



Friday, October 29, 2021 – **VIA ZOOM at 6:00 PM**
“THE FIVE DEEPS EXPEDITION”
BY BEN LYONS

Until 2019, only two dives had ever been completed to the very bottom of the Mariana Trench — the first in 1960, and the second in 2012. Additionally, no one had dived to the deepest points of each of the world’s five oceans. The Five Deeps expedition changed that, pioneering new technology and equipment that made such deep dives almost routine. These opened up new portals to science in the Hadal Zone, which is the deepest region of the ocean, comprised of trenches approximately 20,000 to 36,000 feet deep.

The expedition was the vision of Texas businessman Victor Vescovo, who funded the construction of the submersible “Limiting Factor” and became the first person to dive the deepest points in each ocean. The story is a mix of international politics, technology, and simply old fashioned exploration and determination. Ben Lyons, longtime WSS PONY member, is CEO of EYOS Expeditions, was contracted by Victor to manage the expedition. Ben will share some of the background of the expedition and stories from the dives. He will relate his experience as an ice pilot on the last mission of the 5 Deeps Expedition— to the Molloy Deep in the Arctic Ocean.



DSSV PRESSURE DROP

(fivedeeps.com)

NEXT EVENTS: Membership Program via Zoom: November 19 - “Liners to the St. Lawrence and the Canada Trade” by Clive Harvey

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MEMBER PHOTO OF THE MONTH



HEBRIDIAN PRINCESS departing Oban, Scotland in October 2021

(Pat Dacey)

ARRIVALS AND DEPARTURES

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

PREVIEW, FRIDAY NOVEMBER 19, 2021 – LINERS TO THE ST. LAWRENCE AND THE CANADA TRADE

By Clive Harvey

Before airliners and containers, all freight and passengers were carried by ship. The links between the old and new worlds included those between former colonial powers and their overseas interests. While the New York passenger service won the attention and glamour, the British liner trades spanned the World's oceans, focused on the Commonwealth. Noted historian and author Clive Harvey will present his program looking into the St. Lawrence and Canada trades for our November general membership meeting.



One of Cunard's four SAXONIA-Class liners, built for the Liverpool-Montréal service in 1954-1957. (Clive Harvey Collection)

SHIP'S LOG, SEPTEMBER 2021 - REVIEW OF "SEVEN SHIPS TO SEVEN CONTINENTS"

By Pat Dacey

On Friday, September 17th, the WSS - PONY Branch once again welcomed former PONY Branch Chairman and worldwide sea traveler Ted Scull via ZOOM. He took us on a visual journey visiting the seven continents aboard seven different ships, including cruise ships, expedition vessels and a scheduled liner, spanning the years 1968 to 2009. As usual, I did a brief introduction of the program prior to Ted's presentation. He asked that I mention his first involvement with the fledgling World Ship Society's PONY Branch in 1966. Over the following 55 years, Ted continued his participation in our branch events, which included numerous presentations on ships of all types, foreign travel, and living abroad in Paris and London. Ted's passion for travel and ships is always evident in his informative and entertaining presentations.

Ted's association with boats started with the Nantucket steamers in 1947. In July, 1958 when his mother took her two sons to Europe aboard the LIBERTÉ, ships entered Ted's world. It wasn't long before Ted started documenting his travels, which led to his venturing across the globe, recording and photographing his experiences. The program that Ted recently presented for our members and friends – "Seven Ships to Seven Continents" – was representative of his extraordinary travel adventures.

As Ted began his presentation, he was quick to share the "plot" for the evening which was to match each continent with a ship that he sailed on within its boundaries. To further define the evening's parameters, Ted added his inspiration for selecting each ship. As with all of Ted's presentations, this one was rich in original photographs of the ships, the people and the places he encountered along the way. In addition, his historical narrative gave us viewers a full flavor of his experiences.

Our virtual journey started in the fall of 1995, when Ted and his brother Sandy boarded the MARCO POLO in Singapore for a 12-day voyage. Ports of call were along the Malaysian and Thai coasts, Colombo on the Bay of Bengal, and Cochin, Goa and Bombay on India's west coast. The MARCO POLO, originally launched as the Soviet ALEKSANDR PUSHKIN in 1965, is now at age 56 sadly being broken up after a very successful career.

Ted and his wife Suellyn ventured on the most remote cruise itinerary on the planet in 2008. They sailed along Australia's Kimberley Coast from Darwin, Northern Territory to Broome, Western Australia. The 10-day coastal voyage with a nearly all-Australian passenger list was onboard the German-built ORION. Ted stated she was one of the best ships that he ever traveled on. An interesting point shared by Ted, indicating the remote itinerary, was that Ted and Suellyn never encountered another soul ashore and saw just two other vessels during the entire cruise.

For our next continent, Ted segued from one of his favorite ships to one of his favorite shipping lines, Swan Hellenic. Sailing from the Port of Dover onboard the MINERVA with Suellyn in July 2009, they enjoyed the European continent on a cultural adventure in true Swan Hellenic style.



ORION (above, left) on an adventure along the Kimberly Coast, Northern Territory, Australia in July 2008. MINERVA (above, right) at Dartmouth, Devon, England, in June 1999. (Ted Scull)

Our introduction to continent number four began with an image of a hand drawn map of Africa from 1875. Drawn by Ted's grandfather, the map was one of his first introductions to the continent. Ted sailed solo in 1968 on one of his "top five" favorite ships, British India's 1948-built KARANJA, boarding at Mombasa for a 10-day coastal trip to Durban. Ted made clear that this was not a cruise ship, but a scheduled liner. On board were Asians and Europeans forced to leave East Africa, as it was then entering the post-colonial period. Sailing on KARANJA, they were headed to new lives in Southern Africa, Australia and Europe. As his inspiration for visiting Africa, Ted referenced his time spent there working for a mission. This was also a noteworthy subplot in his earlier WSS – PONY presentation with Tom Rinaldi, "Searching for Adventure on Land & Sea."

When Ted decided to set sail for Antarctica with his brother Sandy in 1995, he chose Hapag-Lloyd's HANSEATIC, chartered by Radisson Seven Seas. The expedition to Antarctica embarked in Ushuaia, Argentina. After the first port, the Falkland Islands, they traveled south to the Antarctic Peninsula with a week of numerous landings. Reflecting on his time as a lecturer on CANBERRA, Ted shared his interest in the Falklands War and its direct link to CANBERRA, which served gallantly as a troop ship during the war. Ted's interesting narrative and images demonstrated that the Drake Passage, separating South America's Cape Horn, Argentina and the South Shetland Islands of Antarctica, lived up to its reputation for turbulent seas.

For his journey to the “Upper Amazon”, Ted chose the 1990-built COLUMBUS CARAVELLE, which took him more than 1,000 miles into the river and inland channels. He was able to experience the second longest river in the world while encountering snakes, fishing for piranha and seeing the odd historic vessel or two before disembarking in Manaus.

To visit his seventh continent, Ted cruised the Hawaiian Islands aboard the 1951 built INDEPENDENCE. He used this opportunity to showcase the ship as a testament to high quality American maritime design, engineering, and construction. Ted highlighted his two sailings on INDEPENDENCE, the first in 1997 and the second in 2000. These sailings filled in a gap for Ted, who had never previously experienced a major US-flagged liner.

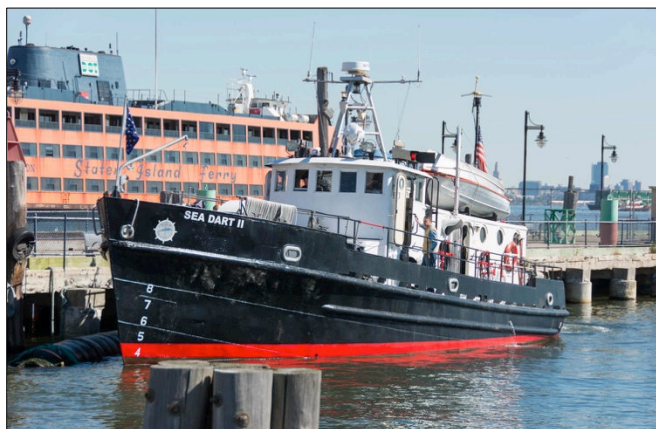
The presentation, which concluded with a question-and-answer period, was a thoroughly enjoyable experience. It was a welcome distraction for those frustrated travelers who have been forced into “cold lay-up” and have become “armchair travelers” due to the pandemic.

The World Ship Society – PONY Branch thanks Ted for his many years of dedication to our branch and we also thank him for his presentation. We look forward to his next WSS-PONY program.

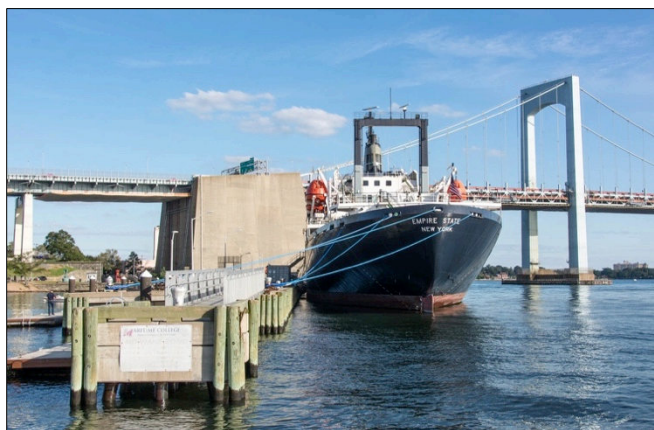
NEW YORK HARBOR AND WATERWAYS TOUR AND VISIT TO THE U. S. MERCHANT MARINE MUSEUM

By Stuart Gewirtzman

On Saturday, September 25th, 14 PONY Branch members and guests embarked on their first in-person event since February 2020 - a cruise around NY Harbor aboard Sea Scout Ship 228's SEA DART II, a 1953 ex-U.S. Army Higgins T-Boat. Departing from the National Lighthouse Museum on Staten Island under sunny skies, we sailed past the Staten Island Ferry maintenance facility where many of the iconic orange boats were on display, and continued up the Hudson River. Past PONY Branch Chairman Ted Scull provided narration as we viewed the ever-changing New York skyline, waterfront landmarks including several historic railroad terminals, and NCL's NORWEGIAN BREAKAWAY preparing for her first post-pandemic cruise from the Manhattan Cruise Terminal. Entering the Harlem River at Spuyten Duyvil and then proceeding up the East River through the Hell Gate, the SEA DART II passed under many of New York City's historic bridges en route to the State University of New York Maritime College at Fort Schuyler in the Bronx. After tying up adjacent to the training ship USTS EMPIRE STATE VI (built in 1962 as States Lines' SS OREGON), the group was treated to an exclusive tour of the extensive maritime history exhibits and model ship collection at the college's Maritime Industry Museum led by the museum's chairman, Captain James McNamara. With the day drawing to a close, we set sail down the East River, encountering a wide variety of harbor craft and ocean-going vessels as we headed back to our starting point on Staten Island.



Casting off for adventure, clockwise from top left: the SEA DART II at her Staten Island dock; the Staten Island Ferry Terminal; the Statue of Liberty; the Lower Manhattan skyline.
(Stuart Gewirtzman)



Harbor sights, clockwise from top left: The former railroad terminal in Jersey City; the Hoboken Lackawanna Ferry and Rail Terminal; sailing under the majestic George Washington Bridge; model of the EMPIRE STATE VI at the Maritime Industry Museum; model of North German Lloyd Line's BREMEN (1929) at the museum; display about the training ship EMPIRE STATE VI; the EMPIRE STATE VI, docked near the Throgs Neck Bridge; NORWEGIAN BREAKAWAY docked at the Manhattan Cruise Terminal. (Stuart Gewirtzman)



Showcases explain two well-know ocean liner disasters that took place in U.S coastal waters: the MORRO CASTLE in 1934 (above, left) and ANDREA DORIA in1956 (above, right).
(Stuart Gewirtzman)

FROM DENMARK: FOUR MASTS & THE EAST ASIATIC SHIPS

By Bill Miller

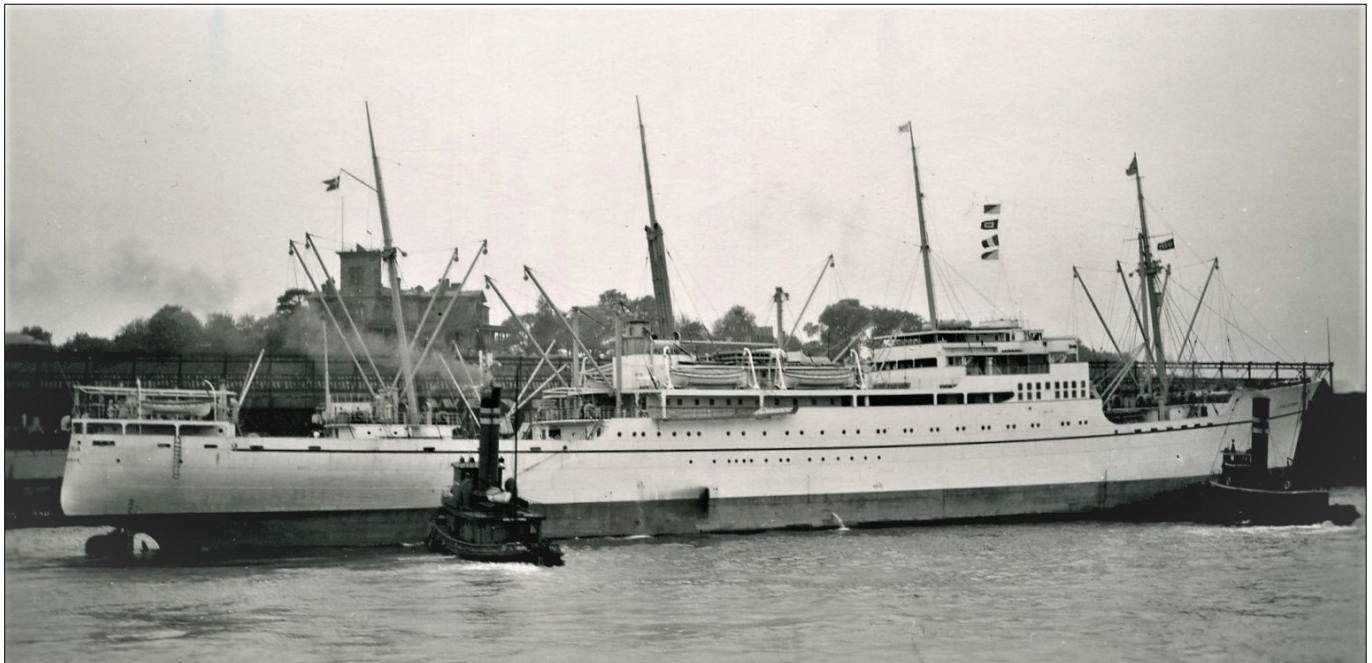
Back in the Fifties and Sixties, Mr. Muller was a Hoboken neighbor. He was also a Hoboken longshoreman. Specifically, he was assigned to the Ninth Street pier, the “Long Dock” as it was called. Stretching over 1200 feet, it was different than docks for ship handling along the Hudson River. Unlike the finger piers which reached out into the River, the “Long Dock” ran alongside Hoboken’s Shore Road. Ships could berth only on its east side.

The principal tenant in the 1950s was Denmark’s East Asiatic Company, which ran some of New York harbor’s more eccentric-looking ships – passenger-cargo vessels with four masts but no visible funnel. The exhausts were in fact worked through the third mast. Yes, they were quite different. There were three ships that called at Hoboken: the 74-passenger ERRIA (built in 1932), the 69-passenger JUTLANDIA (1934) and the 54-passenger FALSTRIA (1945).

Their sailings were rather erratic at times and often changeable. The three ships rarely operated together, for example. Instead, they were used on East Asiatic’s mainline service from Northern Europe to Southeast Asia. But on the North Atlantic, they often had freighter-like schedules. Sailing from Copenhagen to New York, they might call at Aarhus, Gothenburg, Oslo, Middlesbrough, London, Antwerp, Bremen, Hamburg, Rotterdam and finally Dover. Consequently, Copenhagen to New York might take as long as three to four weeks. From New York, the ships often made the rounds of US East Coast ports – Boston, Philadelphia, Baltimore, Norfolk and Charleston – but just for cargo handling.

The 8,542-ton JUTLANDIA was the largest and perhaps finest. Like the others, she offered only first class quarters for her passengers. The accommodations were comfortable if not overly luxurious, done in light Danish woods and highlighted by Danish artworks. There was a smoking room, bar-lounge, dining room, beauty salon and small pool on deck. The cabins included two large suites.

Built at Nakskov in Denmark and fitted with Danish-made B&W diesels, the JUTLANDIA began seasonal sailings to New York in March 1946. She was withdrawn from commercial service in 1950, however, and made over as a hospital ship for use during the Korean War. Afterward, in 1954, she was refitted and restored, but only for Far Eastern sailings. On occasion, the 460-ft long JUTLANDIA was also used as the Danish royal yacht for overseas visits and for use as a Danish trade fair display ship.



The JUTLANDIA arriving at Hoboken’s Ninth Street pier, the “Long Dock.”

(Bill Miller Collection)

East Asiatic was for a time, in 1951-52 especially, interested in creating a trans-Atlantic liner service. There were reports (and many rumors) that they were interested in buying Poland's BATORY, which had recently been "expelled" from New York over damaging reports of Communist spies escaping from the USA and returning, presumably to the Soviet Union. The little twin-funnel liner, with some 800 passenger berths, had been re-routed to an alternate, but unintended service between Northern Europe, India and Pakistan. East Asiatic had plans of starting a Copenhagen-New York service with that 14,500-ton ship but the plans never materialized. Then there were further rumors that East Asiatic wanted to buy Sweden's STOCKHOLM, again for a proposed Copenhagen-New York service. The ship would sail under the banner of the projected Denmark-America Line. But again, the idea never left the drawing boards. Similar rumors re-surfaced in the late 1950s, but again nothing materialized.

The last East Asiatic passenger sailings to New York were offered in 1952. As for the three ships, the ERRIA was badly damaged by fire while at sea off Portland, Oregon in December 1951. Later repaired, she was rebuilt only as a freighter – her passenger cabins were removed. She went to Japanese scrappers in 1962. The FALSTRIA followed her out to Japanese scrapyards, but in 1964. The JUTLANDIA was the last and finished her days when she was demolished at Bilbao in Spain in 1965.

SHIP NEWS

By Bob Allen

CRYSTALS IN THE BAHAMAS: The new CRYSTAL ENDEAVOR, on a two-day inaugural preview voyage, rendezvoused with the 2003-built CRYSTAL SERENITY in Bahamian waters on October 24. The 200-passenger ENDEAVOR left Miami on her maiden passenger voyage the following day. She is Crystal's first newly constructed expedition vessel and will sail to Antarctica for the winter season. SERENITY is offering a series of short (7-day) Bahamas cruises from Miami, Nassau or Bimini until early November.



Crystal Cruises' ENDEAVOR (foreground) met the SERENITY in Bahamian waters. Passengers on both vessels waved and cheered the historic meeting. (Crystal Cruises)

ROTTERDAM VII IS HERE: One of the greatest names in the history of ocean liners and cruise ships is ROTTERDAM. Holland America Line's seventh ship of that name left her namesake city on her maiden voyage to Ft. Lauderdale on October 20. ROTTERDAM VII, the new flagship, is 99,863-tons, 984 feet long and carries 2,268 passengers. She is the third of the Line's Pinnacle-Class, following KONINGSDAM (2016) and NIEUW STATENDAM (2018). Pinnacle-Class is an enlarged, modified version of HAL's Signature-Class, which was an expanded version of the Vista-Class. All of these ships can trace their platform origins and similar general arrangement back to Carnival's Spirit-Class, first introduced with COSTA ATLANTICA (2000) and CARNIVAL SPIRIT (2001). The platform and its many variations have been used on vessels operated by Carnival Corporation subsidiaries Costa, Cunard, Holland America and P&O. For those interested in comparing ROTTERDAMs, HAL sold number six to Fred. Olsen Cruises in 2020. She recently entered service as BOREALIS. Completed in 1997, she was an expanded STATENDAM-Class vessel. ROTTERDAM VI featured more powerful engines and a refined hull form, which enabled her to reach speeds required for worldwide cruising. ROTTERDAM V is now a hotel and museum, permanently docked in Rotterdam. ROTTERDAM V sailed for Holland America Line from 1959 to 1997 as both a transatlantic liner and cruise ship. She was - and is - a one-of-a-kind vessel. Her general arrangement, interior design, exterior profile and engineering are all unique and greatly contributed to her decades of worldwide acclaim.



ROTTERDAM VII, Holland America's third "Pinnacle-Class" vessel is its new flagship (above, left). Former flagship ROTTERDAM V, seen here anchored off Bermuda in the 1970's, is a unique ocean liner and cruise ship that is now a popular hotel, event venue and attraction in Rotterdam, The Netherlands (above, right). (Holland America Line; Bob Allen Collection)

FAREWELL, PANDAW CRUISES: Boutique Asian river cruise operator Pandaw Cruises has folded, following Blount, CMV, Jalesh and Pullmantur as victims of COVID-era cruise line closures. Besides the drastic slowdown in international travel, Pandaw cited the virtual closure of tourism in Vietnam, Cambodia, Laos and India and the troubling political situation in Myanmar as contributing factors to the line's collapse. Pandaw operated 17 river cruise vessels along the Irrawaddy and Chindwin Rivers in Myanmar, the Mekong River in Vietnam, Cambodia and Laos and the Upper and Lower Ganges and Brahmaputra Rivers in India. Experts in operations along these exotic rivers, Pandaw assisted larger companies including Avalon and Viking when they ventured to Southeast Asia. Family-owned Pandaw was started in 1995 by Paul Strachan, a Scotsman who rebuilt a Scotland-built vessel that sailed the Irrawaddy. Pandaw's vessels were designed with traditional wood and brass fittings, and carried between 30 and 50 passengers. On October 25, Strachan posted on Pandaw's website: "this is a very sad moment for me, my family, our crews and clients. It marks the end of an era for all of us after twenty-five years of real adventure. We are truly sorry to disappoint our regular passengers who were so looking forward to making a trip after the lifting of travel restrictions. We are also heartbroken for our three hundred plus crew members and shoreside personnel who have stood by Pandaw and were hoping to get going again next year." Fortunately, despite the line's closure, Pandaw Charity will continue its work on behalf of the people of Myanmar.



The MEKONG PANDAW is one of the line's 17 small river vessels.

(Pandaw Cruises)

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