



Friday, November 19, 2021 – **VIA ZOOM at 6:00 PM**

“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)

NEXT EVENTS: World Ship Society Port of New York Branch Holiday Party at The Churchill Tavern, Saturday, December 11, 2:00 PM

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MEMBER PHOTO OF THE MONTH



An unusual visitor: Vantage Travel's new OCEAN EXPLORER at her pier in New York, October 30, 2021.

(Justin Zizes)

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
NORWEGIAN BREAKAWAY	New York	New York	Bermuda Cruise	Rich Wagner	09/21
CRYSTAL SERENITY	Miami	Miami	Bahamas Cruise	Bill Miller	11/21

PREVIEW; SATURDAY, DECEMBER 11, 2021, 2:00 PM – 5:00 PM

WORLD SHIP SOCIETY PORT OF NEW YORK BRANCH HOLIDAY PARTY AT THE CHURCHILL TAVERN

Join fellow PONY Branch members at a festive holiday gathering at The Churchill Tavern, 45 East 28th Street, New York, NY. Pre-selected "small plates" appetizers and two drinks (wine, beer or soft drinks) are included in the \$30 per person member fee; non-member fee is \$45. Additional beverages are available at attendees' own expense. Per NYC Emergency Executive Order 225, people 12 and older will be required to show proof they have received at least one dose of an approved COVID-19 vaccine for admittance. Flyers for this event have been sent to the membership.



The Churchill has been described as one of New York City's most authentic English pubs. (thechurchillny.com)

SHIP'S LOG, OCTOBER 2021 - REVIEW OF BEN LYON'S "THE FIVE DEEPS EXPEDITION"

By Ted Scull

Our speaker, Ben Lyons, is CEO of EYOS Expeditions, a firm that supplies expedition crews for exploring the remote world such as Antarctica and South Georgia; the Arctic and especially Svalbard (Spitsbergen), other remote islands above the Arctic Circle, and even in the tropics. The firm also recommends expedition yachts that individuals can charter for handling small groups.

From an early age Ben was smitten with boats and ships. He followed his passion with summer jobs in Baltimore's harbor and volunteering aboard the Liberty Ship JOHN W. BROWN. Then after high school, he made a big jump to obtaining a degree from the United States Merchant Marine Academy at Kings Point on Long Island. He later earned an MBA at Columbia. He joined Cunard as Third Officer and worked his way up to Chief Officer aboard the QUEEN MARY 2 and then had positions as Pilot, Ice Pilot and Captain with Lindblad Expeditions' NATIONAL GEOGRAPHIC EXPLORER.

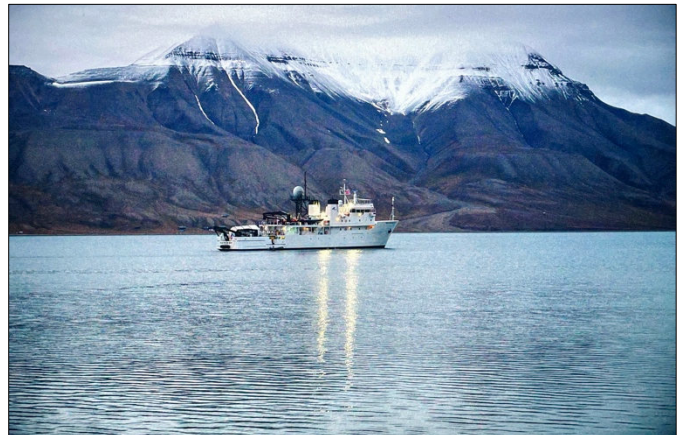
His program, presented via Zoom, entitled *The Five Deeps Expedition*, centered on being part of the first team to reach the deepest point in each of Earth's five oceans: the Puerto Rico Trench (Atlantic Ocean), the South Sandwich Trench (Southern Ocean), the Java Trench (Indian Ocean), the Challenger Deep (Pacific Ocean) and Molloy Deep (Arctic Ocean).

The expedition took place over a ten-month period between 2018 and 2019 and covered some 47,000 nautical miles with 39 dives completed. Ben's firm EYOS Expeditions managed the undertaking, and he joined the mother ship for the dives east of the Philippines.

Using professional footage generated by the photography team, he described the dives in great detail beginning with the mapping that is done before the dive and commenting on the fact that only 20% of the undersea world has been mapped. We learned how submersibles have greatly improved over the years to allow safe diving under extreme pressures as the vessel descends, the increase in speed for reaching the bottom to allow more time for exploring, and faster resurfacing. No difference in pressure is felt within the vessel, and if the pressurized system should fail, the diver would be instantly crushed.

We saw the interior of the one used in his talk, and it appeared to be comfortable and not too claustrophobic. The superrich buy this model for \$15 million to be their very own private submersible, not unlike what has recently happened in space.

Weather is a constant factor. To schedule a dive, the forecast has to indicate calm seas, and the video showed how the sub bounced around when on the surface. Also, the favorable meteorological conditions need to be constant for 12 hours to allow safe passage down and back.



The DSSV PRESSURE DROP seen at the Mariana Trench (above, left) and the Molloy Deep (above, right).

(EYOS Expeditions)

The highlight for this reviewer was the strange creatures that live at 10,900 meters (35,761 feet) in the Mariana Trench/Challenger Deep located east of the Philippines and just south of Guam. One such weird animal was identified as a dumbo octopus. (Suggestion: Google it.) The various creatures could be seen close up cruising about and then possibly being identified as a new species, therefore aiding in scientific research. A few of the numerous additional strange species down there at the bottom are Goblin Shark, Marine Hatchetfish and Viperfish. It must be fun sitting around a table with marine scientists when a new species warrants a name.

The submersible would then jettison some weight to return to the surface and bounce around before being hoisted back on board.

A second location, the Molloy Deep, in the Arctic Ocean, was briefly visited to highlight the contrast of weather conditions, especially dealing with ice, one of Ben's specialties as a licensed ice pilot.

Lastly, after the last ocean research and final dive was complete, a visit to the TITANIC was mentioned. The liner has markedly deteriorated since the last recorded dive some 14 years ago. Of course, this site is much easier to explore as it is in much shallower, but still not shallow, waters.

While this deep dive project was without doubt unique, by reaching the deepest point in all five oceans, there are some unsettled records, such as the winner of deepest descent, because the Challenger Deep has an uneven bottom, so depending on exactly where one is measuring, there could be a slight difference in the figure. Does that matter? To some a definite Yes! To the personnel on this specific project – apparently not. This team had bigger fish to fry.

The overall balance of the presentation was outstanding, from the descriptions of the vessels that came before and the extreme difficulties that had to be overcome. While there were admittedly some mistakes made along the way, in the end the combination of personalities and individual knowledge came together so well that the project's challenging goal was ultimately achieved.

The talk flowed in an easy conversational manner, without interruption, and with little sense of referring to notes. We thank our speaker for presenting a refreshingly new topic and one of important research, as there is so little known about what lurks in the darkness of the deep. We had a peek, and I would definitely like to see more.

SHIPS IN PORT: CROSSING ON THE ITALIAN LINE – THE VULCANIA

By Bill Miller

The late Lewis & Ruth Gordon made over 100 crossings of the great Atlantic. They began with a honeymoon trip to England in July 1937 – from New York to Southampton on the then quite new QUEEN MARY and the home on the AQUITANIA. It was a cherished love affair – and one that included travel by ships. After World War II and then for some thirty years, from 1947 until the mid '70s, they crossed annually, going in both directions by ocean liner. They sailed with all the great companies: Cunard, French Line, American Export, Holland America and, a special favorite, the Italian Line. One reason was that they spent several weeks each August at a spa resort near Venice and so the Italian ships and their schedules offered great convenience. But they also enjoyed the renowned Italian Line service, food and shipboard style. In the collection of their summertime excursions, they sampled almost all of the great Italian Line passenger ships.

"We took the VULCANIA both ways one summer," Lewis Gordon remembered. "It was a 14-day voyage from New York all the way to Venice and Trieste with calls at Lisbon, Barcelona, Naples, Patras and other ports. It was just about the longest voyage to and from Europe in those days, the mid 1950s. We became friendly with more passengers on the VULCANIA because we had more time at sea. On the outward crossing, we were moved to a suite after Lisbon and that was quite special. We had a semi-private veranda, which itself was unique. It was a sort of early version of balconies on today's cruise liners. We returned home by way of Halifax, to offload immigrants, mostly Italians and some Greeks. US immigration was very tight then and Canada was an alternative for many."

Completed in 1928, the VULCANIA and her near-sister, the SATURNIA, were created by the Cosulich Line and purposely for the more extended Trieste-Venice-New York service, carrying nearly 2,200 passengers in four classes. Transferred to the then newly organized Italian Line in 1932 and later used to carry Mussolini's troops to East Africa, the 631-foot long ship stopped commercial sailings in June 1940 just as Italy entered World War II. While remaining in home waters, there were reports that the VULCANIA (as well as the SATURNIA) had been sunk, but both were very much afloat and amazingly still seaworthy at the time of the Italian surrender in 1943. Soon afterward, the pair passed into American hands. By 1945-46, the VULCANIA was pressed into austerity passenger service, making crossings to Southampton and Le Havre for United States Lines and then, beginning in March 1946, nine voyages to the Mediterranean for American Export Lines. Later laid-up in New York harbor, there were rumors that both ships would be sold to the Soviets. Fortunately, however, they were returned to the Italians, refitted and placed on the revived express run between Naples, Genoa and New York. The pair returned to their original Adriatic service in late 1955 – sailing from Trieste and Venice via Patras, Messina, Palermo, Naples, Gibraltar, Halifax (westbound only) to New York. Return sailings often included stops at Boston and there were occasional calls at Dubrovnik, Barcelona and Lisbon. In addition to their one-way passenger traffic, their round trips (of about six weeks) were often advertised as cruises.

"Older Italian liners such as the VULCANIA had that 'over the edge' décor, where enough is not quite enough," concluded Lewis Gordon. "They were very, very ornate. Italian Line also had the best costume balls at sea. There were Renaissance, Baroque, Venetian and even Gypsy creations. The purser's office provided the costumes – and then they'd give out prizes for their very own costumes. Italian Line also had the most tear-filled farewells, the most emotional departures, and especially at Messina and Palermo. It was all high, almost operatic drama! Three generations of one family would be at the dockside to send off, say, a young cousin sail off to America!"

While the SATURNIA was retired and scrapped in 1965, the VULCANIA pushed on for another seven years, but as the renamed CARIBIA for other Italian owners, the Grimaldi-Siosa Lines. Finally withdrawn in September 1972 (and after 44 years), she was later sold to Italian ship breakers and then resold to Spanish scrappers. But then she was resold a second time, to Taiwanese scrap merchants. She endured a long, slow tow out to Kaohsiung, but once there, she developed serious leaks while awaiting a berth and sank in the outer harbor. Later, pumped out and raised, she finally reached a scrapping berth. From retirement, the long process of scrapping took almost two years.



The classic VULCANIA making a noontime departure from Pier 84 in a view dated July 1958.

(Bill Miller Collection)

SHIP NEWS

By Bob Allen

A NEW DAWN FOR SILVERSEA: The demand for luxury cruises is continuing to grow rapidly. Royal Caribbean Group's deluxe Silversea Cruises brand is responding with tremendous expansion. In mid-November, it took delivery of a third new build since 2020, the 40,844-ton SILVER DAWN. A third sister of the 2017-built SILVER MUSE, she was preceded by the SILVER MOON in 2020. The 5,800-ton SILVER ORIGIN also entered service cruising the Galapagos Islands in 2020. With an all-suite capacity of 596 passengers, the SILVER DAWN will be placed on worldwide itineraries when she commences her maiden voyage from Ft. Lauderdale to Lisbon on March 18, 2022. Silversea Cruises is developing its next series of vessels, code named Evolution-Class, with introduction scheduled for 2023. These two 700-passenger vessels will be the first for the line to be built at Meyer Werft in Germany. The ships' names, gross tonnage and features have not yet been disclosed. Despite positive growth news, Royal Caribbean has delayed service entry dates for these vessels by one year due to the pandemic. Other delayed entries for upcoming RCG ships were announced in November: Royal Caribbean's ICON-Class and OASIS-Class, Celebrity's EDGE-Class and TUI's MEIN SCHIFF-Class will all enter service at least a year later than originally planned.



Silversea Cruises' new SILVER DAWN shows off the line's new light grey hull color.

(Silversea Cruises)

VIKINGS DISCOVER THE GREAT LAKES: There's good news for those looking for upscale expedition cruises in North American waters. Viking Expeditions has announced a series of Great Lakes cruises, which will operate between Toronto and Duluth, MN in summer 2023. The 15-night cruises will call at ports along all five Great Lakes and shorter 8-day cruises are also planned. A 13-day cruise will offer a Canadian itinerary, and a 16-day voyage will cruise the St. Lawrence River and head south to Charleston, SC. The cruises will be on VIKING OCTANTIS and VIKING POLARIS, 30,150-ton, 665-foot expedition vessels currently under construction and due to enter service in 2022.



VIKING OCTANTIS and VIKING POLARIS will enter the luxury expedition market in 2022.

(Viking Expeditions)

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