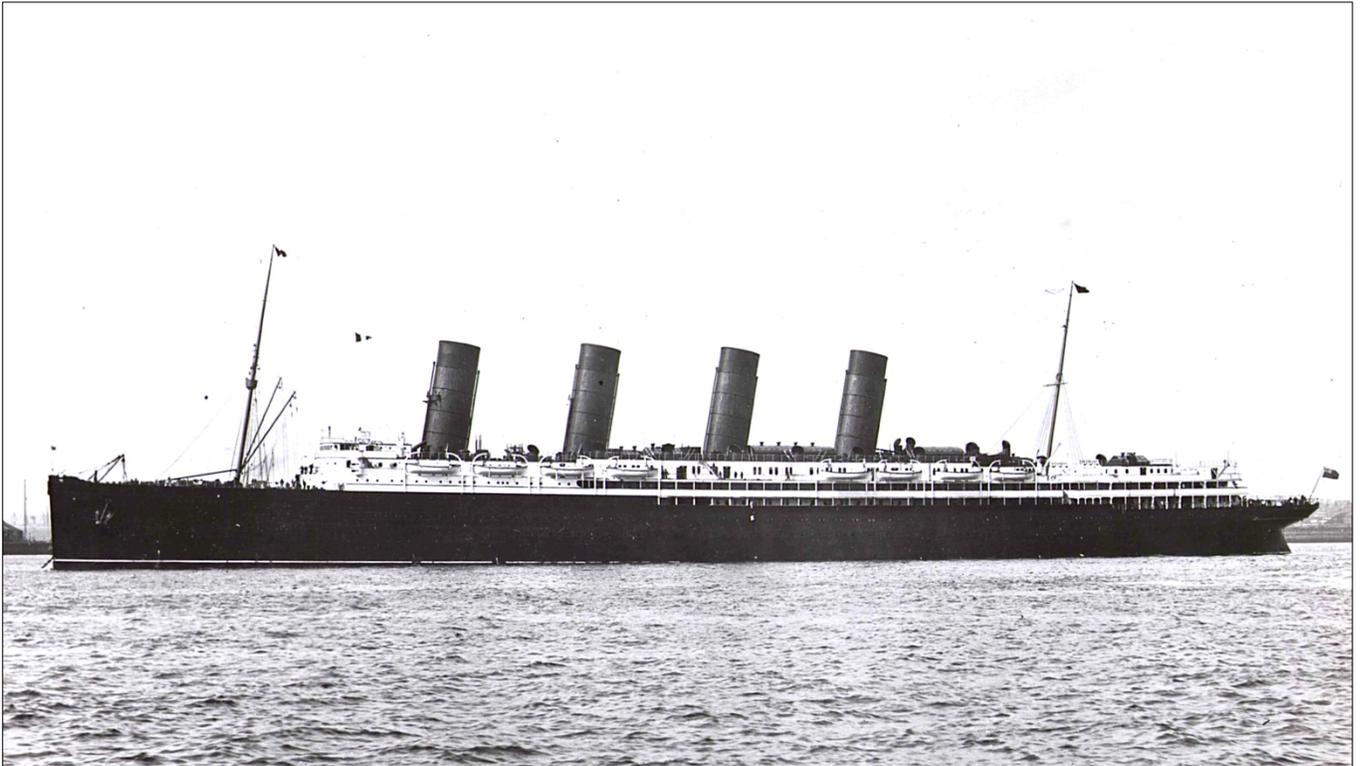
**THE NOBLE MARITIME COLLECTION**, [www.noblemaritime.org](http://www.noblemaritime.org) or 718-447-6490. Maritime lectures and art exhibits at the Sailor's Snug Harbor Cultural Center on Staten Island, NY.

### ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
QUEEN MARY 2	Southampton	Southampton	British Isles 175 <sup>th</sup> Anniversary	Alan & Janie Yorker	05/15

## SHIP'S LOG - MARCH

Ship's Log, featuring a report on the April program about the LUSITANIA, will return in the June issue of The Porthole.



April's program was about the LUSITANIA disaster, which happened 100 years ago this month.

(Cunard Line / Bob Allen collection)

### UPDATED CONSTITUTION RATIFIED

One hundred twenty-eight members voted on the updated version of the World Ship Society-Port of New York Branch Constitution. The results were as follows: 126 members approved and 2 members did not approve.

Thanks to the members who reviewed the updated Constitution and participated in the ratification.

### PHOTO CONTEST...LAST CALL!

There's still time to enter the 50<sup>th</sup> Anniversary Photo Contest sponsored by the World Ship Society – Port of New York Branch. Email your full-length, color photos of passenger ships taken between 1965 and 2015.

**Winning entries will be featured in a 2016 calendar and distributed by the PONY Branch. Winning photographers will receive a free calendar.**

You can submit up to 3 separate entries via email: [wsspony50@gmail.com](mailto:wsspony50@gmail.com). Don't delay. Deadline for submission is May 31, 2015.



### CRUISE WITH PONY WORLD SHIP SOCIETY

Join members of PONY World Ship Society on their annual cruise. We sail October 10, 2015 on the REGAL PRINCESS for 7 days to New England and Canada, round-trip from New York. For more information, contact Brad Hatry at Pisa Brothers Travel. Call 212-265-8420 x 222, or 800-729-7472 x 222. Email [brad@pisabrotherstravel.com](mailto:brad@pisabrotherstravel.com). Make your reservation soon, while a wide selection of cabins is still available!

## MONTHLY TEASER

Dating from the War of 1812, this tower was constructed to defend its port city from land invasions. Like other Martello towers, the round masonry fort (30 feet high and 50 feet in diameter) has thick walls and a flat roof. Its walls were resistant to cannon fire and its flat roof provided a base for a single artillery piece that spanned 360 degrees. This tower has a restored powder magazine (c.1845), soldier's barracks (c.1866) and a commanding view of the harbor and the surrounding land area. A superstructure dating from the Second World War depicts the tower's final role as a fire command post.



Not sure where this tower is?

**Join us on our 2015 member cruise and visit this historic site. Details can be found on Page 8 of this month's Porthole.**

## MARITIME DAY – WHEN IT ALL BEGAN

by Maritime Historian J. Fred Rodriguez Jr.

Early in the year of 1818 a small vessel, its size only a bit larger than that of a harbor tug by today's standards, was destined to change the face of shipping forever.

She was designed and laid down as a trans-Atlantic sailing packet for the New York – Le Havre trade route. As she grew larger each day on the stocks at Manhattan's Corlear's Hook, her presence attracted the attention of Moses Rogers and Robert Stevens. Moses Rogers persuaded the prestigious shipping company known as the Scarborough & Isaacs of Savannah, Georgia to purchase her construction and outfit her with engines.

Moses Rogers' brother-in-law, Stephen Rogers, directed the construction of the hull and all her rigging. The little "big ship" tasted her first water when she was launched on August 22<sup>nd</sup> of 1818. Her name was SAVANNAH. It would be nearly another eight months before she was completely finished. This long delay was due to the fact that Rogers and Stevens wanted the right engine and boiler for her.

When completed to the tune of \$50,000 the SAVANNAH had cost nearly twice as much as any other vessel of her size and design at the time. Her dimensions were measured at 120 feet in length overall, an extreme beam of 29 feet and a draft of 14 feet. Her 90 horsepower engine, built by Stephen Vail, was the product of the Speedwell Iron Works located near Morristown, New Jersey. The boilers for the paddle-wheeled vessel were manufactured in Elizabeth, New Jersey. The wheelhouse for this history-making vessel was nothing more than a heavy piece of canvas stretched over an iron rimmed framework.

Getting a crew for her was a bit of a problem for the scuttle butt amongst the local mariners was that she would prove to be nothing more than a "steam coffin" for anyone who would venture to sail aboard her. It would take some persuasion on the reputation of her owners and her selected officers to fully crew her. Late in March of 1819 she made a trial run to the not too distant shoreline of Staten Island, just over six miles away from the Hook, and was deemed a success.

On March 28<sup>th</sup> 1819, the SAVANNAH cleared the local waters of New York and, after passing Sandy Hook, her helm was turned to the south. She ran coastwise for eight days using the engine for a total of 41 hours before she made a landfall off the Georgian coast. Upon her arrival in port she was well received by all.

She made a short voyage to nearby Charleston and returned on the first of May. News of the SAVANNAH's progress had reached President Monroe who was delighted with her accomplishments. On May 11<sup>th</sup> he boarded her and spent the day doing

a short trip out to the Tybee Light. Impressed with her progress, he asked that upon her return from Europe that she be brought to Washington where she could be used as a powerful instrument in the retaliation against the Spanish pirates who had been annoying the American shipping off Cuba.

By late Wednesday, the SAVANNAH had been fully provisioned for the ocean crossing at hand. She lay quietly at her moorings as midnight came and went. Around 02:00 the next morning, a crew member returning to her, fell off the gangway and into the water. His body was later recovered but his drowning became the first seaman to lose his life from a trans-Atlantic steamer. While her departure had been anticipated to begin at first light, the local officials began an investigation into the drowning causing what has now been termed in the maritime industry as "a delayed sailing".

On Saturday, May 22<sup>nd</sup> 1819 she got up steam, was winched and the anchor raised. Two hours later with a large crowd of well-wishers present, the engine was started and she slowly made her way out to the Tybee Light where she anchored for nearly another two days. By 06:00 on the 24<sup>th</sup> she dropped her pilot off and the tiny SAVANNAH of only 350 tons, put to sea. The Master of the ship, held a ticket for both Captain and Chief Engineer, for which he served jointly for the voyage.

Because the invention of the was still more than a century away, the lookouts of three sailing vessels that had spotted her upon the high seas, along with their skippers had some very interesting comments to enter into their vessel's official log books. On May 29<sup>th</sup> Captain Livingston of the schooner CONTACT sighted a vessel that was pouring out large volumes of smoke into the pristine air of the North Atlantic. Thinking that there was a ship afire "he stood for her in order to afford relief." Noting that she had traveled faster "with fire and smoke" he soon realized that she "was nothing less than a steamship crossing the Western Ocean, a proud monument to the Yankee's skill and enterprise."

Written into the PLUTO's logbook was the following, "On June 2<sup>nd</sup> we passed and spoke to the elegant steamship SAVANNAH. She passed us at the rate of nine or ten knots and the captain informed us that she was working remarkably well. The greatest compliment we could bestow was to give her three cheers, as the happiest effort of mechanical genius that ever appeared on the Western Ocean."

Just a touch more than two weeks later, the king's cutter KITE gave chase to the SAVANNAH for a whole day just off the coast of Ireland, thinking of course that she was afire and in immediate need of assistance. After putting a shot across her bow, the SAVANNAH finally reduced her way and allowed herself to be boarded. The next day, June 18<sup>th</sup> she took arrival off Cork with "no coal left to get up steam." Although the captain had wanted to run up the English Channel under a full head of steam, he managed to save a bit of fuel for the triumphant arrival in Liverpool.

She did have a few puffs left as she took arrival in Liverpool. The fuel in her belly down below, consisting of 75 tons of coal and 25 cords of wood, had all been depleted. Crossing the Atlantic she had used her engines for only 80 hours in the calmer ocean waters thereby insuring that the paddles and machinery were in an undamaged state upon arrival in Liverpool. By 17:00, with the sails furled and the wheels shipped, she was laying quietly on her hook. It had been some 29 days and 11 hours since she had cleared the American shores of Georgia on her history making Atlantic crossing.

She stayed in the port of Liverpool for twenty-five days during which time she was reprovisioned for the return voyage back to the United States. Europe had been amazed over her marvelous fete. But the maritime industry still felt that it would be a number of years before the steamship would be taken seriously.

On the 30<sup>th</sup> of November, the s.s. SAVANNAH "took on a pilot inside the bar" and anchored inside the quiet waters of the Savannah River. On the incoming flood, the crew unfurled her sails, weighed the anchor and got up steam and was once again bound for her homeport of Savannah, just a few hours upstream. It had been a long six months and eight days with very few incidents to mar the triumphant trip.

When all the festivities had died down she cleared her homeport of Savannah and headed northward for New York with a brief call to the President's area in Washington. Once in New York, the unthinkable took place! Her engine was removed and sold for \$1,600 to James P. Allaire who put it on display at the Great Palace exhibition of 1856 along with her now infamous logbook. While the logbook is now a part of the National Museum in Washington, the historic engine that changed the course of shipping forever, has all but disappeared.

Having not carried a single passenger for hire nor a pound of freight, she was called by some a financial disaster. But in that most memorable trans-Atlantic voyage, she had brought both pride and prestige to an ever-growing American Merchant Marine.

The naval architects, with their most modern calculations and charts of the time in hand, had heavily speculated that no vessel could ever carry enough fuel to cross an ocean like the North Atlantic. Yet carry the fuel she did.

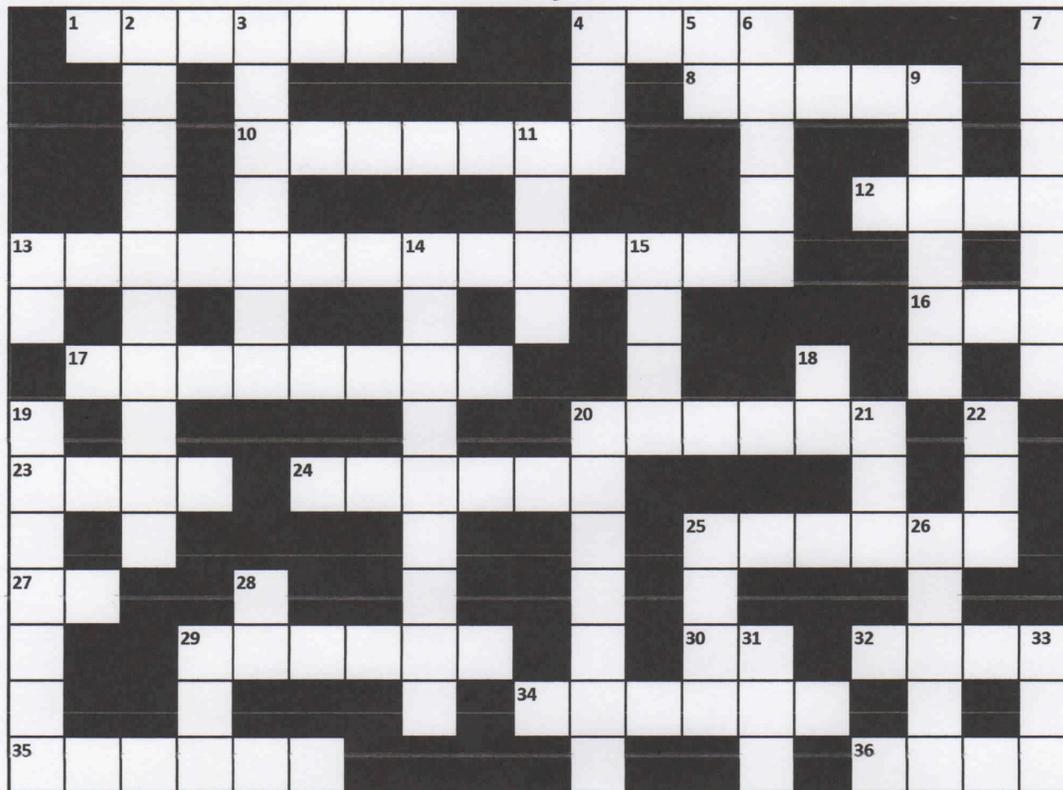
The governments eventually realized the remarkable future of the trans-Atlantic business and made the pot even sweeter by offering a mail subsidy for the fastest ships that could cross the ocean. Soon the race for the supremacy on the high seas was in full swing. It would be a number of years, just over 133 to be exact, before the Atlantic crossing was reduced from SAVANNAH's initial 29 days 11 hours crossing down to just 3 days 10 hours and 20 minutes in July of 1952, the record for the fastest trans-Atlantic crossing ever by a merchant vessel, the s.s. UNITED STATES.

Today we celebrate the 196<sup>th</sup> anniversary of the maiden voyage of this tiny American flagged trans-Atlantic steamship named SAVANNAH.

And thanks to the late great Maritime Historian, Frank Osborne Braynard, we now have this date set aside each year as a nationally recognized holiday by a presidential proclamation entitled "National Maritime Day," which Frank got established back in 1933. Now if we could only get this as a paid holiday!

# OCEAN LINER CROSSWORD PUZZLE

## OCEAN LINER CROSSWORD PUZZLE by Ted Scull



### ACROSS

1. Debut 1940
4. A C.P.R. Mont
8. Post-War Cunard
10. H.A.L.
12. Destroyed by Terrorist Attack
13. THE Honeymoon Ship
16. Flew the Golden Cockerel (First 3 Letters)
17. Think Anchor or Cunard & Italy
20. 2 Stacks & 4 Stacks
23. Think Hoboken Pier Fire of 1900
24. Good Neighbor Ship
25. German & Italian
27. British then Greek (2 Initials as Brit)
29. Last Sailing from New York Sept. 1966
30. The Man, the Ship (2 Initials)
32. US Flag, Native American Tribe (First 4 Letters)
34. 6 Under this Name
35. Collision & Sank off Cape Race
36. A Continent

### DOWN

2. African Country - Different Spelling
3. Balkan Country
4. Indochine (First 3 Letters)
5. Portuguese Port-2 initials
6. British then Italian
7. British or Greek & Either Spelling
9. Two of 3 Graces (Either One)
11. India-Africa
13. US & Greek (2 Initials as Greek)
14. Rule.....!
15. Think Cunard or Italian (First 4 Letters)
18. Close Sister A.D. (2 Initials)
19. A country, German Spelling
20. Limped into NY on Maiden Voyage
21. Pre-War Ship & Post-War Ship (First 4 Letters)
22. E.D.I West Africa
25. Name of a Cheese
26. Sank Liberté
28. Launched Sideways into the Thames (2 Initials)
29. British Children to Australia (First 3 Letters)
31. Named after a Queen (First 3 Letters)
33. Carried Immigrants to W&E Africa (First 3 Letters)

**N.B.** All answers are names of ocean liners

## SHIP NEWS

**FACELIFT FOR A YOUNG BEAUTY:** Hapag Lloyd's EUROPA 2, considered one of the most luxurious ships afloat, recently completed a substantial cosmetic renovation at Blohm & Voss in Hamburg, Germany. The two-year-old luxury vessel received over 4,000 square yards of new carpet, fresh paint was applied, and two public venues - Sansibar and Sakura Restaurant - were redesigned. In addition, eight family apartments were renovated. Hapag Lloyd has a New York sales office, and is making an effort to increase the presence of English-speaking passengers on EUROPA 2.



EUROPA 2, one of the world's most luxurious vessels, features upgraded interiors for 2015. (Bob Allen)

**A LUXURY ENCORE:** Construction commenced in April on Seabourn's SEABOURN ENCORE at Fincantieri Shipyard in Marghera, Italy. An enlarged version of the SEABOURN ODYSSEY-class, ENCORE will carry 604 passengers in all-verandah suite accommodations. She will be the first cruise ship with interiors designed entirely by Adam Tihany, a well known interior designer whose previous assignments have included the dining rooms of the CELEBRITY SOLSTICE-class and the new Holland America Line KONINGSDAM. Due for delivery in late 2016, ENCORE will be joined by sister ship SEABOURN OVATION in 2018.

**VISTA CLASS WILL BE "MARVELOUS":** Fast-growing MSC Cruises has announced that April marked the beginning of construction on its latest class of vessels. STX France is the shipyard where the 168,00-ton, 5,700-passenger MSC MERAVIGLIA will take shape, with a maiden voyage planned for May 2017. She will introduce an expanded MSC Yacht Club (like First Class), featuring duplex suites, a private lounge and restaurant, and a huge solarium. The ceiling of her promenade deck will have a LED screen measuring over 4,000 square feet, with constantly changing images and special effects. An unnamed sister ship will follow in 2019, with an option for two additional vessels by 2022.



Marvelous, or just very big? MSC's largest ship, MERAVIGLIA, will debut in 2017. (MSC Cruises)

**MORE LEAPS FOR QUANTUM CLASS:** Royal Caribbean's QUANTUM OF THE SEAS-class is making waves worldwide. QUANTUM sailed on May 2 from Bayonne, NJ to her new homeport of Shanghai China, just as her sister ship ANTHEM OF THE SEAS began her inaugural cruises from Southampton, England. Royal Caribbean recently announced that the third sister, OVATION OF THE SEAS, will be positioned annually in Australia for their summer season. With five different itineraries planned, OVATION will commence her cruises out of Sydney in late 2016, and will be the largest ship ever to service the Australian cruise market. Following these deployment announcements, Royal Caribbean revealed that they have contracted for a fourth QUANTUM-class vessel, scheduled for delivery in 2018.

**ELDERLY BUT ACTIVE!** The world's oldest ocean going passenger liner, the 1948-built AZORES, has a new career planned for 2016 - her 68<sup>th</sup> year. Owned by inactive Lisbon-based Portuscale Cruises, she is currently under charter to British operator Cruise & Maritime Voyages. Next spring, she will be sub-chartered to French cruise and tour operator Rivages du Monde, for cruises to Northern Europe, the Mediterranean and the Adriatic. CMV is also planning a name change for AZORES, - she will become ASTORIA later this year, in an effort to align her for marketing purposes with another CMV vessel, the 1981-built ASTOR.



At the age of 68, the 1948-built AZORES will be sub-chartered to French operator Rivages du Monde, and receive the 11<sup>th</sup> name of her career – ASTORIA. (Cruise & Maritime Voyages)

**SYDNEY HARBOUR CLOSURE:** A ferocious storm shut down the port of Sydney, Australia in late April. The horrendous weather prevented the harbor pilot from boarding the CARNIVAL SPIRIT, triggering worldwide media reports about the stranded cruise ship and the uncomfortable conditions caused by the rough weather. CARNIVAL SPIRIT was returning from a 12-day cruise to New Caledonia, Vanuatu and Fiji. Her next cruise, an 8-day voyage to Isle of Pines and New Caledonia, was shortened by one day to make up the time lost.

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**ANSWER TO THIS MONTH'S TEASER**

The **Carleton Martello Tower** is one of nine surviving Martello Towers in Canada and a National Historic Site. Located in the Carlton Heights section of **Saint John, New Brunswick**, it offers commanding views of the Bay of Fundy and the surrounding area. It's a 15-minute walk from Fallsview Park (reversing rapids).

Visit this historic site when you join us on the **7-night, roundtrip New York sailing of the REGAL PRINCESS to New England and Canada**. We shall depart on Saturday, October 10, 2015 and return on Saturday, October 17<sup>th</sup>. Ports include Halifax, N.S., Saint John, N.B., Bar Harbor, Boston and Newport. Per person fares begin at \$949 (Inside Double).

To reserve a spot on the PONY Branch cruise, please call Brad Hatry at Pisa Brothers Travel: 212-265-8420 ext. 222 or 800-729-7472 ext. 222, or email Brad: brad@pisabrothers.com.

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**SHIP OF THE MONTH**

Ship of the Month will return in an upcoming issue of The Porthole.

**OFFICERS**

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 Vice Chairman: David Hume\*  
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