



Friday, March 26, 2021 – **VIA ZOOM at 6:00 PM**

FRED & GINGER AT SEA: ART DECO OCEAN LINERS

By Bill Miller

It was a glamorous age, a progressive age and a busy age. New ocean liners were continuously created for routes around the world: North Atlantic, South America, and Africa, even to those far-off colonies. It was also the age of glamour, of Art Deco on the high seas. Some called it "Hollywood gone to sea!" And it was also the era of some of the biggest, fastest and most luxurious liners – such as the REX, NORMANDIE and QUEEN MARY. Bill Miller has written many books, one of them about passenger ships of the Thirties. At our March membership meeting, Bill will take us on a virtual visual voyage spanning a decade, 1930-40, of some of the world's greatest, most distinctive and luxurious liners of all time.



The French Line's NORMANDIE of 1935 represented the peak of Art Deco ocean liner design.

(Bill Miller Collection)

NEXT EVENT: April 30, 2021 - "Ocean Liners: Glamour, Speed and Style – the Victoria & Albert and Peabody Essex Museum Exhibit," by Stephen Lash

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Holland America Line's WESTERDAM at Amsterdam, The Netherlands, in 2005.

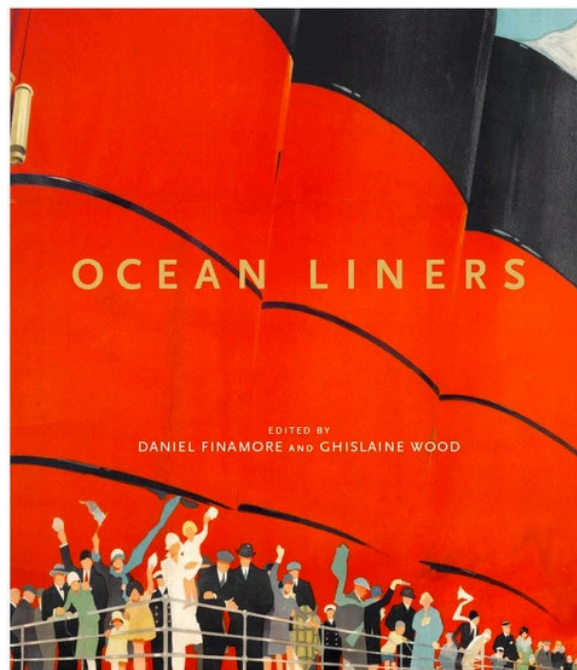
(Lawrence Levine)

ARRIVALS AND DEPARTURES

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

PREVIEW, FRIDAY APRIL 30, 2021 - OCEAN LINERS: GLAMOUR, SPEED AND STYLE – THE VICTORIA & ALBERT AND PEABODY ESSEX MUSEUM EXHIBIT, BY STEPHEN LASH

At our April meeting, we will hear the observations of a noted collector of ocean liner memorabilia - Stephen Lash, Chairman Emeritus of the venerable auction house Christie's. Stephen originated the idea for an international exhibition at the Victoria and Albert Museum in London, and the Peabody Essex Museum in Salem, Massachusetts. Portions of the Lash collection remain on view, documenting that today's interest in ocean liners transcends nostalgia and extends to art, architecture and social history.



The catalogue cover for "Ocean Liners: Glamour, Speed and Style:" an evocative image of a Cunarder's funnels.

(Stephen Lash)

Presented by Captain Albert Schoonderbeek, Holland America Line

This encore presentation, a recording of the live program on February 26, 2021, was made available to members on Saturday, March 20th.

SHIP'S LOG: FEBRUARY

In the Eye of the Storm: Program by Captain Albert Schoonderbeek - Reviewed by Pat Dacey

On Friday, February 26th, the WSS - PONY Branch welcomed Captain Albert Schoonderbeek, current Fleet Master for Holland America Line, for our first ever international meeting which was broadcast live from the United Kingdom as well as from the United States via Zoom.

Captain Schoonderbeek graduated from the oldest maritime academy in the world - the Kweekschool voor de Zeevaart in Amsterdam in 1981. He joined Holland America Line in 1998 as a 4th Officer, and assumed numerous operational positions of increasing responsibility, culminating in sea command as a Captain in 2001. In 2014 Captain Albert was asked to take on the position of Fleet Master, tasked with spending periods of time aboard the entire Holland America Fleet in a training and fleet support role. He is a noted author on Holland America Line history, and also maintains a daily blog while shipboard: <http://www.captainalbert.com/>

Captain Schoonderbeek presented "In the Eye of the Storm," a firsthand, candid account of his time at sea while the Covid-19 pandemic was initially spreading throughout the world causing havoc, especially to cruise ships during their voyages. In addition to his personal account, he examined how Holland America Line responded to the crisis, from repatriation of ships' crews to fleet reduction.

Captain Schoonderbeek's account began with a comprehensive timeline of significant events detailing the speed and scope of the transmission of Covid-19 on cruise ships in early 2020. Starting on January 30th as the world first heard about Covid-19, Carnival Corporation took steps to prevent the spread by implementing protocols that had already been established to combat norovirus. Without guidance from the world's health and medical organizations, ships throughout the fleet, starting with P&O Cruises in Australia, used these protocols in an effort to safeguard passengers.

As the crisis mounted, on March 8th, the Centers for Disease Control (CDC) issued its travel alert to avoid cruising. On March 10th, Holland America Line began offering its guests the "no travel option."

Captain Schoonderbeek joined the ROTTERDAM in Willemstad on February 27th, prior to the ROTTERDAM's westbound Panama Canal transit. On March 12th Princess Cruises declared a voluntary suspension of cruising.

The United States Coast Guard (USCG) soon ordered all ships over which they had jurisdiction to keep passengers onboard and treat them until the USCG could provide further guidance. Captain Schoonderbeek, along with the master and crew of the ROTTERDAM, initiated heightened security procedures for passengers boarding in San Diego on March 11th. These included a secondary screening of passengers in a secure area by the ship's medical team.

By March 14th, when the ROTTERDAM arrived at Puerto Vallarta, Mexico, the decision was made by Holland America Line to fly all 1223 guests' home via charter air with no Covid-19 cases detected. At that time, the ship went into full Covid protocol with only the crew remaining onboard.

What happened next was described as "The ZAANDAM Rescue." Shortly after the ZAANDAM left Buenos Aires on March 10th, one of its passengers suffered a heart attack and needed medical treatment. Unfortunately, all the countries close to the ZAANDAM had already gone into lockdown, and refused to allow the ship to dock and transfer the passenger for critical medical treatment. Shortly thereafter, two additional passengers developed pneumonia. Because the lockdown prevented the ZAANDAM from making a port call for medical evaluation and treatment, all three passengers died. Soon over 150 passengers were exhibiting flu-like symptoms, and the first confirmed Covid case was detected in a person, who it was later determined, had become ill at his hotel prior to boarding.

Numerous attempts by Holland America Line to get medical equipment and personnel onboard were met with resistance by local authorities. The ROTTERDAM was dispatched with medical equipment and 50% of the medical staff from the EURODAM and OOSTERDAM, as well as provisions and other needed supplies, at full speed (25 knots) to rendezvous with the ZAANDAM. The ROTTERDAM and ZAANDAM met at an anchorage outside Balboa, near the approach to the Panama Canal.

On March 26th and for the next three days, in coordination with the CDC, 800 healthy passengers along with their luggage were transferred by tender from the ZAANDAM to the ROTTERDAM, leaving 300 isolated guests and their spouses onboard the ZAANDAM. Medical personnel, medical supplies and provisions were also transferred by tender from the ROTTERDAM in an "all hands" manner with Captain Schoonderbeek driving a tender, leading by example, to build confidence among the crew members.

An agreement was negotiated by government representatives from the Netherlands, Panama, and the United States to allow both ships to do a night transit of the Panama Canal to reduce concerns of the Panamanian citizens. This was the first nighttime transit of a passenger ship and it was completed through the new locks so that the assistance of tugs was not required.

Arriving at Fort Lauderdale, Florida on April 2nd, both the ROTTERDAM and ZANNDAM were given permission to dock. However, it took eight days for Holland America Line to disembark all passengers, since the process included medical clearance as well as booking numerous charter flights and other arrangements to get all of the passengers safely home.

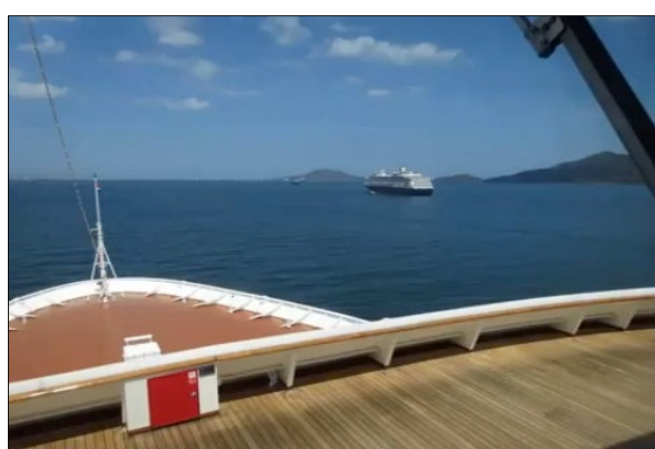
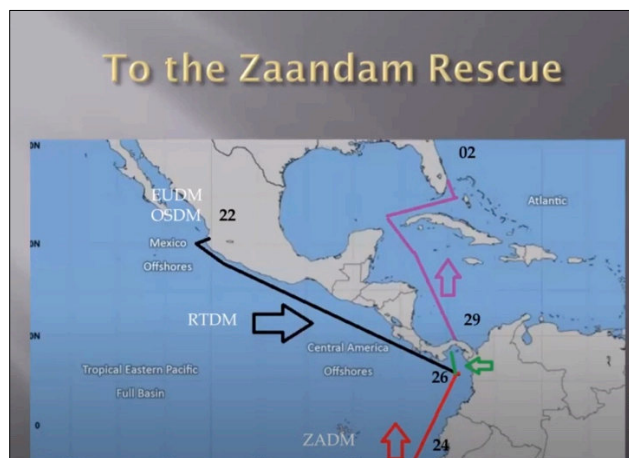
Captain Schoonderbeek then discussed the technical terms and protocol that followed the layup of the Holland America Fleet and the details and process of getting the crew home. The complicated crew repatriation was an endeavor that took from mid-May until August. Along with the lay-up, Carnival Corporation made the decision to sell 18 ships to reduce costs. These 18 ships made up 12% of the total fleet and contributed only 3% of the operating income in 2019.

A further review of the status of the Carnival Corporation ships sold and a look at the current fleet including the addition of the new ROTTERDAM (VII) were skillfully integrated into the program.

In closing, Captain Schoonderbeek discussed the potential start up plans for the industry and the status of the CDC Conditional Sailing Guidance.

Since Covid 19 has become a daily part of our lives and has affected everything that we do, I think that we are all interested in how the pandemic will affect future of cruising. I can think of no one more qualified in this subject than Captain Schoonderbeek, who has both first-hand operational and corporate level experience in the impact that Covid 19 is having on the cruise industry. His presentation was not only timely, but it also detailed the heroic efforts of the crew and mariners in the face of adverse conditions presented by the Covid 19 crisis.

We thank Captain Schoonderbeek for his presentation and look forward to him presenting again in better times.



Clockwise from top left: Positions of HAL ships that were involved in "The ZAANDAM Rescue" with dates indicating their position in time; various images of HAL crew members returning home; ZAANDAM taken from the ROTTERDAM outside Balboa, March 26-29, 2020; ROTTERDAM during its night transit of the Panama Canal on March 29, 2020.

(Captain Albert Schoonderbeek)

SHIPS IN PORT: ROUTE OF THE RIO LINERS: RIO DE LA PLATA, RIO JACHAL & RIO TUNUYAN

By Bill Miller

I well remember this trio of liners from their times along the lower New York City waterfront. They berthed at Pier 25, at the foot of Franklin Street in the City's Tribeca district. By the late 1950s and as combination passenger-cargo ships, they had rather typical long stays in port – arriving on Saturday mornings and remaining alongside for six days, until sailing at 5 o'clock on Friday evenings. The shed on Pier 25 was not especially tall and so these ships – with their blue funnels and white superstructures – stood out. Operated by the Buenos Aires-based Argentine State Line, they were represented at New York by one of the port's more prominent agents: Boyd, Weir & Sewell Inc.

These three handsome ships were created especially for service to North America and, in ways, to compete with the long-established, US-flag Moore McCormack Lines' post-war trio of ARGENTINA, BRAZIL and URUGUAY. This new trio was in fact modified versions of another Argentine threesome: Doderio Line's ARGENTINA, URUGUAY and LIBERTAD, which had been built in England. Slightly larger, with 116 first-class berths only, the RIO class came from Italian shipbuilders, the Ansaldo yards at Genoa. The 550ft-long RIO DE LA PLATA was commissioned first, in April 1950, the RIO JACHAL in the following September and the RIO TUNUYAN in April 1951. A year later, following the death of the hugely popular Eva Péron, the RIO

TUNUYAN was renamed EVITA, a name she carried until the regime of Juan Péron was toppled and ousted in 1955. She then reverted to her original name.

Their general routing was similar to the three combo liners on the run to London. There was a sailing from New York every other Friday, bound for Trinidad or La Guaira, Rio de Janeiro, Santos, Montevideo and Buenos Aires. In the early 1960s, these ships also offered forty-three-day round-trip cruises with fares beginning at \$1,080 or approximately \$25 per person per day. Advertising referred to the 'Route of the Rio liners'. The accommodation was arranged on five decks and the public rooms consisted of a forward lounge, a full cinema, library, writing room, smoking room, main dining room and a special children's dining room. On deck there was a swimming pool as well as games area. The cabins, all of which were air-conditioned, had either private or semi-private bathroom facilities.

Within a decade, by the early 1960s, the need for passenger-cargo liners on the South American run to and from New York began to decline – and then decline quickly. Consequently, plans were made to rebuild both the RIO DE LA PLATA and RIO TUNUYAN with increased capacities and for an all-tourist class service to Hamburg. At the same time, in 1962, the Argentine State Line (Flota Mercante del Estado) was merged with the Ultramar Line (the former Dodero Line) to together form the ELMA Lines. Soon afterwards, on September 28th 1962, the long, sad saga of the third sister, the RIO JACHAL began. She suffered a nighttime fire at Pier 25 in New York. She was badly damaged, her upper works scorched. The 12-year-old ship was soon taken to the Todd Shipyards, located in the Eire Basin nearby Brooklyn for inspection, examination and some repairs before returning to Argentina. Instead, however, she was moved to a Brooklyn pier near 23rd Street, and remained there for well over a year. In April 1964, under the care of a reduced crew, she finally sailed to Buenos Aires, presumably for full repairs but was then laid up again. Four years later, on April 17th 1968, she caught fire once more and this time was destroyed beyond all economical repair. A year later, she was towed to local ship breakers at Buenos Aires and then waited another year before being demolished in 1970.

In 1963, the RIO DE LA PLATA was refitted with increased accommodations for 372 all-tourist class passengers. Her new career on the run to North Europe was very brief, however. Late in the following year, on November 19th, while lying at a shipyard berth in Buenos Aires, she too caught fire and burnt out completely. Her wreckage was finally scrapped in 1968.

The RIO TUNUYAN survived the longest, and following her 1963–64 refit (with extended quarters for 372 all-tourist-class passengers), was assigned to the Buenos Aires–Hamburg run with the equally enlarged Libertad. Several years later, as this north European service began its decline, she was teamed with France's PASTEUR, but only on a seasonal schedule. In the northern summer season, from May to November, she made regular crossings. For the remainder of the year she was used for cruising from Buenos Aires to the Straits of Magellan, the Antarctic and along the Brazilian coast. Following her final cruises, she was retired in January 1972 and laid up. She was broken up for scrap in the spring of 1977 at San Pedro, Argentina.



The RIO JACHAL outbound off Lower Manhattan on a Friday evening, with the iconic Woolworth Building just behind.

(Bill Miller Collection)

"THE WAY TO TRAVEL: ENOUGH OF BEING A SARDINE"

by Dr. Steven Schoeman

The cruise industry may be down to the last count!

The airline industry thanks to the novel coronavirus and the incompetence and ineptitude and just plain ignorance of dysfunction Congress throwing bones to the airline industry may yet come out the winner!

But nothing replaces a stroll on a teak promenade deck!

Dinner or even lunch and breakfast in a grand dining room!

Buffet on the Lido Deck!

A swim or a dunk in the pool!

The spa!

The beauty parlor and barber shop there!

The shops some of them quite luxurious and with luxurious things to see or buy!

The nightly entertainment in the theater!

The smell of the salt air and the sound of the sea as the ship cuts through the water and as the waves lap at it the hull!

The growing swells even!

(And there are swells on board for some of the ladies so inclined!)

The mast at sea and the flags flying in port!

Even the faint odor of bunker oil as the ship is being fueled!

The long impressive gangway that even to the experienced passenger is always the mystery of what is at the other end as the passenger moves slowly and then more quickly up the incline toward the ship!

And the flowers galore!

And the string quartet or other artists performing in the grand lobby or elsewhere!

And the big windows sometimes almost floor of one deck to nearly the ceiling of the one above!

The vast sound of the hour as the ship in majestic styles announces her departure and then prances down the harbor or river and out to sea! (Sailors traditionally referred to their ship as "her"! But who will ever want to call an airplane "her"? It is too good for that!)

"I must down to the seas again, to the lonely sea and the sky,

And all I ask is a tall ship and a star to steer her by;

And the whale's kick and the wind's song and the whit sail's shrinking,

And a grey mist on the sea's face, and a grey dawn bring."

John Masefield, "Sea Fever", first stage

There is, yes, the magic of the sea, that special mystique, that special sense of something sublime, even out of this world and especially so when blue sky with billowy white clouds meet the blue sea at the horizon!

The blue sea but on the Gulf Stream that aquamarine blue that contrasts so well with the brownish water through which it moves off the east coast of the United States!

The harbor lights at nearly eye level!

The haunting sounds of the sounding buoys in the harbor and the foghorn too!

The totality of it and one does not have to be a sardine at all!

There is the expansiveness of the deck teak or otherwise!

And chairs wide enough for sitting in comfort!

And room for legs well under the dining table or in the theater or elsewhere! And then that speciality for which the cruise ship as was the passenger liner of old in the grand days of the luxury liner famous: THE TEAK DECK CHAIR!

And looking out to sea from a teak deck chair while sipping on or drinking a cup of hot tea with scones or other entertainments for the taste buds? Well, that is a most outstanding thing to be doing!

The roll of the waves and the rolls on the dinner table and at the buffet!

The water at sea and the water so nicely poured for you by the waiter at your table!

The salted ocean water and the nicely salted lamb chops!

The smell of that great looking dish on the lovely plate!

The sights and sounds of the people milling about having fun on the decks or by the pool or in the restaurant or at the theater or in the long sometimes-grand hallways and in the lobby all festooned with gorgeous and sumptuous flowers!

And yet, and yet, a little tiny invisible thing is killing it off and with the compliance of government!

A little tiny thing!

The very irony of it! Those behemoths at sea brought low, full stopped, at anchor in some strange bay or known place because of something that they cannot see or comprehend! For all the steal plating and all the teak wood and all the might and power of the cruise ships cannot battle at all against this highly infectious microscopic thing that kills its way across the globe and at a remarkably fast speed!

Can it ever come back those days at sea with the Caribbean or other tropical Sun high above giving its warming comfort? Can it ever come back?

Ever come back?

Ever?

EDITOR'S NOTE: This letter was submitted by PONY Branch member Dr. Stephen Schoeman. The views expressed herein are solely his, and do not necessarily reflect the views of the editor or the PONY Branch.

SHIP NEWS

By Bob Allen

ODYSSEY TO ISRAEL: Royal Caribbean International's latest vessel, the ODYSSEY OF THE SEAS, will make her maiden voyage from the Israeli Port of Haifa during the summer of 2021. The QUANTUM-Ultra Class vessel will sail a series of 3- to 7-night cruises to the Greek Islands and Cyprus, taking advantage of new Covid-era tourism agreements between those countries and Israel. All crew and passengers above the age of 16 will require proof of a COVID-19 vaccination to board. In a press briefing, Prime Minister Benjamin Netanyahu stated that Israel's extraordinary success with its vaccination program made the ODYSSEY's historic Israeli debut possible. "Israel is a global model of success. We will continue our program – the 'green passport' – so that we can get out of the COVID-19 virus in peace. Just as we made Israel the world champion in vaccines, we will make it the world champion in economics and tourism in the post-Corona era."



Royal Caribbean International is returning to limited operations with the brand new ODYSSEY OF THE SEAS operating out of Israel (above, left seen at her builders yard in Germany) and the ADVENTURE OF THE SEAS, a VOYAGER-Class vessel, with cruises from Nassau, Bahamas (above, right).
(Royal Caribbean International)

ROYAL CARIBBEAN RETURN: Royal Caribbean International is returning to service in North America as well, with ADVENTURE OF THE SEAS (2001) cruising from Nassau, Bahamas beginning in June. RCI CEO Michael Bayley addressed the impact of COVID-19 vaccines on the restarting of cruises: "The vaccines are clearly a game changer for all of us, and with the number of vaccinations and their impact growing rapidly, we believe starting with cruises for vaccinated adult guests and crew is the right choice. As we move forward, we expect this requirement and other measures will inevitably evolve over time."

CELEBRITY COMEBACK: Celebrity Cruises announced that it will return to service in North America with cruises departing from St. Maarten, starting on June 5. The recently renovated CELEBRITY MILLENNIUM (2000) will offer alternating 7-day voyages visiting Aruba and Curacao or Tortola and St. Lucia; all will stop at Barbados. Crew will be COVID-19 vaccinated, as will all passengers above the age of 18; passengers under 18 will require a negative PCR test within 72 hours of departure.

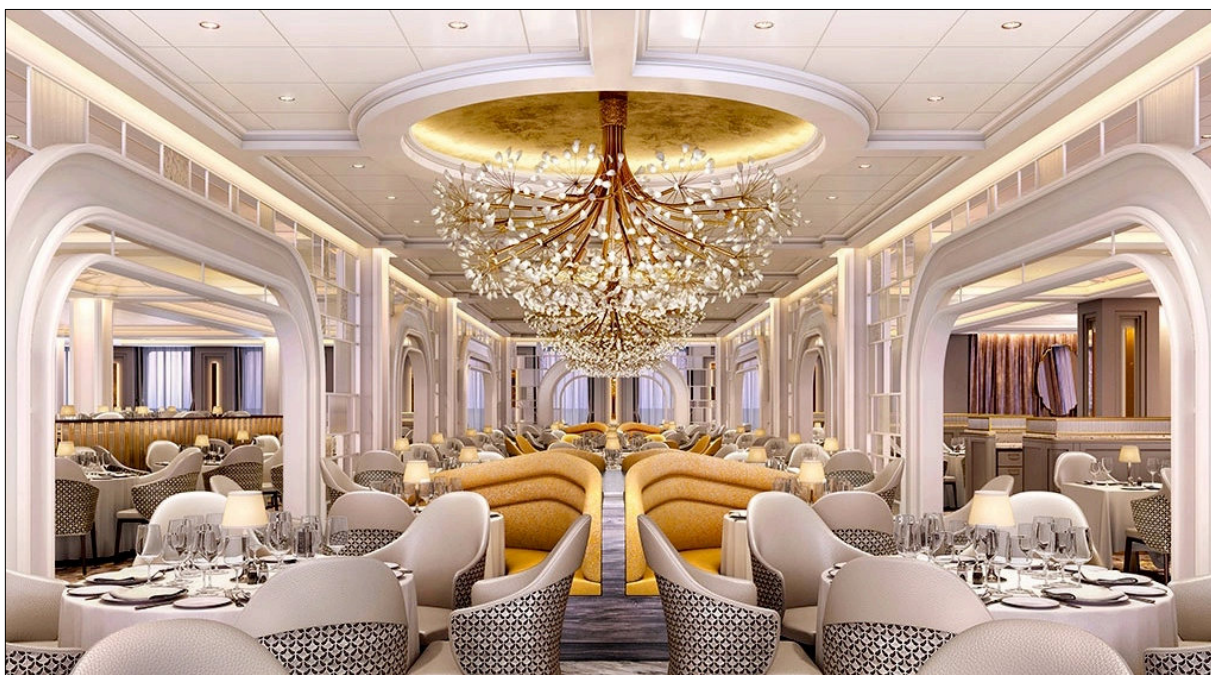
VACCINATED VIRGIN VOYAGERS: Virgin Voyages has announced that it will join the growing list of cruise lines that require all passengers and crew to be vaccinated. Virgin has developed testing capabilities to be used before and during cruises as well. Another safety enhancement on board will be "Atmosphere," an air purification system. It uses bipolar ionization to eliminate bacteria and viruses. Virgin also announced that its third vessel, to be named RESILIENT LADY, will commence her maiden voyage from Athens to the Greek Islands in July 2022.

BAHAMIAN CRYSTAL: Crystal Cruises plans to be the first luxury operator to return to service in North America. Starting in July, the luxury cruise line will base CRYSTAL SERENITY (2005) in the Bahamas for a series of 16 7-day cruises. Passengers can board in either Nassau or Bimini, and the itinerary will visit a variety of Bahamian islands. Deluxe pre- and post-cruise hotel stays can be arranged at either embarkation port. Passengers will require proof of having received a COVID-19 vaccine at least fourteen days prior to sailing. Crystal Cruises reported that within 24 hours of the opening of reservations, more than one-quarter of the combined space on the 16 cruises was sold.

MSC: VACCINES NOT REQUIRED: Citing the experience of safely carrying over 50,000 passengers on cruises since August 2020, MSC is launching voyages for UK residents in May, without a vaccine requirement. CEO Gianni Onorato explained "Our experience of sailing safely and responsibly since August last year in the Mediterranean under our industry-leading protective health and safety protocol has given us a great deal of knowledge and data about safe cruises." MSC's UK and Ireland managing director Antonio Paradiso elaborated: "All guests will be tested prior to embarkation, while non-vaccinated guests will also be required to show proof of a negative test done 72 hours prior to embarkation. Crew, in addition to the protocol-mandated test and 14-day quarantine prior to embarkation, will also receive weekly testing, in addition to other health monitoring measures." MSC cruises will sail at reduced capacity with social distancing and face covering rules, and will offer "protected-only" shore excursions. MSC also announced management team appointments for its luxury cruise division, currently in development. Yearly introductions of the upscale brand's four new cruise ships are planned between 2023 and 2026. Italian shipbuilder Fincantieri will construct the 63,900-ton, 922-passenger vessels.

ONWARD WITH AZAMARA: The sale of Azamara Cruises by Royal Caribbean Group to private equity firm Sycamore Partners was completed on March 19; the cash transaction was in the amount of \$201 Million. Four days earlier, Azamara took delivery of its fourth ship, the PACIFIC PRINCESS, which will be renamed AZAMARA ONWARD. She was built as one of the eight identical R-Class vessels for Renaissance cruises. The other three AZAMARA sisters – PURSUIT, JOURNEY and QUEST – are of the same class. Azamara management chose the name because it "represents moving forward in space or time. The name is meant to evoke feelings of resilience, positivity, and the endless possibilities of the future. As a whole, the name reflects the brand's trajectory and journey to the next chapter." ONWARD will be renovated and redecorated consistent with her fleet mates prior to her maiden voyage in European waters in 2022.

THE VISTA FROM OCEANIA: Oceania President and CEO Bob Binder feels OCEANIA VISTA is a good name for the line's first Allura-Class vessel since "We are always looking over the horizon, and VISTA represents our view to the future." An image of the 67,000-ton, 1,200-passenger ship indicates that with the exception of the funnel, it will be very similar to the MARINA-Class (2011). However, a rendering of her dining room suggests an innovative interior. The room is a contemporary interpretation of Parisian Belle Époque design, circa 1900, appropriate for a cruise line that prides itself on extraordinary cuisine. Oceania's press release somewhat immodestly states "A marvel in the making, VISTA will deliver The Finest Cuisine at Sea, exceptionally personalized service with two staff members for every three guests, a warm and welcoming ambiance as a result of the ship's captivating residential furnishings, and introduce several unique firsts for the brand in the realms of dining and guest experience." Details of the vessel's 10 dining venues, along with other areas of the ship, will be presented to the travel press beginning in May 2021. OCEANIA VISTA will depart on her maiden voyage in 2023, followed by an unnamed sister ship in 2025.



Other than her funnel, OCEANIA VISTA is very similar to the OCEANIA MARINA-Class of 2011 (above, top); the décor of VISTA's main dining room is a modern version of Parisian Belle Époque design of the early 20th Century (above, bottom). (Oceania Cruises)

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World Ship Society - Port of New York Branch
Income and Expense Report for 1/1/2020 through 12/31/2020

All amounts in dollars (\$)

INCOME

Interest	42.50
Membership Fee	3,410.00
Special Activities	-
Ocean Liner Bazaar	-
Miscellaneous	880.00
Donation	-
	4,332.50

EXPENSES

Rental Fee	980.00
Printer	461.78
Postage & Copies	220.00
Website	2,477.38
Honoraria	800.00
Refreshments	29.99
Miscellaneous	596.51
Special Activities	-
Ocean Liner Bazaar	-
Contributions	1,000.00
Accountant's Fee	-
Insurance	465.00
	7,030.66

TOTAL	-2,698.16
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