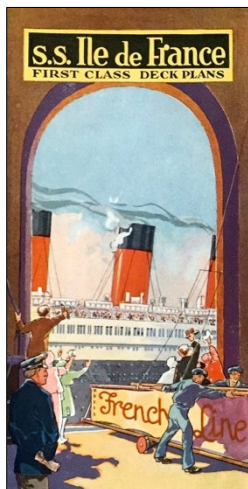
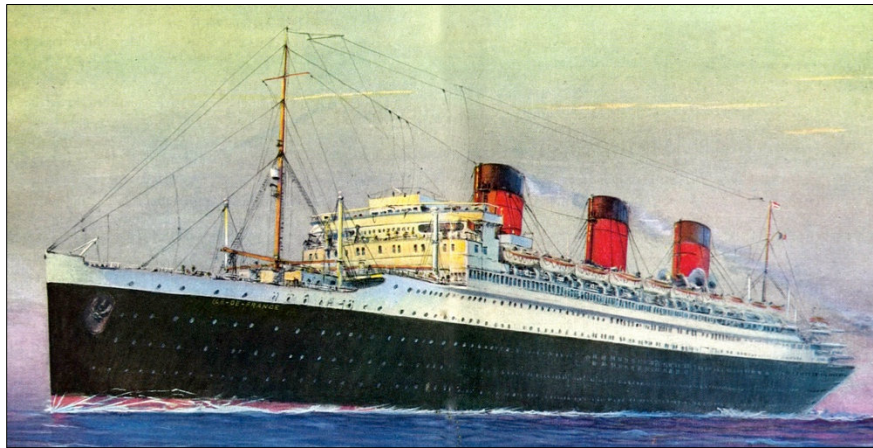


Friday, October 30, 2020 – **VIA ZOOM at 6:00 PM**

## ICON OF IDENTITY: THE ILE DE FRANCE ON THE WORLD STAGE By Christian Roden



Clockwise from top left: A rendering of French Line's ILE DE FRANCE at sea; artist's impression of her First Class Foyer; a post-World War II brochure cover; a rendering of her First Class Dining Room from a 1920's brochure; First Class Deck Plan cover from the 1930's. (Christian Roden Collection / Bob Allen Collection / CGT)

The "ILE DE FRANCE" was recognized around the world as an extension of French society. Conceived as a way of proclaiming the nation's political influence and cultural achievement through her groundbreaking Art Deco interiors, over the course of her thirty-two year career the vessel found herself playing the role of trendsetter, cinema muse, troopship, and rescue vessel. Historian Christian Roden will share long-forgotten stories of the "ILE DE FRANCE" uncovered at the Association French Line archives.

Christian is an independent maritime historian, curator, and author, specializing in the French, Swedish, and American merchant marine. He has published in the *Winterthur Portfolio* and *Magazine of the Decorative Arts Trust*, and has guest-curated exhibitions at the American Swedish Historical Museum in Philadelphia and the Winterthur Museum, Garden & Library in Wilmington, Delaware. He holds an MA from the Winterthur Program in American Material Culture, and a BA in Art History and English from Washington and Lee University. He was a 2011-2012 Fulbright Research Fellow at L'Association French Lines in Le Havre, France. Christian currently works as the Assistant Director of Prospect Research for the University of Pennsylvania Libraries, and has previously held positions at the Decorative Arts Trust, SS United States Conservancy, and the Delaware County District Library in Ohio.

**NEXT EVENTS:** November 20, 2020: Ships of State, Pacific Style: The PRESIDENT JACKSON Class of 1940 by Wayne Yanda

**ADDRESS:** PO Box 384, New York, NY 10185-0384

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Silversea Cruises' SILVER WHISPER docked in Amsterdam in 2013.

(Larry Levin)

**ARRIVALS AND DEPARTURES**

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

**PREVIEW November 20, 2020: "SHIPS OF STATE, PACIFIC STYLE: THE PRESIDENT JACKSON CLASS OF 1940"**

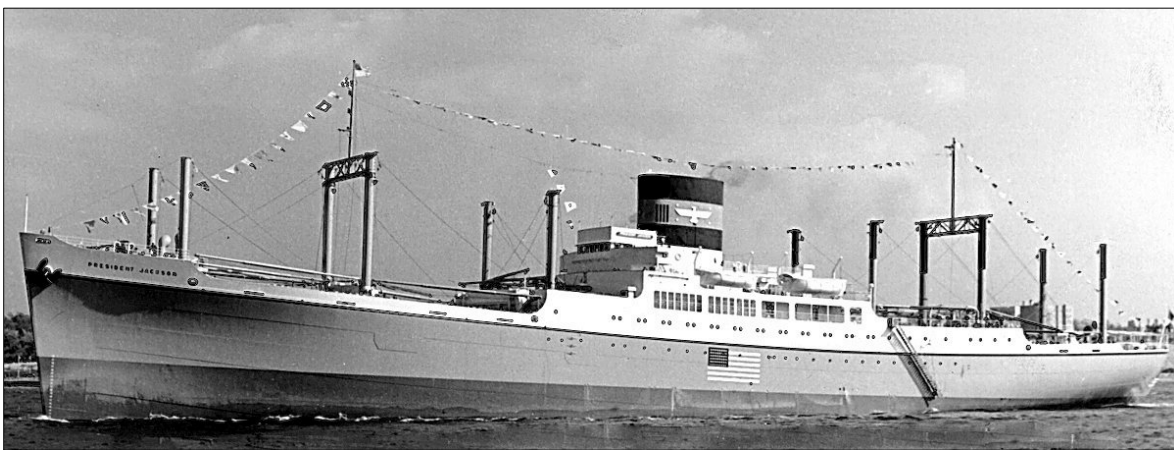
**By Wayne Yanda VIA ZOOM – 6:00 PM**

Eighty years ago, November 1940, marked the debut of the PRESIDENT JACKSON, the first of seven round-the-world passenger-cargo liners designed to help American President Lines rise from the ashes of the Dollar Line. The JACKSON class was also tasked with stemming the insurgence of the Japanese Merchant Marine, represented by the NYK Line and OSK Line.

Wayne Yanda will review the transpacific rivalry of the United States and Japan during the interwar years, and how it led to the creation of the PRESIDENT JACKSON class of 1940. You'll learn about a nationwide mural competition, fraught with conflict, held to decorate these little liners. He'll share rarely seen images of ships from both sides of the Pacific. And you'll hear the case that the PRESIDENT JACKSON class, weighing in at just 9,500 gross tons, can claim the moniker "ship of state."

A few years ago, Wayne Yanda combined his interests in ocean liners and the arts and launched the website [muralsonthehighseas.com](http://muralsonthehighseas.com), dedicated to the artworks created for American-built passenger ships. Every other Monday, on the website's Facebook page, he publishes a Mural Monday, a brief look at an artist's life and his or her work for an American liner. He currently works at the National Motorcycle Museum in Anamosa, Iowa.

Check your preconceived notions on Pacific liners at the door for this informative presentation.



American President Lines' PRESIDENT JACKSON class cargo-passengers liners will be the subjects of the November program. (Wayne Yanda Collection)

## MARITIME NEW YORK: MUSEUMS AND HARBOR OUTINGS

Compiled by Ted Scull

**SOUTH STREET SEAPORT MUSEUM** – [www.southstreetseaportmuseum.org](http://www.southstreetseaportmuseum.org) - 212-748-8600, 12 Fulton Street. All interior exhibits closed for the season. Waterfront and Historic Ships: Open to view from Pier 16, plus new historical story boards.

**BOWNE & COMPANY STATIONERS** – <https://southstreetseaportmuseum.org/bowne-co-stationers/> 211 Water Street. Open daily 11AM-7PM. Gift emporium and letterpress print shop.

**GOVERNORS ISLAND** – <https://www.govisland.com>. Now closed until Spring 2021.

**STATEN ISLAND FERRY** – <https://www.siferry.com/> - New York's most famous ferry operates around the clock between the Whitehall Street Terminal, Manhattan and St. George, Staten Island. Travel time 22 minutes, and the ride is free. During rush-hours, the ferry operates every 15 or 20 minutes; off-peak every 30 minutes; and late at night every hour. Passengers must disembark upon arrival and then re-board.

**NYC FERRY** – <https://www.ferry.nyc/> - The expanding city-financed ferry system currently operates six routes: Astoria, East River, Lower East Side, Soundview in the Bronx, Rockaway, and South Brooklyn. The one-way fare is \$2.75. Bicycles are an additional \$1.00. No senior rates for regular trips. The rides make great open-air outings. Good maps clearly show the routes. Free transfers to another route but not for a round trip. **New routes for 2021:** Wall Street/Pier 11 to Bay Ridge and Coney Island (37 minutes); Midtown/West 39<sup>th</sup> Street (Pier 79), Manhattan to Battery Park City and St. George, Staten Island (35 minutes).

**THE WORKING HARBOR COMMITTEE** – [www.workingharbor.com](http://www.workingharbor.com) - Cruises to both remote and well-travelled parts of New York Harbor including the Hudson River to view tugboat races, Gowanus Bay and Erie Basin in Brooklyn, a circumnavigation of Staten Island, and cruises to the Port Newark and Port Elizabeth container ship terminals. Scheduled trips: Sign up for a free newsletter.

**HORNBLOWER CRUISES** – <https://hornblowernewyork.com/new-york-sightseeing-tours/> - 866-817-3463 - Check website for off-season operations. In-season cruises to the State of Liberty, Ellis Island, New York Harbor, Hop-On Hop-Off cruises, Dinner cruises.

**NEW YORK WATERWAY** - <https://www.nywaterway.com/> - 800-533-3779. Regular ferry services between Manhattan (Midtown/West 39<sup>th</sup> Street; Brookfield Place/Battery Park City; Wall Street/Pier 11 to New Jersey landings: Weehawken, Lincoln Harbor, Hoboken, Paulus Hook and Belford (North Jersey).

**NEW YORK WATER TAXI** - [www.nywatertaxi.com](http://www.nywatertaxi.com) - 866-989-2542. Hop-On Hop-Off All-Day Access Pass from West 42nd Street (Hudson River) to Battery Park, South Street Seaport and Brooklyn DUMBO. All services temporarily suspended, including Ikea Ferry.

**CIRCLE LINE** - [www.circleline.com](http://www.circleline.com) - 212-563-3200. Best of New York encircles Manhattan (2.5 hours), Harbor Lights (2 hours), Landmarks Cruise (1.5 hours) – leave from Pier 83 (Hudson River at West 43rd Street).

**FIREBOAT JOHN J. HARVEY** – <https://www.1931fireboat.org/> - Winter layup until Spring 2021.

**N.B.** Additional cruises, beginning Spring 2021, including under sail, will be added when they are announced.



A New York Waterway ferry on the Hudson River.

(Bob Allen)

**A VIRTUAL HOLIDAY PARTY VIA ZOOM – “WINTER HOLIDAYS AT SEA”**

On December 18th, in lieu of our usual holiday gathering we would like to present a Zoom presentation with a winter holiday theme and have you, our members, participate. We would like you to share some of your most memorable photographs from winter holidays at sea along with your comments regarding the photographs. If you can send us your digital photos along with a short narrative describing the photograph, we will put together a presentation and share it with our entire branch family and friends.

You can also send some of your favorite winter ship scenes to us as well, as long as you provide some detail on the photographs, including who took the images. Please do not mail any original material to us; only digital submissions can be used.

Please send all submissions and or questions to [wsspony@gmail.com](mailto:wsspony@gmail.com).

In order to have your memories included in our presentation, please submit your photographs by November 30, 2020.



From frosty to frothy: docked in Brooklyn prior to a holiday cruise, QUEEN MARY 2 is seen beyond shoreside snow banks. (Pat Dacey)

\* \* \* \* \*

**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 received by October 30, 2020.

\* \* \* \* \*

## SHIP'S LOG, JULY 2020 – "A COLD WAR JOURNEY INTO HISTORY"

By Pat Dacey

Following our well-received, first-ever virtual meeting in June, on Friday, July 31, 2020 the PONY Branch hosted a summertime membership meeting, again using Zoom digital technology. Building on our lessons learned and comments received from our first digital meeting, our team was able to produce the presentation and expand our capabilities to incorporate a live Q&A session following the presentation.

The presentation by PONY Branch board member and past chairman Ted Scull, titled "Getting There – A Travel Adventure from New York's Pier 86 to Yalta's Maritime Station and into the Soviet Union," was premiered for the first time to our members and friends. It followed Ted, who in August 1963 set out on an elaborate five-week itinerary, traveling by ship, train, and riverboat from New York to Yalta on the Black Sea, and then onto the Volga and Don Rivers with visits to Sochi, Moscow and several other cities.

Beginning with what Ted described as his impetus for the trip, a Russian Language course taken during his senior year in college, Ted felt that if he had the opportunity to visit the Soviet Union, he would at least be better prepared for the visit based upon his newfound, bare essential language skills. With a gap of five weeks between summer and fall available before reporting to Paris for nine months of studies, Ted was ready to set off. His goal was to reach the Black Sea and visit both Moscow and Leningrad by using all available travel means except for the airplane.

Ted's adventure began in New York when he boarded the HANSEATIC for the crossing to Southampton. The HANSEATIC, built in 1930 as the EMPRESS OF JAPAN, was considered a "National Flag Ship" for Germany. Ted selected the HANSEATIC for its outstanding tourist class, which was formerly a large part of first class in her original incarnation. As always, Ted provided an outstanding history of the ship, accompanied by vibrant interior and exterior photographs. (On September 7, 1966, the ship caught fire while docked in New York and sadly was towed back to Hamburg, Germany and scrapped.)

Arriving in England, Ted traveled to Devon for a stopover with a former schoolmate and his parents, a visit that also resulted in Ted buying a Cavalier King Charles Spaniel to boot. Continuing his journey to Paris, Ted described in detail the three options of getting to Paris available before detailing his preferred method of travel. Ted chose the "Night Ferry" which was a through sleeping car service from London Victoria to Paris Gare du Nord that crossed the English Channel on a Southern Railways ferry. The service was operated from 1936 until 1939 when it was suspended during World War II, and then again from 1947 until 1980. The service was operated by Compagnie Internationale des Wagons-Lits from 1936 until 1977 when it was taken over by British Rail until it ceased operation in 1980. An interesting note from Ted: since it was the most famous train in Britain, Hitler had planned to arrive in a conquered Britain by this train.

After a short stay in Paris to stash most of his belongings, it was time for Ted to venture to Prague by train. Growing up along the Pennsylvania Railroad's electrified Main Line outside of Philadelphia, Ted missed seeing steam trains in his youth and was pleased that all the trains on his journey from Paris to Prague and Vienna were drawn by steam.

Ted described how he was able to plan for his trip through the New York representative of Intourist, the Soviet government agency founded in 1929 that served as the primary travel agency for foreign tourists visiting the Soviet Union. Intourist handled all of the activities permitted while visiting, and provided coupons for everything from meals to trains, transfers and hotels so that there was no need to use currency while on tour.

Joining two friends in Vienna, Ted ventured on a Danube River journey aboard the Russian riverboat AMUR, built by the Austrians as war reparations, while watching a variety of river traffic including vintage sidewheel towboats and ferries. A highlight of the river trip was his experience at the Iron Gate, a powerful and dangerous stretch of the Danube where steam engines had to tow the riverboats upstream for a few miles due to the treacherous currents. Ted pointed out that the Orient Line's ORSOVA was named after the town where the Iron Gate is located and included a stylized Iron Gate as part of her bow decoration. All Orient Line ship names started with OR.

While presenting various photographs of period Communist propaganda, Ted related an event that happened when they tried to call at Giurgiu in Romania. While docking, the riverboat was met by a Romanian military unit complete with rifles and bayonets, that took formation around the dock thereby preventing the passengers from going ashore. Ted explained that it was Romania's way of flexing its muscles at the Soviet Union and forcing the boat to leave and dock at the Bulgarian city of Ruse on the opposite bank, a most "unwelcome" welcome!

Ted transferred to an overnight Soviet ship, the KOLCHIDA, at Ismail for his trip to Yalta. He tried his hand at US and Russian diplomacy by engaging in a chess game with some Russian acquaintances of a similar age. Ted, ultimately victorious, was rewarded with a few beers and an evening of détente.

Arriving in Yalta for a two-week stay (why not at \$8 per night including meals?), Ted spent much time taking in the sights and photographing the Black Sea passenger fleet. Included were many seized ex-German ships, both short and long-distance vessels, a couple which sailed as far as Cuba.

Ted then set off to Moscow where he joined an Intourist group of 20 (all with the exception of Ted had Russian ties), for a trip to Volgograd to join a two-day river cruise on the Volga and Don Rivers to Rostov. Ted once again became the teacher as he told of the struggles and damage that were inflicted upon Stalingrad during the WWII battle, which lasted from November 1942 until February 1943 and is noted as one of the largest and bloodiest battles in the history of warfare.

Departing on the Russian side-wheeler FELIX DZERZHINSKY, Ted captured photographs and described the various maritime sights on his journey. While dining at the Sochi maritime station, Ted was able to photograph the ADMIRAL NAKHIMOV. Built in 1925 as the BERLIN, she later became the flagship of the Black Sea passenger fleet with service that included transporting Soviet troops to Cuba during the Cuban Missile Crisis in 1962.

Meeting a tragic end on August 31, 1986, the ADMIRAL NAKHIMOV collided with the bulk carrier PYOTR VASEV in Tsemes Bay with a loss of 423 lives.

Moving ahead to Moscow, Ted showed various photographs depicting Russian historical events involving Lenin, Peter the Great, and the cruiser AURORA before describing a bit of intrigue with a story about befriending some locals in Moscow.

Like something out of a John LeCarre novel, Ted, after meeting new friends in Moscow and socializing with them, was later contacted by an unknown person through a note clandestinely passed to him while in a train station with his Intourist guide. It read that they would like to see him again, while warning him that the authorities were well aware of his previous visits.

Ted described his dangerous rendezvous with his Russian friends. After leaving Russia he attempted to keep in contact with them, but Ted's two letters were never answered.

Intrigue continued to follow Ted, as he explained why he did not go direct from Moscow to Paris via East Berlin and East Germany, instead opting to travel via Prague to Paris because of a 1961 incident in East Berlin. Ted recounts that in August 1961, he walked up to the partially built Berlin Wall and took a photo of one of the East German border guards. The guard saw him and ran up to the wall and thrust his bayonet at Ted, who quickly stepped back. Then an American tank rumbled up to the wall, and the guard turned and sprinted out of sight.

Although he escaped unscathed from that incident, Ted had additional troubles the next day with the East Berlin Stasi. He and a friend were taking some photos after crossing the border to get an East German visa to be able to travel by train from West Berlin through East Germany to West Germany. While photographing areas still showing widespread bomb damage from WWII, they both were arrested by two passing Stasi. They were interrogated for several hours, accused of spying, and forced to sign a confession, otherwise they would not be released. After these two incidents, Ted decided to avoid the direct route to Paris!

Eventually, Ted settled into a 6<sup>th</sup> floor Paris apartment at 53 Blvd. Montparnasse where he began his studies, then eight months later returned to the United States aboard the 1957-built Cunarder SYLVANIA, without incident.

Ted's presentation was followed by an interactive Q&A session with our members and friends.

As a student of history, I thoroughly enjoyed Ted's firsthand account of travel and adventure during the Cold War and having the opportunity to view history in the making. It made for a hugely enjoyable evening!



German Atlantic Line's HANSEATIC was built as Canadian Pacific's EMPRESS OF JAPAN (1930). After a complete reconstruction in 1958, she became enormously popular as both a transatlantic liner and cruise ship. (Ted Scull)



Clockwise from top left: ADMIRAL NAKHIMOV docked at Sochi; PETR VELIKI at anchor off Yalta; the Russian riverboat AMUR on the Danube; Prague Central Station. (Ted Scull)



Ted sailed home from Liverpool in Cunard's SYLVANIA, the last of four sister ships commissioned in the mid 1950's for transatlantic service, mostly between the UK and Canada. (Ted Scull)

## **SHIP'S LOG, SEPTEMBER 2020 – "ROYAL CARIBBEAN CRUISE LINE: 50 YEARS OF INNOVATION"**

**By Richard Wagner**

On Friday September 25th, the Port of New York Branch held its third virtual meeting via Zoom. It featured an illustrated presentation by maritime historian and author Allan Jordan entitled "Royal Caribbean Cruise Line: 50 Years Of Innovation."

Before turning to the substance of the presentation, it may be helpful to focus on the title. When people say "Royal Caribbean" they can be referring to the holding company that owns, in whole or in part, several different cruise lines. It is officially named "The Royal Caribbean Group." Alternatively, "Royal Caribbean" is often used to refer to one of that company's subsidiaries, the operating cruise line "Royal Caribbean International." For the most part, this presentation was about the latter entity.

Why "50 years" inasmuch as the company was formed in 1968? Royal Caribbean's first ship entered service in 1970 and thus the line has been providing cruises for 50 years.

The history of Royal Caribbean starts with Ed Stephan, a Florida hotel executive who decided to shift to the cruise business in the 1960s. Stephan began with Yarmouth Steamship Company. However, the deadly fire and sinking of the YARMOUTH CASTLE in 1965 ended that cruise line.

Stephan bounced back, helping to form Commodore Cruise Line, which provided Caribbean cruises out of Miami on the converted car-ferry BOHEME.

Although the Commodore operation was achieving some success, Stephan dreamed of a much bolder cruise line. Whereas most cruises at that time were being done with recycled ocean liners or converted car ferries, Stephen dreamt of a line that would operate purpose-built modern cruise ships. Whereas other cruise lines focused on the markets adjacent to their home ports, Stephen envisioned an international market in which the airlines would fly passengers to the ships.

In order to get the capital to create such a cruise line, Stephen traveled to Norway. Most of the traditional maritime companies "laughed him out of the office." However, he found a receptive audience at I.M. Skaugen, S/A. But Skaugen did not want to put up all the money, so Stephan looked for additional investors. He found one in Arne Wilhelmsen of Anders Wilhelmsen and Company. Later, Gotaas-Larsen Shipping Corporation was also brought in. The new cruise line was called "Royal Caribbean Cruise Line."

Stephan then turned to building a fleet. The ships he envisioned would be built with mass-market cruising in mind. They would be shallow draft, thus enabling them to dock in Caribbean ports where ocean liners had to tender. Since speed was not important, they did not need fuel-guzzling engine plants. For the same reason, they could be less aerodynamic and more boxy, thus enabling them to carry more passengers. Inasmuch as passengers would only be sleeping in their cabins, there was no need for luxurious ocean-liner staterooms.

Since the rise of jet travel had all but ended the transatlantic service and the cruise industry was still a niche business, few shipyards were interested in building a new type of passenger ship. However, Finland's Wartsila yard was looking to diversify its business away from just building ice breakers and car ferries. Using a car ferry design as a base, Wartsila and naval architects from Skaugen worked to create a design consistent with Stephan's vision.

The result was a design for an 18,000 gross ton cruise ship capable of carrying some 750 passengers. The design included a large outdoor pool area as well as an innovative observation lounge wrapped around the funnel. Stephan said the latter feature was inspired by the Space Needle in Seattle.

Royal placed an order for one ship and took an option for a second. However, Stephan wanted three ships. One would do seven-night cruises from Miami to San Juan, St. Thomas and Nassau, while the other two would do 14-night cruises further into the Caribbean. This way, there would be two Royal Caribbean ships leaving Miami each weekend.

The first ship was SONG OF NORWAY. She was followed by NORDIC PRINCE and SUN VIKING. All three ships were essentially identical. However, as part of the first wave of modern cruise ships, they were innovative.

Stephan was right that there was a market for cruises on such ships and demand for Royal Caribbean cruises grew so that the ships were sailing at or near capacity. Naturally, management wanted to increase capacity but it thought that the prices the shipyards were quoting for new ships were too high. In addition, it is more cost effective to operate a large cruise ship carrying say 2,000 passengers than it is to operate two smaller cruise ships each carrying 1,000 passengers.

Therefore, in 1977, Royal took the innovative step of returning SONG OF NORWAY to Wartsila where it was cut in two and an additional section placed in between. The increase in length enabled the ship to accommodate more than a thousand passengers without increasing its operating cost significantly. Shortly thereafter, NORDIC PRINCE was similarly "stretched."

There were plans to stretch SUN VIKING but in 1979, Royal decided to order a new ship instead. SONG OF AMERICA was 31,000 gross tons and could accommodate 1,400 passengers, fully one third more capacity than the stretched SONG OF NORWAY.

In 1987, Royal went even bigger with its first "mega" cruise ship, SOVEREIGN OF THE SEAS. At over 73,000 gross tons, SOVEREIGN was the first modern cruise ship to be the size of the great ocean liners of the 1930s and 1940s. Indeed, only QUEEN ELIZABETH, QUEEN MARY, and NORMANDIE exceeded her in size. SOVEREIGN was followed by two sisters, MONARCH OF THE SEAS and MAJESTY OF THE SEAS. All three were built by Chantiers de l'Atlantique in St. Nazaire, France.

The next increase in the fleet came by way of corporate acquisition. Gotaas-Larsen had an interest in a small cruise line called Admiral Cruises. Rather than have it compete with Royal Caribbean, Gotaas-Larsen persuaded its partners to merge Admiral into Royal Caribbean. As a result of this merger, Royal received a converted car ferry which it renamed VIKING SERENADE and a new-build that Admiral had ordered from Chantiers de l'Atlantique, which Royal named NORDIC EMPRESS (later renamed EMPRESS OF THE SEAS).



Close on the heels of Royal's acquisition of Admiral, Royal Caribbean became an acquisition target. During the 1970s and 1980s, the modern cruise industry had blossomed and Carnival Cruise Lines had emerged as Royal's chief competitor. Hungry to expand, Carnival set its sites on acquiring Royal. First Gotaas-Larsen agreed to sell and then I.M. Skaugen. Normally, this would have been enough to give Carnival control of Royal. However, the agreement setting up Royal Caribbean had a provision that gave each partner a right of first refusal should one or more of the other partners desire to sell its interest. Enlisting the aid of the Pritzker family of Hyatt Hotels fame and Israeli shipowner Sammy Ofer, the Wilhelmsens were able to raise the money to buy out their two original partners. Royal's independence from Carnival was preserved.

Royal then embarked on a spurt of newbuilding with its VISION class. Slightly smaller than the SOVEREIGN class ships, this class is actually made up of three pairs of sister ships. The first two (SPLENDOR OF THE SEAS and LEGEND OF THE SEAS) were built by Chantiers. GRANDEUR OF THE SEAS and ENCHANTMENT OF THE SEAS were built by Kvaerner Masa-Yards in Finland. For RHAPSODY OF THE SEAS and VISION OF THE SEAS, the line returned to St. Nazaire. These were the first Royal Caribbean ships to have diesel-electric power plants. All six are much the same except ENCHANTMENT was later stretched.

As the Millennium drew to a close, Royal embarked on its most ambitious project yet, the VOYAGER class. The first of five ships built by Kvaerner, VOYAGER OF THE SEAS was 28,000 gross tons larger than GRAND PRINCESS, which was then the world's largest cruise ship. She was also larger than all three of Royal's original ships put together. In addition, she was one of the first major cruise ships to employ pod propulsion. To attract passengers, VOYAGER and her sisters were built with an indoor entertainment and shopping mall running down the centerline called the Royal Promenade. They also had their own ice skating arenas.

At the same time that it was building the VOYAGER class, Royal was building the RADIANCE class. At 90,000 gross tons, these four ships were designed as medium-size ships. Whereas the VOYAGER ships had a "shock and awe" interior, the RADIANCE ships had a more relaxed interior, along the lines of a premium cruise ship. Powered by gas turbines and employing pod propulsion, these ships were both fast and maneuverable.

With the 155,000 gross ton FREEDOM OF THE SEAS, Royal regained the record for the world's largest passenger ship from Cunard's QUEEN MARY 2 in 2006. Essentially, an extended version of the VOYAGER design, FREEDOM and her two sisters had a number of additional innovations including a surfing simulator and hot tubs cantilevered out over the sea.

Royal was not content to rest on its laurels. Management made a wish list of all the features that it wanted to include in a cruise ship and then designed a ship that could incorporate those features. The result was the 220,000 gross ton OASIS OF THE SEAS. Entering service in late 2009, this ship was built by STX Europe in Finland. Capable of carrying more than 6,000 guests, the ship was a city at sea. Indeed, Royal divided the ship into seven sports, entertainment and dining zones, which it called "neighborhoods". Among its innovations were: a large park with hundreds of live plants, an aqua theater with high diving, a zip line, a working carousel, a bar that travels between two decks and a number of new dining venues. A year later, a second ship, ALLURE OF THE SEAS, entered service.

When the OASIS class entered service, it was believed that they would never be deployed outside Caribbean. However, experience with the ships showed that they were much more robust than initially believed and could be deployed on itineraries elsewhere in the world. This combined with their enormous popularity led Royal to resume building OASIS class ships after a six-year hiatus. Built in St. Nazaire by STX France, HARMONY OF THE SEAS was slightly larger than the original OASIS class ships. She was also more fuel-efficient and reached 25 knots during her sea trials. She was followed in 2018 by SYMPHONY OF THE SEAS. Two more sisters are on order.

During the hiatus between the OASIS class ships, Royal began building the QUANTUM class. The original idea was to build some "all weather cruise ships" that would be based in ports where the weather is not always like Florida (e.g. New York). Royal wanted ships about the size of the FREEDOM class ships with enclosed pools and sports facilities that could be used by passengers regardless of the weather. However, as the project went along, management thought of a number of additional innovations it wanted to include and the size grew to over 167,000 gross tons. Among these innovations were such "Wow" features as an arm that raises an observation pod to 300 feet above the sea and an enclosed sports complex. A more sophisticated feature was a multi-deck high entertainment venue at the stern of the ship with windows that wrap 270 degrees around the ship, which transform into high tech screens upon which video can be shown. There are currently four QUANTUM class ships in service with another set to join the fleet next year.

In the future, Royal plans to build the ICON class. Very little has been released about these ships except that they will be built in Finland, be approximately 200,000 gross tons and will be fueled with liquified natural gas.

Mr. Jordan also briefly described the other cruise lines in the Royal Caribbean Group. In 1997, Royal acquired the premium cruise line Celebrity Cruises. In 2006, Royal acquired the Spanish-brand Pullmantur. (It later sold off 51 percent of its interest in Pullmantur). As a result of the Pullmantur acquisition, Royal obtained two of the R-class ships built originally for Renaissance Cruises. At first, Royal planned to add the R-ships to Celebrity but in 2007 Royal decided to build the premium/luxury line Azamara Club Cruises around them. (It subsequently acquired a third R-ship). That same year, Royal acquired a 50 percent interest in the German line TUI Cruises, known for its fleet of MEIN SCHIFF ships. As a result of the TUI deal, Royal also has an interest in TUI's British subsidiary Marella Cruises and several former RCI and Celebrity ships have been transferred into the Marella fleet. Also, through TUI, Royal has an interest in Hapag-Lloyd. In 2018, Royal acquired an interest in luxury line Silversea, purchasing the rest of the company earlier this year.

The presentation was well received, with a number of viewers sending in congratulatory notes.



Royal Caribbean's first ship, the SONG OF NORWAY, departing New York for Bermuda during the 1980's. The QE2's One Deck pool area and Union Jack are visible in the foreground. (Richard Wagner)



The SONG OF AMERICA docked at Hamilton, Bermuda during the 1990's. Still in service as CELESTYAL OLYMPIA of Celestyal Crusies, she is an enlarged version of the SONG OF NORWAY-Class vessels. (Richard Wagner)

## **SHIPS IN PORT – THE LEGENDARY “GREEN GODDESS”**

**By Bill Miller**

In 1970-71, World Ship Society Board meetings were held in an unusual location: in a former Main Deck suite onboard CARIBIA, berthed at Pier 86, at the foot of West 46<sup>th</sup> Street. We were led aboard – from a stern gangplank – by the late John Rogers, then World Ship chairman and maritime attorney for the ship's owner Andrew Kostantinides. John was also busily working on reviving the idle liner. After an inaugural cruise, fire and then breakdown in the Caribbean in the winter of 1969, the CARIBIA made its way back to New York, but to serious legal and financial troubles -- and continual lay-up. By the time of our monthly visits, the liner had fallen on hard, in fact very hard times. There was limited lighting, no heat (we sat close to a small electric heater in that once palatial suite), and public areas in disarray and, on close inspection, dead rats curled in corridor corners. The deep, stale smells of decay and neglect prevailed.



CARONIA is at Pier 90 in this view from 1955, with the QUEEN MARY on the left and the bow of the FLANDRE on the right. (Bill Miller Collection)

The 715-ft long CARIBIA had been Cunard's legendary CARONIA. In the 1950s, she had been one of the most distinguished and luxurious ships to call at New York. Although she visited little more than six times a year, her visits were special. When completed at the end of 1948, she was the largest liner to have only one funnel (and that funnel itself was one of the biggest ever to go to sea). The 34,172-ton liner also had the tallest mast afloat. And she was certainly the largest liner ever to be painted entirely in green – four shades of green in all, giving her the nickname of “the Green Goddess”. In Cunard annals, she was the first liner to have a built-in outdoor pool and the first to have private toilets and either bath or shower in all of her staterooms, regardless of class (her design called for 932 total passengers, divided between 581 in first class and 351 in cabin class, or 600 all-first class for cruising). Most important, she was the largest liner yet built to cruise almost year-round. It was a daring yet highly successful venture. She was a great forerunner to the cruise fleets that would begin coming two decades later.

In 1945-46, just as World War II ended, it was thought that the 22-knot CARONIA would be used on the trans-Atlantic run as a companion to the MAURETANIA and would cruise only periodically. But this plan was revised completely by the early stages of construction at the John Brown shipyard in Scotland. Her interiors were reduced versions of those on the QUEEN ELIZABETH, built at the same shipyard.

A very grand cruise ship, the CARONIA was designed for a reduced capacity of 600 passengers, most of them elderly and wealthy. They were attended by an equal number of handpicked Cunard crew. In fact, the ship often carried as few as 300, making her the “millionaires’ yacht” and the “world’s largest floating country club.”. Some devoted passengers lived aboard for months, some for years and one woman sailed continuously for nearly fifteen years, giving Cunard an estimated \$4 million in fares.

The CARONIA had something of a prescribed pattern: Every January, around-the-world for three months; in spring, 6-8 weeks in the Mediterranean; six weeks to Scandinavia in summer; and finally, in fall, 6-8 weeks back to the Mediterranean. There was the occasional trans-Atlantic crossing for positioning and sometimes a two-week end-of-summer cruise to the West Indies.

The CARONIA also had a definite clubbiness about her. Her décor was in pure British ocean-liner style: polished woods and chrome lighting fixtures, etched mirrors, linoleum floors and overstuffed chairs and sofas. Everything about her was crisp and precise. She was often said to be the most luxurious ship in the world, some people claiming that she even surpassed first class in the QUEEN MARY and QUEEN ELIZABETH. There were well-trained stewards in impeccably starched whites, teas at four and lots of cooking to order at dinnertime. Returning from their excursions on shore, passengers often found their favorite drinks ready, their dinner clothes laid out and a warm bath drawn. It was all like grand old seaside hotel. There was also the sense of the familiar: Many of the CARONIA's passengers, having been aboard before, knew one another and knew what to expect. Often they insisted on the same stateroom year after year – and even requesting the same steward and dining room waiter.

After almost twenty years of Cunard service, the CARONIA was retired was in the fall of 1967 and later sold to Greek interests, but operating under the Panamanian flag, who renamed her CARIBIA. She would go on to have the longest twilight of any

Cunarder. She was barely back in service, in February 1969, when she was damaged by fire in the Caribbean and had to be towed all the way back to New York. For the next five or so years, she remained there, loitering about the harbor – at shipyards, old Brooklyn cargo docks, anchorages, United States Lines' former Pier 86 and finally at near derelict Pier 56. None of the frequent rumors – such as being purchased by the Lauro and then the Chandris lines – came to pass. Faded, rusting and lifeless, the once grand ship slipped further and further into decay. There were lawsuits, crew defections, unpaid bills, problems with harbor authorities and even a “parking ticket” for being docked illegally. Her littered decks, musty ballrooms and darkened staterooms were opened to the public for a nostalgic auction (in February 1974), a chance to buy pieces of the grand ocean liner era. Everything was tagged – from sofas and coffee tables to telephones and battered saucers from the kitchens. The ship was all but completely stripped. In the end, under tow and en route to the scrappers on Taiwan, the former CARONIA was finished off. Seeking safe waters from a tropical storm on Guam, she was thrown onto a local breakwater and broke in three. Her wreckage was soon seen as a menace to shipping and the remains were quickly cut up.

## **SHIP NEWS**

**By Bob Allen**

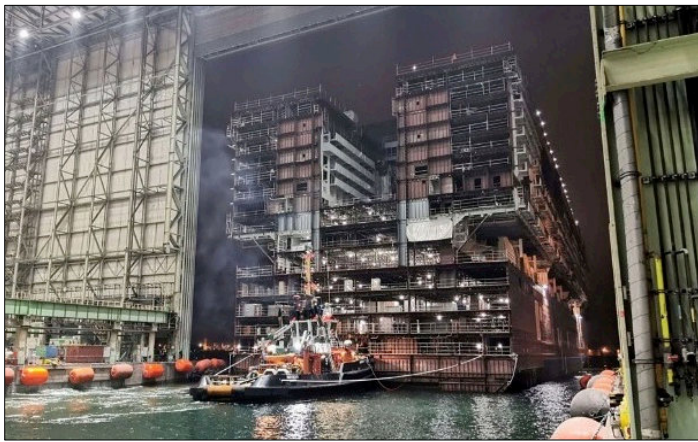
**BARGINS GALORE:** The Covid-19 pandemic has caused many ship owners to reduce or even totally eliminate their fleets. While many have been sold for scrap, there is clearly a strong market for some of these secondhand vessels, often trading at bargain prices. Carnival Corporation has disposed of 18 ships, and some have found interesting new employment. Holland America Line ships seem to have a strong appeal. As previously reported in The Porthole, the ROTTERDAM (VI) and AMSTERDAM have been sold to Fred. Olsen Cruises. Next, three STATENDAM-Class ships, MAASDAM, VEENDAM and PACIFIC ARIA (ex-RYNDAM) were sold to Seajets, a Greek and Cypriot ferry operator. Also joining what appears to be a future Seajets cruise fleet is P&O's OCEANA (ex-OCEAN PRINCESS), one of the SUN PRINCESS-class. The STATENDAM, most recently part of the now bankrupt CMV, has been sold to Mystic Invest Holding. Mystic is a Portuguese family-owned travel and tourism company; its cruise brands include Mystic Cruises, Atlas Ocean Voyages, Nicko Cruises, and DouroAzul. The COSTA neoROMANTICA has been sold to Cypriot-owned Celestyal Cruises, which plans to base her in Piraeus, Greece beginning in March 2021. Celestyal has released a rendering of the ROMANTICA, renamed CELESTYAL EXPERIENCE, showing her cluster of three upright funnels encased by a single streamlined one.



CELESTYAL EXPERIENCE, with new livery and funnel, will operate out of Piraeus, Greece (above, left); VEENDAM docked at New York in 2012, will join the Seajets fleet as AEGEAN MAJESTY, with itineraries to be announced (above, right). (Celestyal Cruises / Bob Allen)

**COVID SCARES AND DISRUPTIONS ON EUROPEAN LINES:** MSC Cruises and Carnival Corporation's Costa Cruises are slowly restarting operations out of Italian ports for Schengen-Area passengers only, with rigorous safety measures in place. Although the first few cruises were Covid-free, seven COSTA DIADEMA passengers reportedly tested positive in mid-October, and test results were pending for a passenger on MSC GRANDIOSA around the same time. However, the trend to restart operations within Europe is continuing. Beginning on October 17, Carnival's German-market brand AIDA is operating the AIDAblu from Civitavecchia to Italian ports. Another European company that reentered both cruise and ferry service is Norway's Hurtigruten. It was the first to do so in July, but suffered a Covid outbreak in August. The company was planning to restore daily service with 11 ships along the Norwegian Coastal route, but demand was far below normal. By October, only 2 ships - the POLARLYS and KONG HARALD - were operating. This meant some towns that were receiving daily visits were now only seeing ships, delivering essential cargo and passengers, once every 5 to 7 days; Hurtigruten will reevaluate demand in November. The company also announced the cancellation of the entire 2020-2021 Antarctica cruise season, due to Covid-related port restrictions and lack of airlift for international passengers. Looking towards a turnaround in cruise business next year, Hurtigruten is planning to split into two divisions in 2021. One division will be for the coastal cruise and ferry service, and another focused on upscale expedition cruises, mostly on the new ROALD AMUNDSEN-Class hybrid vessels.

**MV WERFTEN ON THE MOVE:** Even as cruise lines are being forced to shrink or close due to the Covid crisis, there is some hopeful news as well. German shipyard MV Werften, owned by tourism and casino giant Genting Hong Kong, has been hard hit by Covid crisis. It closed on March 22, although it had a full order book of vessels under construction. In early October, it received a 193 million euro loan from the German government's Federal Economic Stabilization Fund. This is to be used for the completion of the expedition vessel CRYSTAL ENDEAVOR for Crystal cruises, also a Genting-owned company. Delivery is now scheduled for March 2021, instead of the original April 2020 date. An additional 43 million euro loan is being finalized; it will be for continued work on Dream Cruises' project Global I. The 200,000-ton Global project is the first of two sister ships on order for Dream Cruises, another Genting-owned cruise line. It is estimated that an additional 500 million euros will be needed for financial stabilization of MV Werften.



A section of the 200,000-ton GLOBAL DREAM at MV Werften's Wismar Yard (above, left); CRISTAL ENDEAVOR under construction at MV Werften, Stralsund (above, right) (MV Werften)

**SMALLER SHIPS ON ORDER DURING THE COVID ERA:** The growing popularity of smaller, expedition-style cruise ships is well timed. As the cruise industry slowly emerges from the Covid no-sail orders and port closures, intimate ships offer passengers a less crowded environment. Smaller cruise lines are quick to point out that the risk of contracting the virus on a 100 or 200-passenger vessel is minimal. Huge cruise ships have the advantage of distributing passengers at multiple cavernous-sized venues. However, there is still the logistical problem of maintaining social distancing at pools, health clubs, on gangways, at entrances to theatres and restaurants, and on shore excursions. Even though these ships are now sailing with greatly reduced capacities, thousands are still aboard a single vessel. Many established lines as well as start-ups are moving forward with small ship construction, which may well be the wave of the future and an important factor in the revival of worldwide cruising. A lengthy list of these companies include Aranui, Atlas, Coral Expeditions, Crystal, Emerald, Hapag-Lloyd, Hurtigruten, Lindblad, Mystic, Oceanwide, Paul Gaugin, Ponant, Quark Expeditions, Ritz-Carlton, Scenic, Sea Cloud, Seabourn, Silversea, SunStone, Swan Hellenic and Viking.



The SH MINERVA will be the first newly-built vessel for Swan Hellenic Cruises, which has been operating secondhand or chartered vessels since it began operations in 1954 (above, left). Atlas Ocean Voyages will operate the WORLD NAVIGATOR on exotic global itineraries (above, right). (Swan Hellenic Cruises / Atlas Ocean Voyages)

**FAREWELL TO FAVORITES:** The seemingly endless stream of vessels heading to the scrapyard, or limbo, includes many longtime favorites. CMV's COLUMBUS, ex-STAR PRINCESS (1989) has been purchased at auction by a Greek buyer with no immediate plans for the ship. The next CMV vessels to land on the auction block are the beloved MARCO POLO, ex-ALEXANDR PUSHKIN (1965) and ASTOR (1987). REGAL PRINCESS (1991), most recently in service as PACIFIC DAWN for P&O Australia, was to join CMV next year. Instead, there are unconfirmed reports that she may become a "Crypto Cruise Ship," owned by Ocean Builders. She is to be renamed SATOSHI, sharing the name of the smallest denomination of bitcoin, which will be an onboard currency. The concept is to sell 777 cabins, and establish a floating community off the coast of Panama. REGAL PRINCESS' sister ship CROWN PRINCESS (1990) also faces an uncertain future. She has been sailing for Indian start-up Jalesh Cruises as KARNIKA since 2019, but that company has ceased operations and the vessel is laid up. Marella Cruises recently announced it will dispose of its oldest ship, the MARELLA DREAM, ex-HOMERIC (1986). She was the final ship built for, and last remaining link to the legendary Home Lines. HOMERIC had an illustrious career in her next incarnation, as Holland America Line's WESTERDAM, prior to joining TUI / Marella. Should she be scrapped, it will be a sad day for those who sailed with or fondly remember the great Home Lines fleet, which included the remarkable OCEANIC (1965); DORIC, ex-SHALOM (1964); HOMERIC, ex-MARIPOSA (1932); ITALIA, ex-KUNGSHOLM (1928); and ATLANTIC, ex-MALOLO (1927).

# A GUIDE TO THE BEST CRUISE SHIP GOING.



## HOME LINES CRUISES. <sup>MV</sup>HOMERIC.

Home Lines 1986 introductory brochure cover for the HOMERIC. (Bob Allen Collection)



An early portrait of the WESTERDAM, before Holland America Line stretched her in 1990. (HAL / Bob Allen Collection)

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