



DECEMBER, 2016 VOLUME XXXIII, # 11

**THE WORLD SHIP SOCIETY - PONY BRANCH  
CELEBRATES THE HOLIDAY SEASON!**

*Christmas and New Years*  
**WEST INDIES**  
*Cruise*

*Leaves  
New York, Dec. 22<sup>nd</sup>  
Returns  
Jan 3<sup>rd</sup>* ON THE French Line  
**CHAMPLAIN** *11 Days  
Minimum Rate  
\$140<sup>00</sup>*

The French Line celebrated the Christmas season with a festive cruise from snowy New York to the balmy Caribbean on the CHAMPLAIN in 1938. (Bob Allen collection)

**NEXT EVENTS:** Membership meetings: January 27, 2017 - Allan Jordan, NCL's First 50 Years; February 24; March 31; April 28; May 19; June 23. Group cruise from Rome to Venice on the QUEEN VICTORIA, July 1-7, 2017.  
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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 [oceanyoyag@aol.com](mailto:oceanyoyag@aol.com) or via the PONY mailing address.

## MEMBER PHOTO OF THE MONTH



Holland America Line's KONINGSDAM at Half Moon Cay, Bahamas on November 11, 2016.

(Bob Allen)

### **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 212-748-8600.

**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) Per their website, monthly meetings have been eliminated for the foreseeable future.

**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.ssjohnwbrown.org](http://www.ssjohnwbrown.org) or 410-558-0646. Visit or sail on the World War II vintage Liberty Ship, based in Baltimore, MD. Contact for dates and more information.

**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 718-390-0040 – **PLEASE NOTE NEW PHONE NUMBER!** Contact for schedule of cruises and other 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 OF THE MISSISSIPPI	St. Louis, MO	St. Paul, MN	Mississippi River Cruise	Marge Dovman	09/16
NORWEGIAN GEM	New York	San Juan	Caribbean Repositioning Cruise	Charles and Catherine Crawford	10/16
AMERICAN STAR	Baltimore, MD	Baltimore, MD	Chesapeake Bay Cruise	Marge Dovman	11/16
QUEEN MARY 2	New York	New York	Caribbean Cruise	Mr. & Mrs Tom O'Reilly	11/16
QUEEN MARY 2	Southampton	New York	Transatlantic Crossing	Ted and Suellyn Scull	11/16

### SHIP'S LOG - JUNE

Our recent season came to a twin-stacked ending in late June, with our last meeting, featuring a slide show by Fred Rodriguez about his seafaring experiences and adventures, followed the next day by – ho hum – another ship visit, this time to the recently refurbished CARNIVAL SUNSHINE, ex-CARNIVAL DESTINY.

Fred, introduced by chairman Marjorieann Matuszek, is a PONY charter member and a veteran of 31 years at sea and on harbor craft. He packed enough for at least two programs into his slide presentation (to be historically correct), first describing his early ship-interest experiences as expressed in photography, drawing and model-making, with honorable mention of those who had helped and taught him along the way, among those long-ago members Frank Andrews, Frank Braynard and Frank Cronican (those names are not a typo), all by now having gone on their final cruises. Mixed in with all this were noteworthy harbor events of the time, snippets of PONY history, illustrated with Fred's photos and drawings.

Fred didn't say exactly what propelled him to go to sea. But with the help of membership secretary Mario DiStefano, who was making his performance debut in the process, we saw enacted the union hall procedure of hiring a seafarer. And so Fred went to work aboard his first ship, the UNITED STATES. Holland America vessels, American Export's Four Aces, the INDEPENDENCE and CONSTITUTION (the former in her psychedelic phase), were some of the other passenger ships that carried Fred over the seas and enabled him to bring us photos of the places he visited. He found his stint on American Export's Mediterranean cruises "a very interesting time." On one trip he became helpful to a blind woman and was penalized for fraternizing with a passenger. On the ANNA C he met Fred Klein, another long-ago member who has since left our midst. He pointed out Fred's wife, Marilyn, who was very much with us in the audience. He described time on the cargo ship GREEN RIDGE as "one story after another" as he showed us monsoon season in Chittagong, and how the cook fed stray dogs on the pier.

Fred made the last four trips on the UNITED STATES, during one of which he experienced the tow-day-long Hurricane Camille. From the tug NANCY MORAN, he was able to take farewell photos of the ship as she left New York for the last time, and believes he may have been one of the last to see her go.

From here he went on to various harbor craft – where he had to learn on the job (showing us some of what he had to learn) and take the Coast Guard's firefighting drills. The GOETHALS picked up all kinds of harbor debris, including the burned anchor from the tanker ESSO BRUSSELS after its collision with the SEA WITCH and the resulting fire.

Then it was back to the sea and through the Panama Canal on the freighter AMERICAN LIBERTY, from which Fred showed us a beautiful sunset reflecting on the water, and more bad weather in the form of Typhoon Ellis.

While Fred's photography is always good, among his more spectacular photos here were the bow of the REGAL EMPRESS taken from a tug, and an enormous swell breaking over the bow of the AMERICA.

We thank Fred for this very interesting view of the life of a ship lover and seafarer.

Marge Dovman



Fred Rodriguez worked aboard the superb American Export liner INDEPENDENCE in 1968, her last year of service for the line. That year, she was restyled as a "psychedelic" cruise ship, operating in the Mediterranean and Caribbean in association with Fugazy Travel of New York City. (AEL / Bob Allen collection)

*Editor's note: The review of the November membership meeting will appear in the January 2017 Porthole.*

## A DAY OF SUNSHINE

On the day following our June meeting, we continued in the maritime spirit with a visit to the 102,853-ton, 1996-built CARNIVAL SUNSHINE (ex-CARNIVAL DESTINY), awaiting us at her pier, with the NORWEGIAN GEM just across the way. 81 of us, plus six or seven from the Propeller Club (our member Justin Zizes is its president) boarded the 3,006-passenger ship, and were immediately let loose to explore. For at least some of us, the surroundings caused a form of culture shock. Rather than the usual wild Carnival décor, we found instead subdued, comparatively plain but comfortable-looking and attractive interiors.

After our time of wandering, we made our way aft to the Sunrise Restaurant to enjoy Carnival's amazingly good food, our appetites whetted by the specially printed menus bearing our logo and that of the Propeller Club. We feasted on an appetizer of New England crab cakes, a Caesar salad, penne with roasted eggplant, and then a choice of fillet of Atlantic salmon or roasted prime rib of beef, all delicious. Dessert was malted chocolate hazelnut cake! With chocolate sauce!! Is any comment needed? And of course there were the usual beverages and wines, with the usual good service.

But there was more to come. Our servers, now clad in ruffled shirts, danced on the tables, with at least one of our number getting carried away and joining them. Following the entertainment, we were officially welcomed by the hotel manager Niksa Pelick, who presented chairman Marjorieann Matuszek and Justin Zizes each with a plaque with a picture of the ship and "Inaugural Call 2016" inscribed.

There was a little more exploration time before we forced ourselves to leave. Our thanks to Doug Friedlander, Brad Hatry and Carnival's Vance Gulliksen for arranging this special visit.

Marge Dovman



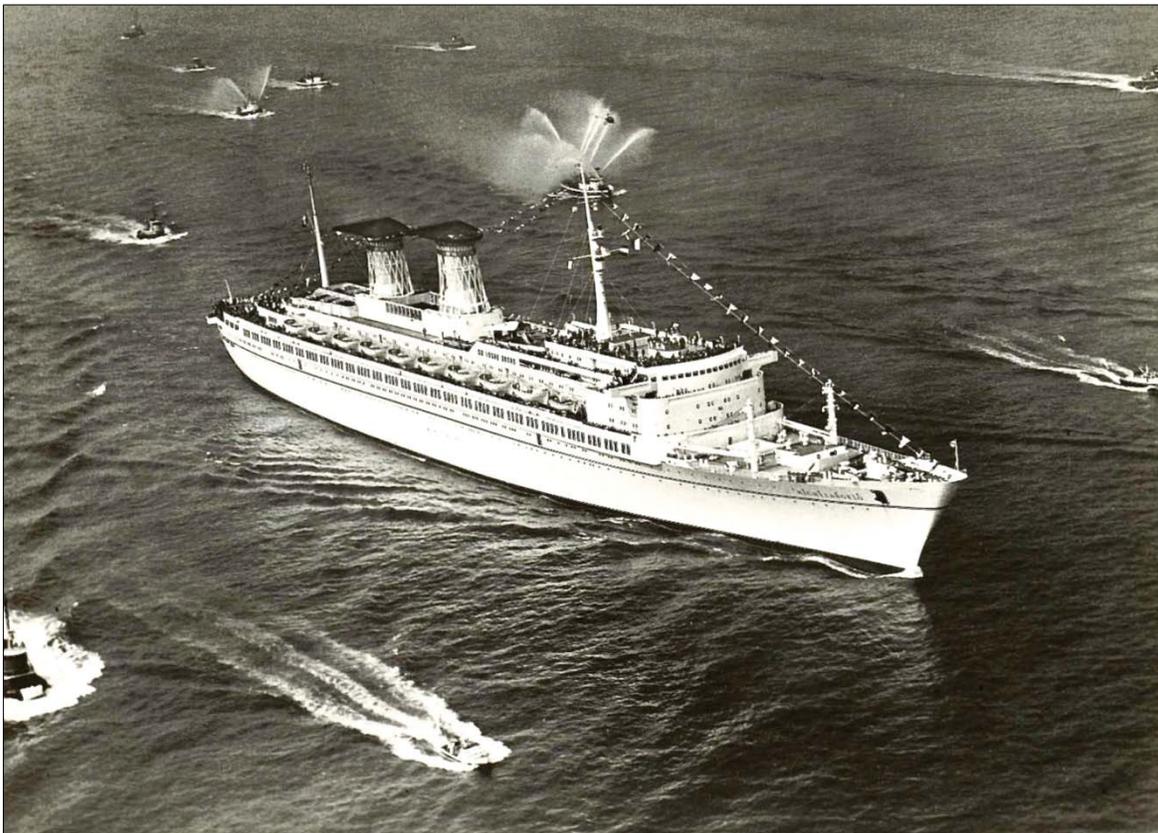
CARNIVAL SUNSHINE is the rebuilt CARNIVAL DESTINY of 1996, the first passenger ship to exceed the 100,000-ton mark. (Carnival Cruises)

## WSS PONY CELEBRATES THE HOLIDAYS

The annual World Ship Society, PONY Branch Holiday Party was held in New York on Saturday, December 10. Grey skies and brisk winds did not deter members from celebrating the holidays together at a charming café on the Upper West Side of Manhattan. A full review of the event will be featured in the January edition of The Porthole.



Clockwise from top left: PONY members arrived at the Arte Café on Manhattan's fashionable Upper West Side to celebrate the holidays together; world renowned shipboard lecturer and author Bill Miller enjoys a pre-lunch drink; Arte Café's charming dining room is decorated with large photos of the 1953 classic film Roman Holiday, with Audrey Hepburn and Gregory Peck; after lunch, members watch fascinating vintage 1965 videos of the building and operation of the Italian Line's MICHELANGELO and RAFFAELLO. (Stuart Gewritzman)



One of the stars of the holiday party was the MICHELANGELO, seen above arriving in New York on her maiden voyage in May, 1965. (Italia / Bob Allen collection)

## WSS PONY BRANCH PLANS CRUISE TO VENICE, ITALY IN 2017

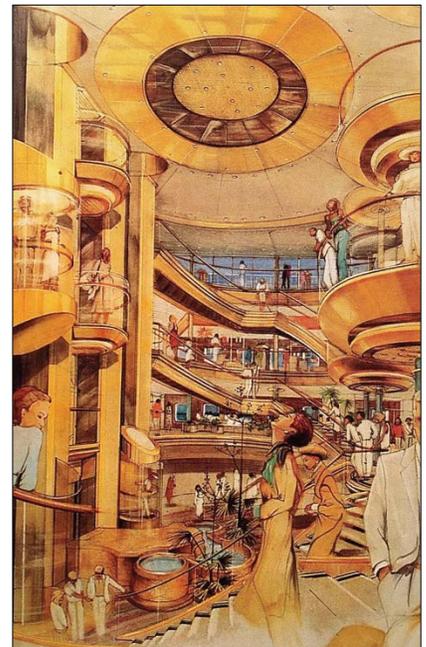
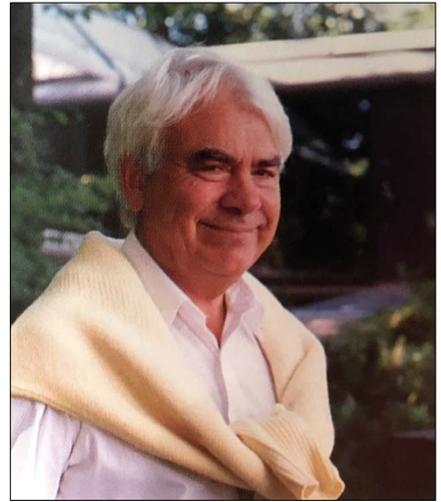
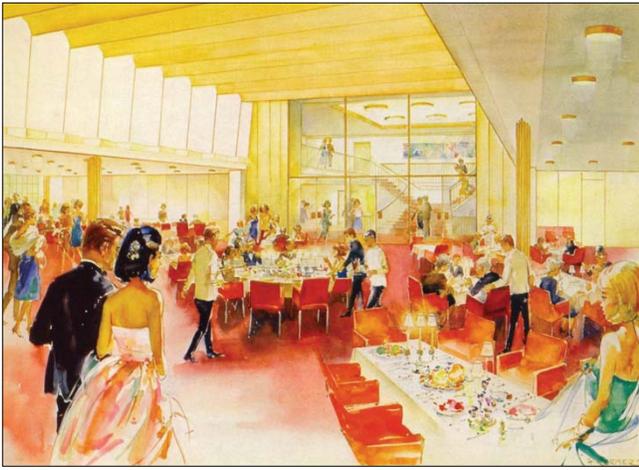
The PONY WSS Branch's annual group cruise departs Civitavecchia (Rome), Italy on July 1, 2017. The itinerary is around the "boot" of Italy, calling at La Valletta, Malta and the Dalmatian coast ports of Kotor, Montenegro and Zadar, Croatia before arriving in the magical city of Venice one week later. We will sail on Cunard Line's elegant QUEEN VICTORIA, fresh from a multi-million dollar renovation. Contact Brad Hatry at Worldview Travel soon for the best stateroom selection; the flyer included with this edition of The Porthole has details and rates.



QUEEN VICTORIA of 2007 is a perennial favorite of Cunard passengers. You can join WSS PONY on a cruise around Italy on this luxurious ship next summer. She is renowned for her superb service, ocean liner ambiance, and plush accommodations. (Cunard Line)

### **NJAL R. EIDE, 1931-2016**

Norwegian maritime architect and interior designer Njal Eide passed away at the age of 85 in Lysaker, Norway on December 3. Eide specialized in passenger liner design, and was involved in the creation of many important liners and cruise ships of the late 20<sup>th</sup> Century. His early involvement in liner design was as a member of the team commissioned for Norwegian America Line's SAGAFJORD of 1965. Eide worked with the project's lead coordinating architect, F.S. Platou, to design the magnificent main dining room. The stunning room had a vast central domed ceiling of linear indirect light fixtures, and was entered aft by a monumental staircase framed by a two-deck-high glass bulkhead. In the 1970's Eide continued his relationship with Norwegian America Line, contributing to their final liner, the VISTAFJORD of 1973. He was responsible for the beautiful Club Viking, a glamorous aft-facing nightclub done in brilliant shades of red and orange. Unfortunately, the room was removed during her Cunard years after 1983. Eide was one of the lead designers for Royal Caribbean's SONG OF AMERICA (1982), one of the first in a new-generation of large cruise ships built for the 7 - 14 day market in the early 1980's. Her aesthetic was crisp and modern, built upon the success the original trio of RCCL vessels of the 1970's. By the middle of the 1980's, Eide was at the peak of his remarkable career, one of a handful of architects eagerly sought by the major North American-based cruise lines. As the lead interior designer for the revolutionary all-outside-cabin ROYAL PRINCESS of 1984, he also worked closely with Finnish shipbuilder Wartsila and Danish marine architect Knud E. Hansen to develop the ship's profile and exterior deck arrangement. On Royal Caribbean's SOVERIGN OF THE SEAS (1988), Eide created the "Centrum," a 4-deck high lobby and gathering space on what was then the world's largest cruise ship. Sweeping curved staircases connected circular balconies trimmed in highly polished brass, with glass railings. Passengers lingered to listen to a string quartet, or leaned over the rails to view other passengers entering and leaving the dining rooms and lounges that opened onto the Centrum. The space was a sensation, imitated on cruise ships to this day. Eide was responsible for the overall design and layout of public spaces, as well as the exterior profile on the ROYAL VIKING SUN (1989), one of the most luxurious ships of its day. In the ROYAL VIKING SUN's inaugural book, Eide stated that he sought "to create an elegant and sophisticated ship exceeding anything in existence, and to emphasize the relevance and importance of Scandinavian design and flavor." Back to work for Royal Caribbean again in 1990, he designed the NORDIC EMPRESS main dining room, with a double-height glass bulkhead aft to take advantage of sunset views on her scheduled twice-weekly Miami departures. A horseshoe-shaped balcony accommodated the required number of passengers, but did not interfere with the views aft. Atria were a specialty for Eide; in the mid-1990's he designed the complex, multifunction atrium on the SUN PRINCESS class vessels. At the same time, Eide was overseeing the design concepts for all of the Royal Caribbean's rapidly expanding fleet, including the VISION CLASS (1995), VOYAGER class (1999), with the world's largest liner to date, and RADIANCE class (2001). Eide leaves behind his wife Anne Ma, as well as children and grandchildren.



**Top row:** A rendering of the SAGAFJORD's main dining room, showing the two-deck high glass bulkhead and grand stair; a photo of the room facing forward. (Norwegian America Line / Bob Allen collection). **Middle row:** VISTAFJORD, an early Eide commission, where he designed the deluxe nightclub; Najl Eide in the 1980's. (Bob Allen; Royal Viking Line / Bob Allen collection) **Bottom row:** ROYAL VIKING SUN, a commission where Eide was responsible for the overall design of the public spaces; a rendering of Eide's "Centrum" on the SOVEREIGN OF THE SEAS, a trend setting cruise ship interior. (Bob Allen; Royal Caribbean Cruise Line)

## SHIP NEWS

**CRUISING TO CUBA PICKS UP STEAM:** The government of Cuba has granted permission for additional cruise lines to begin service from the US to Cuba during 2017. Both Royal Caribbean Cruise Line and Norwegian Cruise Line will begin service next year with several of their brands. NCL will operate short cruises on the NORWEGIAN SKY from Miami, while deluxe operators within the NCL family, Oceania Cruises and Regent Seven Seas, will incorporate stops in Cuba during longer Caribbean cruises. Oceania's MARINA will include Havana on three cruises from Miami starting on March 7, while Regent's SEVEN SEAS MARINER will offer an overnight Havana port-of-call on two Miami departures in April. Royal Caribbean will base its smallest ship, the 1990-built EMPRESS OF THE SEAS, in Tampa for 4- and 5-night Cuba cruises. RCCL's deluxe Azamara brand will be visiting Havana with the AZAMARA QUEST in late March as part of the 12-day "Hemingway Hideaways Voyage." The Carnival Corporation was the first major cruise line granted permission to operate US-based Cuba Cruises on its Fathom brand's ADONIA. However, Carnival recently announced that the ADONIA will return to the P&O fleet next summer, and the Fathom brand will cease operations following her final Cuba cruise on May 28. Carnival will likely re-enter the Cuba market with at least one larger vessel later in 2017, pending permission from the Cuban government. Celestyal Cruises and MSC operate cruises from Havana, but they are not sanctioned by the US Government to carry American passengers, since they do not operate under the "people to people" program.

**ESCAPE TO NEW YORK:** Norwegian Cruise Lines will reposition the New York-based NORWEGIAN BREAKAWAY to Europe on April 15, 2018 for a series of Baltic cruises from Copenhagen. One of the largest ships ever to operate out of New York, the 144,017-ton BREAKAWAY has a passenger capacity of 5,088. The even larger 2015-built NORWEGIAN ESCAPE will replace her for the 2018 / 2019 season. She is an enlarged version of the BREAKAWAY, capable of accommodating 5,450 passengers, with a gross tonnage of 164,600. BREAKAWAY will return to New York in the fall to operate alongside her larger sister ship.



NCL ships in the news: NORWEGIAN SKY (left) will begin Cuba cruises from Miami in May; NORWEGIAN ESCAPE (right) will replace NORWEGIAN BREAKAWAY on Bahamas cruises from New York in the spring of 2018. (Bob Allen)

**HELLO, VIRGIN VOYAGES:** Entrepreneur Richard Branson's startup cruise line, Virgin Voyages, took another step towards reality in late December. The company has signed contracts with Italy's Fincantieri for the construction of three 110,000-ton vessels at the Sestri Ponente yard in Genoa. They will be delivered in 2020, 2021 and 2022, and will each have a capacity for 2,800-passengers and 1,110 crew. Virgin has released little information about the ships, other than stating they will be very different from its competitors, and that innovative design and high quality and craftsmanship will be hallmarks of the environmentally friendly vessels.

**AU REVIOR, CROISIERES DE FRANCE:** Croisieres de France, which specialized in French market cruises, has announced that they will close their Paris office early next year. Their two ships, the HORIZON (1990) and ZENITH (1992), originally built for Celebrity Cruises' New York – Bermuda service, have reverted to Pullmantur Cruises management. Pullmantur has been successful in the Spanish market, and is partially owned by Royal Caribbean, as was Croisieres de France.



Little is known about the new Virgin Voyages' ships (left), other than their dimensions, and the claim that they will shake up the cruise industry with their unique style and on board programming. The HORIZON (right) no longer operates for CDF, and has returned to the Spanish-market Pullmantur fleet. (Virgin Voyages; Pullmantur Cruises)

### OFFICERS

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