

September 2021
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Friday, September 17, 2021 – **VIA ZOOM at 6:00 PM**
“SEVEN SHIPS TO SEVEN CONTINENTS”
BY TED SCULL

Ted Scull, former PONY Branch Chairman and worldwide sea traveler, will recall visiting the seven continents aboard seven different ships, ranging from cruise ships and expedition vessels to scheduled liners, spanning the years 1962 to 2008.

In 1997 and 2000, Ted cruised the Hawaiian Islands aboard the s.s. INDEPENDENCE and was delighted to see how well she took to the last chapter of a very long career. These two sailings filled in a gap for Ted, who had never experienced a major U.S. flag liner.

When Antarctica beckoned in 1995, he chose Hapag-Lloyd's HANSEATIC, chartered by Radisson Seven Seas. The expedition embarked in Ushuaia, Argentina and first visited the Falkland Islands, then turned south to the Antarctic Peninsula with a week of numerous landings. The Drake Passage lived up to its reputation for tempestuous seas.

In January 1991, Ted boarded RENAISSANCE III at the Chilean port of Puerto Montt to sail the entire length of the Chilean Fjord's Inside Passage. It began as a comedy of errors when the chef, port agent and Ted went ashore on the island of Chiloé to forage for much needed food supplies at local farms. Then sailing into Laguna San Rafael, the captain did not consult the tidal schedule, and a large piece of ice swept away the gangway while many passengers were on an excursion. A major storm demonstrated the ship's poor seakeeping qualities.

In 1968, Ted boarded B.I.'s KARANJA at Mombasa for a 10-day coastal trip to Durban. On board were Asians and Europeans forced to leave East Africa just then entering the post-colonial period. They were headed to new lives in Southern Africa, Australia and Europe. They all had stories to tell.

Perhaps the most remote cruise itinerary on the planet took place in 2008 along Australia's Kimberley Coast from Darwin, Northern Territory to Broome, Western Australia. During the 10-day coastal voyage aboard the German-built ORION, with nearly an all-Australian passenger list, they never encountered another soul ashore and saw just two other vessels.

Lastly, in the fall of 1995, Ted and his brother boarded the MARCO POLO in Singapore for a 12-day voyage with calls on the Malaysian and Thai coasts, then crossed the Bay of Bengal to Colombo, and on up India's west coast to Cochin, Goa and Bombay. The ship that was launched as the Soviet ALEXANDR PUSHKIN in 1965 is now being broken up 56 years later.



British India's s.s. KARANJA at Dar es Salaam, Tanzania in April 1968

(Ted Scull)

NEXT EVENTS: September 25: Harbor Cruise on the SEA DART II – New York Harbor and Waterways Tour with a visit to the United States Merchant Marine Museum, Membership Programs via Zoom: October 29 - "The Five Deeps Expedition" by Ben Lyons

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Saga Cruises' SAGA RUBY departing Dover, UK on July 11, 2013

(Bob Allen)

ARRIVALS AND DEPARTURES

Please send us summaries of your voyages for inclusion in "Arrivals and Departures."

PREVIEW, FRIDAY OCTOBER 29, 2021 – THE FIVE DEEPS EXPEDITION

By Ben Lyons

On October 29th, PONY Branch member Ben Lyons will present via ZOOM a program on the Five Deeps Expedition. The expedition was the first to reach the deepest point in each of Earth's five oceans: the Puerto Rico Trench (Atlantic Ocean), the South Sandwich Trench (Southern Ocean), the Java Trench (Indian Ocean), the Challenger Deep (Pacific Ocean) and Molloy Deep (Arctic Ocean).

The expedition took place over a ten-month period between 2018 and 2019 and covered 47,000 nautical miles with 39 dives completed.



DSSV PRESSURE DROP

(fivedeeps.com)

SHIP'S LOG, SUMMER, 2021 - REVIEW OF "ITALIAN LINE GLAMOUR"

By Pat Dacey

On Friday, September 27th, the WSS-PONY Branch welcomed Silvia Barisione, who took us on a spectacular journey, utilizing the Italian Line Collections from both the Wolfsonian–Florida International University and The Wolfsonian–Palazzo Ducale Fondazione per la Cultura in Genoa, Italy. Drawing from both archives, Silvia selected posters, brochures, design drawings, and furnishings to illustrate the history of the Italian Line. The national flag carrier began in 1932 when Benito Mussolini merged the Genoa-based Navigazione Generale Italiana with Turin's Lloyd Sabaudo and Trieste's Cosulich Line. Silvia, chief curator at the Wolfsonian since 2011 and founding curator at the Wolfsonian in Genoa, has curated and co-curated numerous exhibitions regarding ocean liners, including "Six Wonderful Days, A Voyage aboard the Great Italian Liners" (2002), and "Stars on the Sea - Images and Public Imagination of Life aboard the Ocean Liners" (2004).

For those unfamiliar with The Wolfsonian-Florida International University, it is located in the wonderful Art Deco District of Miami Beach and is a museum, library and research center. It was founded in 1995 by Mitchell Wolfson Jr., a Miami Beach native and collector of objects representing modern design, architecture, and the decorative arts. A division of Florida International University, the Wolfsonian has a collection of more than 200,000 pieces from the period 1885 to 1950. The museum continues to grow and reach new audiences through its ever-changing exhibits and comprehensive online presence.

Of particular interest, one of its two distinct design collections is transportation and travel, which includes objects relating to ocean liners, airplanes, zeppelins, and trains. Within the collection are large donations from ship aficionados Larry Miller and Thomas Ragan. The museum is a treasure trove for the ocean liner enthusiast, with many rare and valuable items accessible through its online website <https://digital.wolfsonian.org>. Although most items in the Wolfsonian collection are pre-1970, the museum has made a policy exception allowing it to acquire ocean liner-related items from ships sailing up to and including the year 2000. Great news for ship enthusiasts!

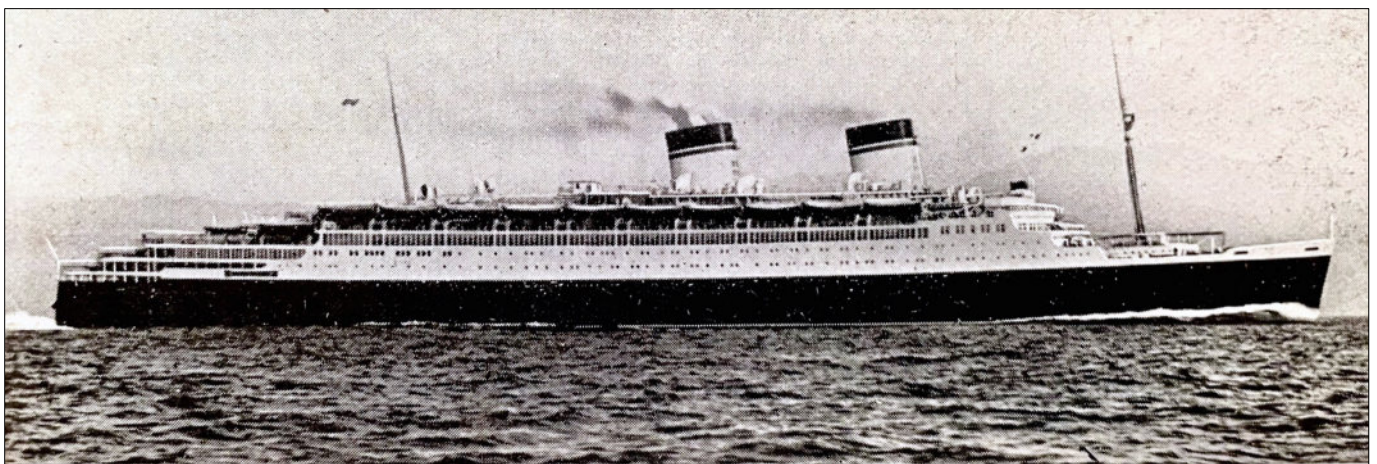
During the absolutely superb program, Silvia examined the history of the Italian Line, interweaving the contributions of design professionals and industrialists responsible for the line's brief but brilliant existence. She described both traditional and avant-garde designs, materials, textures and techniques used to create everything aboard these fabled ships - from brochures to tapestries, artwork, upholstery, furniture and lighting. Each image Silvia presented was well documented and accompanied by the name/s of the designer, printer, illustrator or manufacturer. The item's donor and the location within the museum were also identified. Of note were images of furniture now on display at the Wolfsonian originally from the first class dining room in the VULCANIA of Cosulich Line and a brazier (a portable heater consisting of a pan or stand for holding lighted coals) from the CONTE GRANDE of Lloyd Sabaudo Line, which was located in a church in Genoa.

One item of interest Sylvia discussed was not from either collection but from the personal collection of Mitchell Wolfson Jr. -- an Art Deco globe lamp that was designed in 1932 by Fontana Arte of Milan for use in a steamship booking office as an advertisement for all three Italian lines: Italia, Cosulich and Lloyd Sabaudo. Silvia explained that the piece is representative of the period between 1930 and 1940, often referred to as a glamorous age of design that never went out of style.

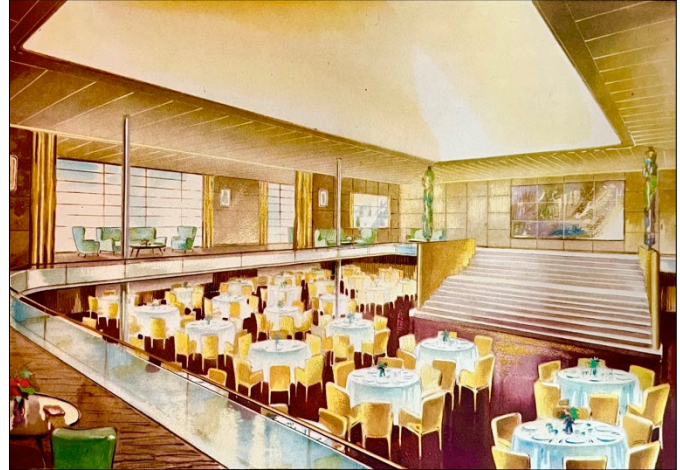
Silvia also detailed the exhibit "Made in Italy: MITA (Manifattura italiana tappeti artistici) Textile – Design 1926-76," which was at the Wolfsonian in 2018. Italian Line ships were noted for their beautiful tapestries, and MITA was responsible for the design and creation of textiles and furniture for many Italian liners starting with the CONTE BIANCAMANO in the mid-1920's. MITA products continued to be prominent on Italian liners for the next 40 years, appearing on the ANDREA DORIA, LEONARDO DA VINCI, MICHELANGELO, RAFFAELLO and many others.

Silvia's presentation confirmed that the Italian Line practiced an early form of "corporate branding." Its attention to detail in advertising, design, and construction of its ships conveyed the design aesthetic of Italian Line rather than of individual ships. A clear example was the 1932-built running mates REX and CONTE DI SAVOIA. The design and advertising for both ships placed an emphasis on the glamour and grandeur of the Italian Line. This was achieved through an extensive advertising campaign, for which the "Riviera Afloat" concept was created. Both ships also highlighted Italian design and prominent designers of the time.

We thank Silvia for her wonderful presentation and look forward to future presentations.



CONTE DI SAVOIA, with stunning Art Deco interiors by Gustavo Pulitzer Finali, was sadly a victim of World War II. (Italia / Bob Allen Collection)



Silvia's presentation illustrated "Italian Line Glamour" with images from the Wolfsonian Collection showing advertising, design details and life on board over the decades. Clockwise from top left: A 1933 Caribbean cruise brochure from the ROMA; a 1957 announcement of the transfer to the New York – Italy route of the AUGUSTUS and GIULIO CEASARE following the tragic sinking of the ANDREA DORIA; the sleek 1949 post-war renovation of the First Class Dining Room on the CONTE GRANDE; the Rococo First Class Dining Room on the VULCANIA of 1927.

(Italia / Bob Allen Collection)

NEW YORK HARBOR AND WATERWAYS TOUR AND VISIT TO THE U. S. MERCHANT MARINE MUSEUM

Come aboard Sea Scout Ship 228's flagship, SEA DART II and join your fellow PONY branch members for a six-hour tour narrated by Ted Scull up the North River, into the Harlem River, Hell Gate and then on to the United States Merchant Marine Museum at Kings Point, NY, where we will tour the US Merchant Marine Museum. Returning we will sail via the Hell Gate and East Channel of the East River south to disembarkation. Savor the weather as we transition seasons while enjoying the sights and sounds of the waterways on a Higgins 1953 T-Boat from the open upper deck of this classic vessel. In addition, a picnic lunch will be served onboard and light refreshments will be available throughout our journey. Please note that SEA DART II is a working boat with traditional ladders and high steps and has limited indoor accommodations, so plan accordingly for the weather. You may also consider bringing a folding chair, as seating is limited on the exterior deck space. Please remember to bring a face mask, as it may be required inside the museum and on the grounds of the USMMA.

The reservation form for this event on Saturday, September 25th was sent in a prior email. Please respond as soon as possible to secure your space.



The SEA DART II will host a group of PONY members for a NY Harbor Cruise on September 25. (Sea Scout Ship 228)

SHIPS IN PORT: SAME DAY TURNAROUNDS – THE CRUISE SHIP NASSAU

By Bill Miller

“The NASSAU was old, rebuilt, but unique,” recalled Captain James McNamara. “In the 1950s, in the early days of cruising, she had the largest lido deck afloat. It had two swimming pools. That Lido Deck was so popular, it was repeated by the Inces Line (owners of the NASSAU) on the spectacular rebuilding of their VICTORIA (1959). The NASSAU seemed very old to me, had a very small wheelhouse and her passenger accommodation down on her lower decks was quite spartan. But she did have another distinction: she was the first year-round cruise ship sailing from New York that made same-day turnarounds. She would arrive on Friday mornings by 9 o’clock at Pier 42 down in Greenwich Village and then sail again at 9 the same night.”

“The NASSAU was an old, rather nondescript passenger ship, quite ordinary and bland, that was made into a rather glamorous cruise ship,” added Captain McNamara. The 573-foot long ship dated back to the 1920s. She had been built at the Armstrong Whitworth shipyard at Newcastle, England and launched in August 1922. She was delivered the following May to the London-headquartered P&O Lines as the MONGOLIA. Along with freight, she could carry just over 400 passengers – 230 in first class and 180 in second class. She was employed on P&O’s Australian run, as well as to Bombay and was also used for occasional cruising. But in 1931, she seems to have been demoted. Her accommodation was restyled for 800, all in low-fare third class, and hereafter was used mostly on the migrant run from London, via Suez and out to Fremantle, Melbourne and Sydney. Things changed in 1938 when she was chartered to a P&O affiliate, the New Zealand Shipping Company, renamed RIMUTAKA and reassigned to the London-Auckland-Wellington service via the Panama Canal.

After serving as a troopship in 1940-49, she was put up for sale, sold to the newly formed Inces Line and raised the Panamanian flag as the renamed EUROPA. She was soon rebuilt, modernized and outfitted for 500 one-class passengers. Beginning in the summer of 1951, she was used in Inces trans-Atlantic service, sailing between New York, Plymouth and Antwerp. This proved unsuccessful, however, and by October of the same year she was sent off to a shipyard at Genoa for further refitting and upgrading. Renamed NASSAU, she was now a white-hulled cruise ship, with better, redecorated public rooms and the addition of that large lido deck, and with a capacity for 617 passengers. In the following year, she was placed in weekly, seven-night New York-Nassau cruise service. Minimum fare was \$150.

While the 15,044-ton NASSAU also made occasional 10-day cruises to the likes of Nassau and Port-au-Prince, she did make infrequent longer cruises. In June 1953, for example, she made a roundtrip crossing-like cruise to London for the Coronation of Queen Elizabeth II. For this visit to London, fares included the use of the ship as a hotel while anchored in the Thames. Also, each September, the ship sailed to Genoa for her annual refit. A return, westbound crossing followed in December. These crossings were offered as one-way passages.

The late Frank Braynard had lunch aboard the NASSAU in April 1961 and although he found her to be a “fascinating, old ship,” he also noted “she appeared to be quite unsafe.” Indeed, time was running out. That October, the NASSAU was sold by the Inces Line, going to a new name in passenger ship circles – the Natumex Line, for Naviera Turistica Mexicana. Renamed ACAPULCO and sent to a Glasgow shipyard for further refitting and alterations (including a reshaped, more modern-looking funnel), she attracted some news attention: she was the first liner under the Mexican flag.

But there were troubles ahead. She arrived at Pier 95 in New York in December 1961, took on 500 happy, excited passengers (bound for a 2 ½ week cruise to Acapulco via Panama), but then was detained by the US Coast Guard. She did not meet, it was stated, safety standards. Her passengers were sent ashore, her maiden cruise canceled and later the empty, disgraced ship quietly slipped out of New York harbor all but unnoticed. Steve Winograd, one of our World Ship members, joined his family for a holiday cruise. “My father booked the ACAPULCO on a chance. We always took a two-week Christmas-New Year

cruise. But the ACAPULCO was an unknown ship. We boarded, settled aboard and then realized we had not sailed – we were still at the pier. Later, we had dinner, a show and a night aboard, but the next morning, after breakfast, we were told to pack. The cruise had been canceled. That year, we spent the Christmas-New Year holidays at home.”

Later, when her new owners placed her in Los Angeles-Acapulco service, it was dismally unsuccessful. Soon, and to gain some revenue, the ACAPULCO was used as a luncheon and dinner venue while at her berth in Los Angeles harbor. That summer and on charter, she went north to Seattle and was put to use as a floating hotel for the World's Fair of 1962.

But time for the forty-year-old ship was running out. Laid-up permanently at Manzanillo in Mexico in May 1963, she would never sail again. Fifteen months later, she was sold to Japanese scrap merchants and soon departed, under tow of the tug BENTEN MARU, for Osaka. The old NASSAU arrived in Japanese waters on December 15th 1964 and was promptly demolished.



The all-white NASSAU arriving in New York's Upper Bay, with the American Export freighter EXPEDITOR behind, in a view dated 1959. (Bill Miller Collection)

SHIP NEWS

SHIP NEWS will return in the October issue of The Porthole.



Stylish graphics enhanced Italian Line brochures in the 1930's (above, left) and 1940's (above, right).

(Italia / Bob Allen Collection)

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