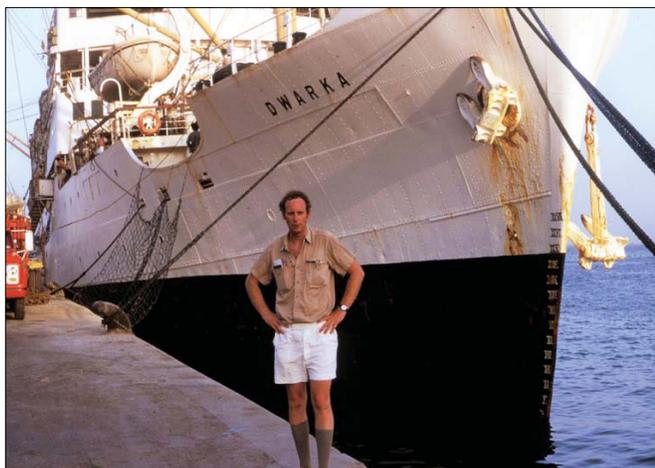


SEPTEMBER, 2018 VOLUME XXXV, # 8

FALL PREVIEW

This fall, World Ship Society – Port of New York Branch is offering a variety of exciting maritime events. We hope to see you at some or all of them!



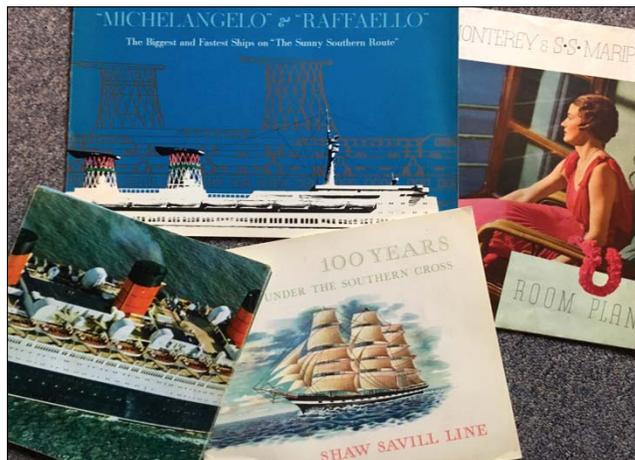
FRIDAY, SEPTEMBER 21, 6:00 PM:
**PROGRAM BY TED SCULL - "THE CLASSIC
OVERLAND AND SEA JOURNEY"**
**AT THE NATIONAL OPERA CENTER,
330 SEVENTH AVE AT 29TH ST., 7TH FLOOR, NYC**



**SUNDAY, SEPTEMBER 23: GROUP CRUISE TO
CANADA AND NEW ENGLAND ON CUNARD'S
QUEEN MARY 2**



**SATURDAY, OCTOBER 13: NEW YORK HARBOR
DINNER CRUISE ON THE COSMO**
SPACE IS STILL AVAILABLE!



**SATURDAY, NOVEMBER 17: THE ANNUAL
OCEAN LINER BAZAAR**
**AT THE ABIGAL ADAMS SMITH AUDITORIUM,
417 E. 61ST ST., NYC**

Clockwise from top left: Ted Scull posing at the bow of the DWARKA, during his 1974 classic overland and sea journey (Ted Scull); QUEEN MARY 2 at anchor (Bill Miller); ocean liner brochures, among other memorabilia, will be for sale at the Ocean Liner Bazaar (Bob Allen); the COSMO sailing along the East River (Empire Cruises)

NEXT EVENTS: Membership meetings: Friday, October 26; Friday, November 30. Holiday Party, Saturday, December 8.
Group Cruise on the INSIGNIA: August 18, 2019

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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.

MEMBER PHOTO OF THE MONTH



SEA PRINCESS in New York, August 14, 2018.

(G. Justin Zizes, Jr.)

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
BLACK WATCH	Liverpool, UK	Liverpool, UK	Circle Great Britain Cruise	Karl & Laurel Zimmermann	07/18
QUEEN MARY 2	Southampton	New York	Transatlantic Crossing	Marjorieann Matuszek & David Hume	08/18
QUEEN MARY 2	Southampton	New York	Transatlantic Crossing	Dr. Gary Rothman	08/18

SHIP'S LOG – JUNE

By Marge Dovman

It's a season of sudden changes! Our regular meeting place at the Community Church being unavailable, we met instead at The Gallery, in a brownstone a few doors from the church but affiliated with it.

This was to be a night at the movies, so our usual refreshments were served first, to be enjoyed during the feature. The film we came to see was "The Superliners: Twilight of an Era." However, the start was delayed by technical difficulties, namely, no sound. This caused a slight rearrangement of the program. While repairs were (somewhat loudly) being made, Pat Dacey gave us some background about the film, which was made in 1979 and released the following year. It was produced by National Geographic in association with WQED, Pittsburgh, with Frank Braynard as historical advisor. Pat also brought us up to date on the QE2's new career as a floating hotel in Dubai. She (?) / It (?) had a "soft opening" in April, but will be opening officially in October. He also described the interior and the amenities to be found aboard, which can also be seen on the website QE2.com

With the sound restored, we plunged into the film, which was a combined overview of the Atlantic crossing as far back as the MAYFLOWER, the role of the ocean liner in carrying humans across the Atlantic, and a comprehensive depiction of a westbound crossing of the QE2. Much familiar ship history came to life on the screen in the form of archival film.

Most of the film provided a detailed description of the QE2's crossing beginning with her departure and the relevant activity on the bridge. We saw brief views of everything from passengers' activities to entertainment to someone's happy dog to the behind-the-scenes efforts of the crew to keep things moving seamlessly. Of course, the weather is an important part of any sea voyage, rough seas and fog included. Here the captain informed us that in such circumstances he was "never far away."

Soon the film turned to maritime history, with mention of the TITANIC accompanying a glimpse of the QE2's lifeboat drill. Also discussed were the effects of economics and Prohibition on the North Atlantic passenger trade - the predominance immigrants giving way to the more affluent, celebrities, and middle class tourists. Prohibition also diverted many passengers from U.S. flagged vessels to those of European nations. The most famous liners – NORMANDIE, QUEEN MARY and others not only transported people, but also competed to win the Blue Ribband speed record for their national flag.

Meanwhile, back on the QE2, of particular interest were the interviews with crewmembers, talking about their work and comparing it to “the good old days.” This took us back to the not so good old days of World War II and its perils for mariners. In a little-known event, related by a retired German captain, his submarine spotted “a very big ship,” assumed it to be the first QUEEN ELIZABETH, and fired several torpedoes...which missed their target!

Returning to the 1979 crossing, the “age-old magic of an ocean voyage” comes to an end, leading to “cold shock” for passengers disembarking in New York – illustrated by raucously shouting baggage handlers and crowds seeking taxicabs. This was the occasion of the QE2's dramatic tugless docking due to a tugboat strike. She made it on the second try!

And then – the end! European superiority on the seas diminished when the UNITED STATES won the Blue Ribband in 1952. The infamous jet plane began regular transatlantic service in 1958, capturing the vast majority of the trade by the mid-1960's. This marked the end for the two older QUEENS, MARY and ELIZABETH, retired in 1967 and 1968 respectively. Even the QE2 was losing money by the late 1970's, largely due to the cost of fuel oil. Her turnaround time in New York and Southampton was reduced to six hours to save money in port fees, and to extend her revenue-producing time at sea. And so, with two blasts of her foghorn, the QE2 sailed under the Verrazano Bridge and into history.

Our evening ended with a special treat, entirely appropriate for the second day of summer – ice cream!

Our thanks to the provider of this engrossing film's provider, and to whoever brought the ice cream! And best wishes for happy summer sailing.



QUEEN ELIZABETH 2, the subject of the June film program, departing New York in 1981.

(Bob Allen)

ELECTION SEASON IS HERE

It's time for the election of officers for The World Ship Society - Port of New York Branch. Please submit your nominations for Chairman, Vice Chairman, Branch Secretary, Membership Secretary and Treasurer. Send your nominations to World Ship Society, PO Box 384, New York, NY 101085-0384, Attention: Nominations. All nominations must be postmarked by October 31, 2018. Ballots will be included with the November issue of The Porthole.

WORLD SHIP SOCIETY PONY DINNER CRUISE ON THE "COSMO"

Come aboard Empire Cruises' COSMO and join your fellow members for a three-hour tour of New York Harbor. Savor the crisp autumn weather and the sights and sounds of the harbor, including five cruise ships in port or departing that day, from the completely open upper deck of this classic coastal vessel. Enjoy a full Italian buffet and a three-hour, premium open bar, including wine, beer, spirits and a selection of non-alcoholic drinks, while seated in the comfort of the spacious, climate-controlled lower deck. Since this is a private charter, PONY Branch members and their friends will have the opportunity to fully enjoy the COSMO and all its amenities. **SPACE IS STILL AVAILABLE!** If you are interested in joining the cruise, see the flyer included with the Summer issue of The Porthole for more information.

IT'S A BAZAAR TIME

The Port of New York Branch of the World Ship Society will sponsor an Ocean Liner Bazaar for members and friends on Saturday, November 17, 2018 from 10:00 A.M. through 2:00 P.M. The location is the Abigail Adams Smith Auditorium, 417 East 61st Street, New York, NY. Dealers and collectors of ocean liner memorabilia will offer for sale pins, pendants, prints, posters, paperweights, medallions, models, deck plans, brochures, china, silverware, ashtrays, key chains and many other rare and unique collectible items from ocean liners past and present. Admission is \$5.00 per person, payable at the door.

SHIPS IN PORT: SPECIAL SPANISH VISITOR CABO SAN VICENTE

By Bill Miller

The New York World's Fair of 1964-65 prompted a surge of tourism and this included visits by several otherwise rare and unusual passenger liners. Included was Spain's CABO SAN VICENTE, which, in the summer of 1965, made a 3-day visit to New York as part of a special trans-Atlantic cruise from Cadiz. She arrived with 500 Spanish tourists and berthed at the outer side of Holland-America's Pier 40, located downtown at West Houston Street. That same summer another Spanish passenger ship, the MONTE UMBE, also visited. That ship carried mostly Spanish students, however.

The CABO SAN VICENTE was Spain's largest liner. When Seville-based Ybarra & Company, best known as the Ybarra Line, decided in the mid 1950s to build its two largest and finest passenger ships, they aroused additional attention by staging a national competition among young Spanish designers and decorators for what would be the largest ever Spanish passenger liners. The outcome was so pleasing, resulting in a high degree of modern rather than traditional or more customarily 'heavy' Spanish interior themes, that an exhibition devoted to the two new ships was sent on a tour not only within Spain, but to South America, where the ships would trade as well. Even the traditional design of two masts and two funnels were dropped and replaced by a single funnel with one mast placed above the bridge section. The two ships would be named CABO SAN ROQUE and CABO SAN VICENTE, and would be serious rivals to other South American-routed ships such as Italian Line's AUGUSTUS and GIULIO CESARE, the French BRETAGNE and PROVENCE, and Costa Line's brand new FEDERICO C.



The CABO SAN VICENTE berthed at Pier 40, New York in June, 1965. The funnels of the NIEUW AMSTERDAM (1938), docked in the adjacent berth, are visible just above CABO SAN VICENTE's bow. (Bill Miller)

Both ordered from the Sociedad Espanola de Construction Naval shipyard at Bilbao, the CABO SAN ROQUE was launched in April, 1955 and then completed in the late summer of 1957; the CABO SAN VICENTE went down the ways in October, 1956, but was not delivered until April, 1959. At nearly 15,000 tons, they used Sulzer diesels to reach top speeds of 22 knots if needed. The high standard first class quarters, with up to 241 berths, included separate public rooms, private bathrooms for all cabins and an outdoor lido deck with swimming pool. Tourist class, with 582 berths each, also had separate facilities, all cabins and no dormitories, and a separate lido and pool area. The ships were usually routed on a monthly service between Genoa, Barcelona, Palma de Majorca, Cadiz, Lisbon and Tenerife, and then across to Rio de Janeiro, Santos, Montevideo and Buenos Aires. There was the occasional diversion. The sisters were also used for a considerable amount of cruising, particularly in the summer months during the peak of Spain's holiday trade. In the summer of 1967, for example, the 556-ft long CABO SAN VICENTE made a 21-day cruise from Bilbao to Le Havre, Hamburg, Stockholm, Helsinki, Copenhagen, Bergen, Sognefjord, London, Le Havre and return to Bilbao.

By the early '70s, despite the overall decline of traditional, two-class South American sailings, the two ships might have been refitted for more extensive cruising had it not been for the highly increased fuel oil costs of 1973-74. The CABO SAN VICENTE

was offered for sale in the autumn of 1975 and went to the Mogul Line of India to become the Moslem pilgrim ship NOOR JEHAN for the Bombay-Jeddah trade. Eventually laid-up in February 1984, she was subsequently broken-up locally at Bombay. Her sister, the CABO SAN ROQUE, was sold on a somewhat less happy occasion. Badly damaged by fire at a shipyard at Ferrol in Spain, on January 24th, 1977, the damaged hulk was sold to Cypriot buyers, Growth Maritime Investments Group, and towed to Piraeus for repairs. Renamed GOLDEN MOON, there was some speculation that she would be rebuilt for the cruise trades, but this theory ended when, a year later, she was sold once again, this time to Fidel Castro's Cuban Government. Registered to Havana-based Empresa Navigacion Mambisa, she was renamed AFRICA-CUBA and fitted out as a troop transport and student ship. She was back on the mid Atlantic route, but carrying far less jovial passengers than in her Ybarra days. Her days were numbered, however. In the summer of 1982, in ill-kept, rusted condition and in need of considerable repairs, she was withdrawn and then sold to Barcelona scrappers. Although Ybarra remained in the ferry trades for some years, they opted not to resume their liner operations after the CABO SAN ROQUE and CABO SAN VICENTE.

CARNIVAL ON THE HORIZON

By Marge Dovman

The steamy tropical weather we “enjoyed” on Thursday, August 16th did not deter 81 intrepid members and friends from visiting the spanking new 133,500-ton CARNIVAL HORIZON. If she were a person, she would be enjoying the Hudson River breezes at the Manhattan Cruise Terminal, while her close-to-4,000 passengers anticipated a round trip to Bermuda. At the next pier sat the Aida Cruises' AIDAVita, with her garishly painted bow perhaps trying to imitate an NCL ship. We went through security with members of several wedding parties and other passengers, and were called to board at the scheduled time of 11:30 AM.

The day's plans called for lunch right after boarding, followed by freelance touring of the ship. However...we entered the atrium (also known as the Horizon Lobby and Bar), where we spent some 10 or 15 minutes around what appeared to be a multi-deck high glass vase that changed colors and patterns, while related colors and designs appeared around it overhead. The effect was both puzzling and spectacular. After we had duly admired the display, our fearless leader Pat Dacey told us where and when we should meet for the luncheon, and then set us free to explore the ship on our own.

Carnival is no longer the home of the grotesque and exaggerated cruise ship interior. The CARNIVAL HORIZON seems like a floating collection of stage sets that aim to convince passengers that they are in the tropics. The Havana Lounge was particularly atmospheric, as if Papa Hemmingway would be along any minute.

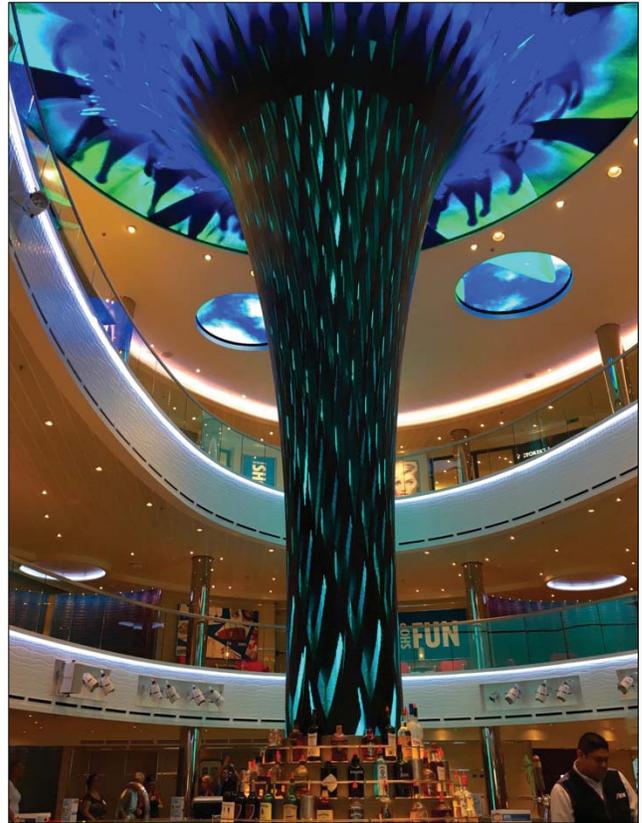


CARNIVAL HORIZON waits at her Manhattan pier for 81 WSS PONY members, who boarded for a luncheon and tour on August 16. She dwarfs the AIDAVita, docked at the next pier. (Bob Allen)

By noon, as advised, we had made our way to the contemporary, tasteful Meridian Restaurant for our three-course lunch and accompanying wine or soft drink. And what a three-course lunch it was! Carnival has always been memorable for its delicious food, and the HORIZON was no exception. The menu was rather imaginative, and provided multiple choices. Possible appetizers were Shitake Risotto (note the international touch!), Colossal Shrimp or Crispy Pork Belly. Salads were either BLT or Caesar. The entrees gave us an opportunity to acquaint ourselves with the exotic or unknown. There was Paccheri (described as stewed zucchini, cherry tomato, fennel and pepperoncini); Branzino (your reporter already knew it was a fish) with crisp vegetables, parmesan cream and asparagus; and Australian Wagyu (which one of my tablemates discovered was steak, and from the small piece I was able to commandeer from him, it was delicious but a bit chewy), accompanied by sweet potato mash (donated by another tablemate who doesn't like sweet potatoes) and house-churned gorgonzola butter. And then there was the dessert: Milk Jam and Chestnut Cookie, with spice cake, smoked toffee, apple butter, and sunflower seed nougat – a plate of small but yummy items. For the less adventurous or more health-minded, there were pieces of tropical fruits with

elderflower sorbet. Of course there were the usual beverages including iced tea and wine. All was excellently served by the pleasant staff. As an extra Carnival touch along with dessert, some of the wait staff, in costume, favored us with a lively dance that had many of us clapping along.

After lunch, we were free to wander around the vessel and enjoy the illusion of sailing, provided we could force ourselves ashore by 2:30 – or so. Our thanks to Pat Dacey for his superb organizational work, and also to Carnival Cruise Line.



CARNIVAL HORIZON, like other recent Carnival vessels, has a totally new look. Gone are the riot of mismatched colors and wildly exaggerated decorative motifs. Clockwise, from top left: the Meridian Dining Room, where WSS PONY members enjoyed a delightful luncheon; Horizon Lobby and Bar, with the constantly changing LED sculpture; Fahrenheit 555 Steakhouse, with sophisticated décor so unlike earlier Carnival ships; Havana Lounge, where one would not be surprised to find a Papa Hemmingway lookalike at the bar. (Bob Allen)

SHIP NEWS

By Bob Allen

THINGS THAT GO “BUMP” IN THE MORNING: Carnival’s 133,500-ton HORIZON, site of the recent World Ship Society luncheon, collided with Manhattan’s Pier 90 while docking on Monday, Tuesday, August 28. Steel columns buckled and the pier’s concrete parking deck was left slightly askew after the accident, but the CARNIVAL HORIZON was undamaged. She sailed on schedule for her next cruise that afternoon.



CARNIVAL HORIZON made news this summer not only for hosting the World Ship Society, but also for hitting Pier 90 while docking. Clockwise from top left: A floating crane, slanted steel columns and a tilting concrete deck are all evidence of the minor accident involving the HORIZON; the huge 133,500-ton ship fills the lens while docked at her Manhattan pier; the bow that came in contact with the pier. (Bob Allen)

WHAT'S IN A NAME? China-based Dream Cruises has announced a naming contest for their latest ship, the keel of which was laid at MV Werften in Rostock, Germany on September 11. Both English and Chinese names will be considered. Dream Cruises is owned by Genting Hong Kong, a huge player in the cruise and resort businesses. Genting also owns all or some of Star Cruises, Norwegian Cruise Line, Oceania Cruises, Regent Seven Seas Cruises, Crystal Cruises and the MV Werften yard. The new vessel will be the largest ever built in Germany, and will have 2,500 "family-style" staterooms, for a double occupancy of 5,000 passengers. Since many of these rooms will accommodate 3 or 4 passengers, the maximum capacity of the ship will be a staggering 9,500. The first Global-Class ship will set sail on an as yet unannounced itinerary in 2020.



At 204,000-gross tons, Dream Cruises' new Global-Class vessels will be tremendous, second in size only to Royal Caribbean's OASIS-Class, which are in the mid-220,000-ton range. (Dream Cruises)

BREAKING THE ICE: No longer a nameless icebreaker, French expedition company Ponant Cruises has announced that their unique new luxury vessel will be named LE COMMANDANT CHARCOT. Jean-Baptiste Charcot (1867-1936) was a French polar explorer who led many successful expeditions to the Arctic and Antarctic, as well as Greenland and the Hebrides. The vessel that will bear his name, the world's first luxury icebreaker, will carry 270 passengers. Currently under construction at VARD Shipyard, she will enter service in 2021. Her LNG and Hybrid Electric propulsion will allow her to travel emission-free through compact ice to the most pristine regions of the world, including the North Pole. Passengers will enjoy grill and panoramic restaurants, indoor and outdoor pools, winter garden, spa, sports hall, observation lounge and theatre.



Luxury cruises to the North Pole region and Antarctica will be the mission of Ponant's LE COMMANDANT CHARCOT. (Ponant Cruises)

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