

Friday, September 30, 2022

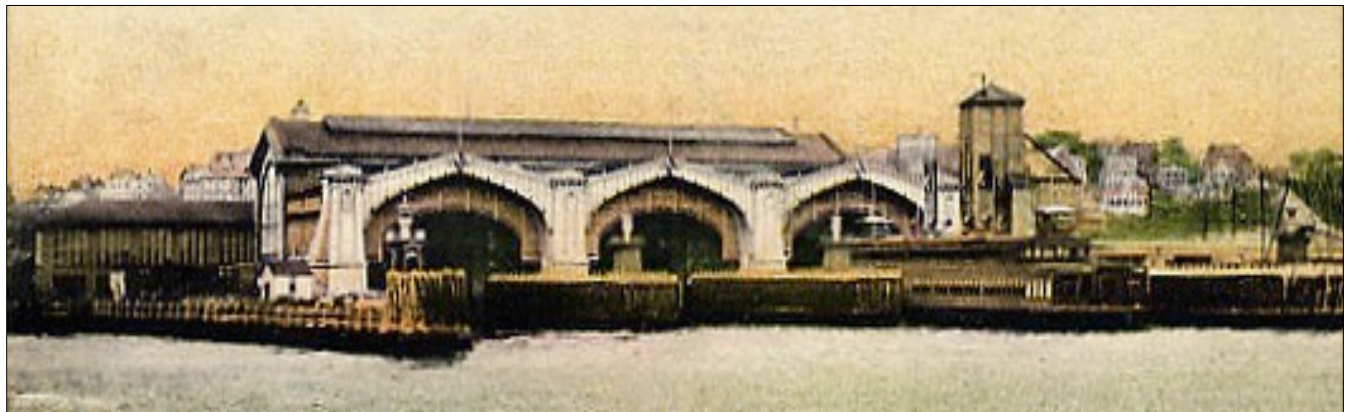
LIVE at the National Opera Center, 330 7th Ave. at 29th Street, 7th Floor AND via ZOOM at 6:00 pm

HISTORY OF THE STATEN ISLAND FERRY

By PAT SALMON

Most people do not realize that ferries have traveled to and from Staten Island since the time of the Lenape. As the island evolved and its transportation system became more elaborate, the ferries that operated also changed. This program features more than 400 years of Staten Island ferry service, including entrepreneurs involved, the ferryboats themselves, and the landings that existed all around this once isolated island.

Patricia M. Salmon retired as Curator of History at the Staten Island Museum in 2012 and has been a Staten Island resident for almost fifty years. Ms. Salmon has authored the books *Realms of History: The Cemeteries of Staten Island*; *The Staten Island Ferry: A History, Murder & Mayhem on Staten Island* and *Staten Island Slayings: Murderers and Mysteries of the Forgotten Borough*.



Images of the Staten Island Ferry and terminals in the late 19th and early 20th centuries.

(Pat Salmon Collection)

NEXT EVENTS: Membership Meeting at the National Opera Center, New York, NY, and via ZOOM: Friday, October 21 – North by North Star by Pat Dacey

ADDRESS: PO Box 384, New York, NY 10185-0384

E-MAIL: wsspony@gmail.com

WEBSITE: www.worldshipny.com

MEMBER PHOTO OF THE MONTH



OCEAN ADVENTURER anchored at Longyearbyen, Norway on August 8, 2022.

(Pat Dacey)

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
QUEEN ELIZABETH NORDSTJERNEN	Vancouver Longyearbyen	Seattle Longyearbyen	Alaska Cruise Arctic / Svalbard	Pat and Denise Dacey Pat and Denise Dacey	07/22 08/22



HURTIGRUTEN

PREVIEW: FRIDAY, OCTOBER 21, 2022, 6:00 PM –

LIVE AT THE NATIONAL OPERA CENTER, AND VIA ZOOM : NORTH BY NORTH STAR

By PAT DACEY

Join PONY Branch Chairman Pat Dacey on a photographic journey north from Longyearbyen, Norway to Moffen Island, crossing 80 degrees North and back onboard the historic 1956-built M/S NORDSTJERNEN (The North Star). NORDSTJERNEN, a classic vessel which previously sailed the Norwegian Coastal Express service and Svalbard Express service to Spitsbergen until 1994. Then it cruised occasionally and served as a replacement vessel for Hurtigruten until 2012 when purchased by Vestland Classic. Since 2012 NORDSTJERNEN has been sailing exclusively in the Arctic Ocean, once again carrying her former Bergen Line funnel livery.

NORDSTJERNEN is as an outstanding example of 1950's ship design, with many technical and design features reaching back to the 1930's. In 2012, which the Norwegian Directorate for Cultural Heritage designated NORDSTJERNEN safeguarded under its authority for the protection of historical monuments.

"Connect with your inner explorer" as you admire the classic décor, public rooms, working areas and deck, space and observe glaciers, polar bears, walruses, and many other examples of Arctic wildlife, as the ship heads north on an August 2022 voyage.



NORDSTJERNEN anchored at Longyearbyen, Norway in August 2022.

(Pat Dacey)

SHIP'S LOG, MAY 2022: THE FIVE LIVES OF THE FOUR ACES BY DOUG NEWMAN

Reviewed By Ted Scull

Doug Newman is our PONY Branch Secretary and when he offers to give us a program, a little goodie is heard from this reviewer. Why? Because we are going to hear and see a presentation where the subject will be intriguing and well researched. That was certainly the case for his most recent program on Soviet passenger ships, a tour de force, that revealed how diverse the ships were, and how little of the fleet was Russian-built until the late 1950s. Hence, the ships were old and intriguing – Pre-WWII. Then, once the Russians developed the means and skills to introduce new ships, they created some of the largest number of passenger ships of a single design.

Just saying - the Four Aces - has a certain ring to it, "even musical," but here we are talking about ships. Even if one has heard of the quartet that sailed the high seas for American Export Lines, many fewer would know that before the Four Aces of the 1940s, there were an earlier set of Four Aces built after the end of the Great War or WWI.

The featured ships were ordered as civilian freighters for American Export Lines as replacements for the original Four Aces. Then, because of WWII intervening, they were taken over by the U.S. Navy and converted to attack transports. When the war was over, they were transformed into what they originally were meant to be, cargo-passenger ships. The names were the same as the initial quartet - EXETER, EXCALIBUR, EXOCHORDA, and EXCAMBION. Tonnage was just under 10,000 GRT, speed 17 knots. Engines were steam turbines, single screw.

The scheduled route began in New York and headed to the far eastern end of the Mediterranean with lots of cargo handled both ways and up to 124 passengers. The accommodations, all with private facilities were designated one class, first class. The design was undertaken by Henry Dreyfuss who would also tackle the CONSTITUTION and INDEPENDENCE. The quartet was considered modern within and "important examples of 20th-century American art and design." The cabins deftly changed into daytime lounge use.

The ships were fully air-conditioned. That certainly would not have been the case at the time for most European-built combi-ships or even passenger vessels. If having A/C at all, the limit might have been the dining facilities and the main lounge.

The route (an example from 1963) was New York to Cadiz, Barcelona, Marseilles, Naples, Beirut, Alexandria, Piraeus, Naples, Marseilles, Genoa, Leghorn (Livorno), Barcelona, and New York. Other ports might be substituted depending on cargo requirements.

One-way passengers had a direct route to many ports not normally called by the large Atlantic liners. Interport travel could also be requested such as Barcelona to Marseilles (\$30) or Marseilles to Beirut (\$230), the latter a Middle Eastern city that had a considerable French population. One could also make it a one-way cruise to the Eastern Mediterranean (just under \$600) or go for it, the complete round-trip voyages lasting nearly six weeks, Fares quoted are for 1963.

Before containerization, time in port aboard the break-bulk Four Aces allowed passengers relaxed touring ashore as ships might stay for a day or two. Container ships looming on the horizon are often in and out on the same day.

Doug discussed the afterlife of each ship after it was sold: TEXAS CLIPPER for Texas A&M University, a dormitory for Stevens Institute of Technology moored along the Hudson in Hoboken, New Jersey, and the ORIENTAL JADE and ORIENTAL PEARL for the fledgling Orient Overseas Line.

This reviewer spent ten days aboard the latter on the new route from California ports then trans-Pacific to Yokohama, Kobe, Keelung (Taipei) Kaohsiung, and Hong Kong. I joined in Yokohama as the only non-Asian aboard (crew and passengers) for ten days all the way to Hong Kong. Except for some changes to the décor and the fondness Chinese have for the color red, the ship was largely original. I would not have missed this voyage for all the tea in China, nor would I miss one of Doug Newman's wonderful programs.

P.S. I have presented to Doug my shipping line request for a future program but we will all have to wait a bit for what he will choose. Stay tuned.



The 4 Aces' cocktail bar featured a Saul Steinberg mural depicting "the foibles of travel."

(Bob Allen Collection)



The simplicity and elegance of the main lounge is typical of Henry Dreyfuss interior design.

(Bob Allen Collection)

QE2 ON THE ROCKS

By Karl Zimmermann

Editor's Note: This article first appeared in the August 2022 issue of Martha's Vineyard magazine. It is reprinted here with permission.

"Thirty years ago, the great ship didn't go down in Vineyard waters, thank goodness. But it didn't make it to New York either."

- Karl Zimmermann

When the QUEEN ELIZABETH 2 visited Martha's Vineyard thirty years ago this month and promptly ran aground, it was the most famous ocean liner in the world. Strictly speaking, if you recognize "liner" as meaning a ship making "line voyages," or point-to-point journeys, it was the only significant one left.

The keel of the QUEEN ELIZABETH 2 – better known as the QE2 – was laid on July 5, 1965, at the yard of famous shipbuilder John Brown & Co., Clydebank, Glasgow. The shipbuilder had built many Cunarders, including the QUEEN MARY and QUEEN ELIZABETH, whose maiden voyages were in 1936 and 1946, respectively. At 963 feet and 65,863 gross registered tons – a measure of interior space, not weight nor displacement – at its time the QE2 was a relative giant.

The "Atlantic Ferry," as the frequent transatlantic crossings once made by the "ships of state" of most European nations and the U.S. were known, was entering its waning years when the QE2 joined in. Legendary ships included Holland America Line's S.S. ROTTERDAM, Italian Line twins RAFFAELLO and MICHELANGELO, North German Lloyd's BREMEN, Swedish American Line's GRIPSHOLM and KUNGSHOLM, and Norwegian America Line's SAGAFJORD. Perhaps most notable were French Line's FRANCE of 1962, and United States Lines S.S. UNITED STATES of 1952. (QE2, by the way, is not named after the current British Monarch, but rather after a previous ship of the same name. Hence the Arabic rather than Roman numeral after QE. Cunard's current QUEEN ELIZABETH, launched in 2010, eschews the numeral altogether.)



A stricken Queen Elizabeth 2 lay at anchor in Vineyard waters off Gay Head and Cuttyhunk in August 1992.

(Mark Alan Lovewell)

One by one, however, the grand ships were mothballed or cut up for scrap, victims primarily of the rise of air travel. The last liner other than QE2 significantly engaging in transatlantic crossings was the small, slow, modest, old, inexpensive, and altogether wonderful Polish Ocean Lines' STEFAN BATORY – truly a "ship of state," with its outstanding all-Polish crew in an era when all other lines had embraced the economy of "international crewing." After STEFAN BATORY made its final voyage in 1988, the QE2 sailed alone, the last of the transatlantic liners. That was the stature of the ship that stubbed its toe off Martha's Vineyard.

But it wasn't an Atlantic crossing that brought the ship to the Vineyard in 1992. The QE2 regularly supplemented its dwindling revenue from ocean crossings with short cruises up the New England coast and elsewhere. It first came to the Vineyard in 1985 and had been back most every year since, always anchoring off East Chop so passengers could tender into Oak Bluffs.

On Monday, August 3, 1992, the QE2 left New York City on a five-night cruise to Bar Harbor, Maine; St. John, New Brunswick; Halifax, Nova Scotia; and Martha's Vineyard. When the ship dropped anchor off East Chop in the early afternoon on Friday, the sky was blue and Nantucket Sound calm, so most passengers took advantage of the chance to tender in to Oak Bluffs and get at least a quick look at what they could see of the Vineyard in half a day before returning to the ship for the scheduled 8 p.m. departure for an overnight run back to New York.

At just after 9 p.m. on August 7, an hour late due to tendering delays, the QE2's 130,000-horsepower diesel-electric units (installed in 1987 to replace the original steam turbines, which had been somewhat problematic) murmured into action. This delay wouldn't have posed a problem, since the ship was a speedster, capable in a pinch of thirty-four knots (service speed was twenty-eight-and-a-half knots), slightly better than it could have done with its turbines.

Second-sitting passengers were tucking into their entrées in the Mauretania Restaurant, and those in the elite single-sitting Columbia Restaurant, Princess Grill, and Queen's Grill were most likely sipping a demitasse or cognac. Passengers were dressed informally by Cunard's standards, mostly tie and sport jacket for men and cocktail dress or pants suit for women. By long standing ocean-liner tradition, tuxedos and gowns were not expected on the first and last nights out, a matter of convenience, and, in fact, suitcases had already begun to line the corridors to be taken ashore by crew in New York the following morning.

Some who had finished their dinners were enjoying a pleasant, temperate evening on deck as the QE2 steamed up Vineyard Sound, the Elizabeth Islands silhouetted to starboard, the scattered lights of the Vineyard showing to port, the alternating white and red beams of Gay Head Lighthouse pointing the way.

The first Gay Head Light was built in 1799 to warn mariners not so much of the location of the western tip of Martha's Vineyard but of Devil's Bridge, a menacing reef of ship-killing rocks that extends northwest from the base of the cliffs. Not all ships succeeded in altering course, including most famously the 275-foot steamer City of Columbus. In January 1884, bound from Boston to Savannah on a moonlit but frigid night, the vessel hit the reef. By the time the tragedy ended, 103 people had died; only twelve passengers and seventeen crew survived.

In 1823, another lighthouse was built directly across Vineyard Sound at the western end of Cuttyhunk. That lighthouse, which is now gone, served a similar purpose. The reef known as Sow and Pigs was noted (though not by that name) as early as 1602 by Bartholomew Gosnold, the first European to explore the Vineyard. Like Devil's Bridge it has been a graveyard for ships. Most notable, perhaps, was the whaleship Wanderer, which wrecked near the reef in 1924.



Booms were swung from the stern to contain oil spills, such as the patch seen outside the containment area, at right.

(Mark Alan Lovewell)

In other words, both reefs have been known to mariners for centuries, as have hundreds of other navigation hazards in the area. The waters between New York and Boston were, in the age of sail, second only to the English Channel in terms of ship traffic. But, as the crew and passengers of the QE2 were soon to discover, not every rock on the bottom made its way onto the charts.

At about 9:48 p.m., with the ship about two-and-a-half-miles south of Cuttyhunk, passengers felt a series of bumps, enough to be alarming to those in the restaurants and lounges or on deck. It was even more alarming to those on the navigation bridge, where the quartermaster at the helm was steering the ordered 250-degree course, and the QE2's master, Captain Robin Allen Woodall, and John F. Hadley, the pilot, were meant to be collaborating. The fifty-eight-year-old Woodall had been master of the QE2 since 1989 and replacement captain before that.

The first word the passengers received came over the public address system, just minutes after the grounding, that the ship had "struck an unidentified underwater object" and that the vibrations were the shudder of propellers working over a shoal. The passengers were in no danger, the announcement said, and that at least did prove to be true.

The QE2 being the QE2, it was no surprise that celebrities were on the passenger list, including Academy Award-winning film and television actor George Kennedy. In an interview, Wilt Melnick, his personal manager, suggested that the anxiety level among the passengers in the evening after the grounding wasn't high. "We were trying to think up a drink we could call 'QE2 on the Rocks,'" he said. (I have no idea if they came up with one, but I do know that the quip had legs. On a subsequent cruise on a different ship, I saw an off-duty crewman on the pier wearing a T-shirt bearing it. The accompanying image was a little off – an "up" glass for a martini, no ice – but the witty shirt was a reminder of the crew culture always alive below decks.)

On Saturday attention turned to how the grounding could have happened and how to get the passengers to safety. By this time the ship had moved at Coast Guard instruction to a point eight miles southwest of where it had grounded and had anchored, in no danger of sinking. Divers from the Coast Guard buoy tender Bittersweet discovered eight gashes in the ship's hull, the longest seventy-four feet long and three to six inches wide. Additionally, a ninety-foot National Oceanic and Atmospheric Administration (NOAA) Coast and Geodetic Survey ship was dispatched to search the area of the grounding for what was being called a "mysterious rock or underwater obstacle."

A source of some amusement for Vineyarders who followed the story in the news was the arrival of the humble New Bedford ferry SCHAMONCHI to evacuate the first-class passengers from the famous ocean liner. Built in Maine in 1978, the SCHAMONCHI was a no-nonsense, bare-bones Vineyard regular and would be until its retirement in 2003. (It was last seen deteriorating on Newtown Creek in the Bushwick section of Brooklyn as a maverick, stationary party boat.)

With master and owner Richard Thompson at the helm, the 150-foot-long ferry came alongside after the diving concluded and embarked the QE2's 555 first-class passengers (from a total passenger count of 1,824) to transport them to Newport. From there they'd be bussed to Providence, then transferred to an Amtrak train for the final leg back to New York City. QE2 was unique at the time in maintaining even when cruising a remnant of the two-class system that had been the norm in the heyday of the transatlantic liners.

The transatlantic-class passengers may have gotten the better deal, as later Saturday afternoon the Coast Guard gave permission for the QE2 to proceed slowly under its own power to Newport and anchor outside the harbor. From there they were tendered into town, along with most of the roughly 1,000 crew.

On August 10 the wounded QE2 backed into the 1,170-foot dry dock at the General Ship Corporation yard in South Boston, where repairs were substantial, slow, and expensive. Cunard immediately cancelled the liner's August 8 and 13 transatlantic crossings, and as it turned out the ship did not sail again until October.

Both the Coast Guard and the National Transportation Safety Board (NTSB) studied the grounding in depth and at length – for nearly a year. Their findings, revealed publicly by the Coast Guard on May 27, 1993, were similar. And though they did conclude the rock was uncharted, the crew were not entirely exonerated.

In the words of the NTSB, "the probable cause of the grounding of the QE2 was the failure by the pilot, master, and watch officers to agree on a navigation plan for departing Vineyard Sound and to maintain situational awareness, resulting in the striking of uncharted rocks after an unplanned course change."

The report also implied that the ship may have been traveling a bit fast under the circumstances, since at certain speeds in shallow water a ship can be drawn down toward the bottom, a phenomenon called "squat." "Contributing to the accident," the NTSB report went on to say, "was the lack of information available on the QE2 about how speed and water depth affect the ship's underkeel clearance...The speed of 25 knots selected by the master and agreed to by the pilot left little margin of error for a vessel of this draft."

The good ship sailed for another sixteen years. It was scheduled to make two Vineyard calls in 1993, in July and September, but they were rerouted to Bar Harbor and to Newport, and in fact the QE2 never again returned to the Vineyard. Its sailing days over in November 2008, it languished for years in Dubai before its grand opening as the QUEEN ELIZABETH 2 Hotel there in October 2018.

Well, Thanks For Saving My Life, PILGRIM.

The QE2 was not the first cruise ship to be rescued in the area, as only seven years earlier – on Sunday, July 28, 1985 – Coastwise Cruise Line's pocket cruise ship PILGRIM BELLE very nearly sank not far from where the QE2 had its adventure.

Like the QE2, this handsome little vessel, a 192-foot-long convincing replica of a coastwise steamer from the 1920s, was well-known to me and my wife, Laurel. We had boarded one of its first New England cruises, a seven-nighter calling at Nantucket, Martha's Vineyard, Block Island, Newport, Provincetown, and Plymouth before returning to Hyannis.

Just two cruises later, the ship struck the well-known and notorious Sow and Pigs Reef.

The PILGRIM BELLE had left Vineyard Haven as scheduled at 3 p.m., bound for Block Island via Vineyard Sound, with light seas and good visibility. At about 4:30 p.m. the ship inexplicably passed on the wrong side of a buoy marking Sow and Pigs and grounded, tearing a three-by-nine-foot gash in the hull, amidship to port.

Water poured in and Captain Robert Raisch immediately sent out an S.O.S., to which the Coast Guard responded with ships and helicopters. Pleasure and fishing boats came too. Lifeboats were put over and Raisch gave the order to abandon ship. All eighty-five passengers were taken off and sixteen crew. Seven crew members remained on board to man the gasoline-powered pumps that were delivered by the Coast Guard; eventually there were twenty of these, many of them pumping 250 gallons per minute. Coast Guard vessels came from Menemsha, Woods Hole, and Provincetown and helicopters from Otis Air Force Base on Cape Cod.

Passengers were picked up by various vessels, among them the fishing boat FARE LADY, which took forty-six to Woods Hole, and Dorsal Jr., a pleasure boat, which took ten to Cuttyhunk. Six passengers were taken to Falmouth Hospital, examined, and released, and all ended up in hotels in Hyannis before returning home.

Twenty-one-year-old Cathy Foss, a deck hand just promoted from stewardess, had been at the helm when the ship grounded. Foss was under the instruction of the ship's mate, forty-year veteran Richard Currier, who the Coast Guard said had been given an improper bearing by captain Raisch. Captain Raisch was later terminated and charged with negligence by the Coast Guard. The PILGRIM BELLE was towed to Fairhaven, Massachusetts, and later to Middletown, Rhode Island, for repairs. It was able to resume its regular cruising by the end of that summer, back into Vineyard Sound, but with a different captain.

Today, the ship sails high-end cruises from Seattle to Alaska as THE LEGACY.



The QE2, seen from Martha's Vineyard of the day of the grounding, taken by Karl Zimmerman's cousin.

(Virginia Baron)



The PILGRIM BELLE (left), which also grounded off the Vineyard, is docked at Vineyard Haven next to SCHAMONCHI in this 1985 photo. SCHAMONCHI was the ferry that delivered QE2's First Class passengers to Newport after the grounding.

(Karl Zimmermann)



Despite multiple incidents and some negative press over the decades, QE2 was the most famous – and perhaps most popular – passenger ship afloat for nearly 40 years. She is seen here on her last departure from New York in October 2008. (Karl Zimmermann)

SHIPS IN PORT: THE “DOWDY, LITTLE” AROSA KULM

By Bill Miller

Some passenger ships that called at New York are not just gone, but also long gone – and these days such ships are barely remembered. They were in fact little known or of interest even in those far busier days of trans-Atlantic liner service, in the 1950s in particular. One of these ships was the little AROSA KULM. The late Frank Braynard remembered her largely because she had been a combination passenger-cargo liner with the United States Lines and because, in the '50s, he had lunch onboard. By then she had been greatly rebuilt, had a far greater passenger capacity and so was, at least to the astute Frank, a far different ship. In fact he called her a “dowdy, little ship”. Myself, I remember her because she seemed so small and low and even tiny, and because she always seemed to use a different pier when in New York harbor. She seemed to wander about the harbor. I recall seeing her at Pier 42, down in Greenwich Village and at the foot of Morton Street; at Pier 64, the Panama Line terminal at West 24th Street; and, strangest of all, at the 9th Street pier, the Long Dock as it was called because it was sideways along the Hudson rather than the usual outward piers, in Hoboken, my hometown. I also especially recall that her single stack, always seeming to be emitting brownish smoke, could barely be seen over the pier's shed.

After World War II ended (in 1945) and then well into the 1950s, there was a pressing need not only for more passenger berths on the trans-Atlantic passenger run, but for inexpensive accommodation (for westbound immigrants, refugees, budget tourists and even students wanting to study abroad). Consequently, a number of European ship entrepreneurs saw opportunities, especially financial ones, in creating new companies and then buying ships, usually older, converted ones, for such low-fare operations. There were the likes of the Cosulich brothers, Evgen Evgenides (Home Lines), Paolo Scerni (the Incres Line and, in fact, the name Incres was an anagram of Scerni) and Nicolo Rizzi. Thought to be Yugoslavian by birth, Rizzi actually lived in Switzerland, near Mount Arosa, and so named his new shipping venture as the Arosa Line. Rizzi saw, like the Home Lines and later the Greek and Sitmar lines, great potential on the North Atlantic, especially in the German passenger trade. There were no national liners, all gone as a result of World War II, and yet a large number of Germans wanted to migrate, especially to the United States and Canada. Intuitively, Rizzi acted quickly: his first passenger ship was the little, 9,000-ton AROSA KULM and she entered North Atlantic service, from Bremerhaven to Canada, in March 1952.

But first, the 488-foot long little ship had a rather long, diverse history. Created as an outgrowth by the US Government for more ships following World War I, she and a series of otherwise rather unattractive, “workhorse”

like freighters were constructed by the American International Shipbuilding Corporation, located at Hog Island, Pennsylvania and so were soon dubbed the "Hog Islanders." A combination troop transport, she was named USAT CANTIGNY and had the dubious honor of being christened by Albert, king of the Belgians, who was visiting the United States. But her Government days proved rather limited – by 1924, she was transferred to commercial service for the American Merchant Lines (and then absorbed by United States Lines in 1929). Renamed AMERICAN BANKER, she carried freight and up to 16 passengers in New York-London service, but was subsequently refitted for 65 and then 85 passengers. She was a simple, unassuming ship, free of most luxuries, and instead offered basic accommodation for a weeklong crossing at \$100. When World War II erupted in Europe, she and several of her sisterships escaped the American neutrality laws of the time by being "sold" to Belgian owners and so became the VILLE D'ANVERS. While each of sisters was sunk, she survived, but then while returned to United States Lines in 1945, there was little use for the then 25-year-old ship. She was soon sold to another American shipowner, the Isbrandtsen Line, but placed, rather oddly, under the Honduran flag. But then, within weeks, she was sold again, this time to a Panamanian company, but that was owned by a New York-based Greek shipowner. Drydocked and refitted, she reappeared as the CITY OF ATHENS and with accommodation for 200 passengers. She was placed under the management of yet another American firm, T. J. Stevenson & Company, and began sailing between Istanbul, Piraeus, other Mediterranean ports and New York. For a few short months, she might be seen moored along the East River, at Pier 14, now part of South Street Seaport. Her new owners soon went bankrupt, however, and then, while visiting Baltimore, the ship was arrested for debt.

The CITY OF ATHENS went to the auction block and, for \$400,000, was sold to the Panamanian Lines, one of the founding arms of what would become the very successful and very popular Home Lines. Now, she was renamed PROTEA, had a long rebuilding and refit in Italy, and was re-certified to carry as many as 1,078 passengers (mostly in dormitories and many in cargo hold spaces with over 100 berths). She was fitted with as many as 20 lifeboats. Quickly, she landed a lucrative contract with the IRO, the International Refugee Organization, and for a time carried migrants from Italy to Australia and to Argentina, and also Polish refugees from Gdynia to Haifa. Later, she changed owners several times – including to the Mediterranean Lines, another company linked to the Home Lines. Adding to her list of movements, she did troop charters between Marseilles and colonial Indo-China for the French and made at least two Atlantic crossings under contract to the newly created Incres Line.

In late 1951, our earlier friend Nicolo Rizzi bought her and quickly sent her off to a Bremerhaven shipyard for a full refit. Renamed AROSA KULM (Arosa Summit), her capacity was reduced slightly to 965 (and a small first class was added with a mere 25 berths), the dormitories were improved and some cabins modernized but only with private sinks. Peter Eisele, a passenger ship expert, wrote of the ship: "The old ship was not meant to be luxurious; instead, she was designed to move large numbers of passengers at reasonable fares." Onboard, public spaces included a Bavarian beer hall and her crew was now largely German, including many waiters and stewards who remembered far grander days aboard ships in the 1930s of the Hamburg America Line and North German Lloyd. She began sailing in March 1952, from Bremerhaven to Halifax via Le Havre and Southampton. Thereafter, her voyage patterns varied: summer crossings to Quebec City and Montreal, occasional trips to New York and with stopovers at Zeebrugge, Plymouth and London. Fares ranged from \$150 in a tourist class dormitory to \$165 in a first class cabin. The passengers also included students, and in fact the ship and an entire sailing were often chartered to the New York-based Council on Student Travel. For now, Mr. Rizzi's Arosa Line and the little AROSA KULM proved quite successful.

While the smaller AROSA KULM was periodically upgraded and, by the mid '50s, she was advertised as having such added amenities as a hair salon, children's playroom, two dining rooms and a 350-seat main lounge. There was even a small pool forward. "She was very interesting, even quite beautiful, but in old style," recalled Captain James McNamara, who once visited the AROSA KULM at Bremerhaven. "I spoke some German and there were lots of German crew onboard. And lots of her passengers were Germans."

Arosa itself soon expanded – the AROSA STAR was added in 1954, the AROSA SUN in 1955 and finally the large, more luxurious flagship AROSA SKY in 1957. The AROSA KULM, smallest and oldest in the fleet, spent more time under charter – first to the Canadian Government for the transport of NATO troops to Germany, then for immigrant service to the Caribbean and even for an \$88 eight-day cruise from New York to Bermuda (but which was canceled at the last minute).

But it was all too much and too soon, and by 1958 the Arosa Line was in serious financial trouble. The purchase of the AROSA SKY proved the breaking point and she had to be sold off within sixteen months. Meanwhile, the little AROSA KULM was laid-up for months and then, like some orphan, was put out to further charter – carrying Colombian troops for the United Nations and then Jamaican migrants heading to the UK. On December 6th 1958, just after arriving in Plymouth, England, she was "arrested". Nicolo Rizzi himself had already resigned and debts for the Arosa Line had risen to \$8 ½ million. Months later, on April 10th 1959, a Swiss court declared the company bankrupt. Within two weeks, the little AROSA KULM was auctioned-off to Belgian shipbreakers. What a long, diverse but interesting life for that little ship!



From top: The little AMERICAN BANKER departing from the 2nd Street pier in Hoboken in a view dated 1932; The AMERICAN BANKER loading cargo in the London Docks; After being purchased by the Arosa Line, the AROSA KULM was first painted in all-white; The AROSA KULM is seen berthed along the Long Dock, the 9th Street pier, in Hoboken. (All Bill Miller Collection)



Summertime students head for Europe onboard the low-fare AROSA KULM; Bon voyage at Le Havre with the LIBERTE behind; Special occasion at Bremerhaven with the entire Arosa Line fleet assembled -- the AROSA SKY (far left), then the AROSA SUN and AROSA STAR behind and then (on the right) the AROSA KULM.

(All Bill Miller Collection)

PASSING THE BAR: MARILYN KLEIN

By Bill Miller

Fred and Marilyn Klein enjoyed ships, loved sea travel and were loyal members of our PONY branch for over 50 years. I remember their very first appearance back in 1968, down at World Ship Society's then meeting location at the Norwegian Seamen's Center on East 15th Street. But while Fred passed some twenty years ago, Marilyn herself passed on July 9th after a long illness.

The Manhattan couple enjoyed meetings, shipboard luncheons and, happily, became personal friends. Fred – who played the French Horn in the CBS Orchestra, at Lincoln Center and with TV's *Ed Sullivan Show* – had emigrated from his native Hungary in 1920 on the French Line's ROCHAMBEAU. I recall him telling me that it was his first glimpse of the iconic Woolworth Building rather than the Statue of Liberty that symbolized the success of his journey to America, to freedom and opportunity.


Both Fred and Marilyn crossed the Atlantic numerous times. Marilyn began in 1955, sailing from Hoboken for a summer in Europe on the MAASDAM; she returned on the FLANDRE. Other crossings included voyages on the CRISTOFORO COLOMBO, BERGENSFJORD, RAFFAELLO, MIKHAIL LERMONTOV and the STEFAN BATORY. They also took a liking to freighters and set sail on the Atlantic Container Line containerships ATLANTIC COGNAC; they returned, their little Dachshund included, on the ATLANTIC CHAMPAGNE. Another trip, with a mere dozen or so fellow passengers, took them from Barcelona to Bayonne on the GRAND REPUBLIC of the now long gone Mediterranean Marine Lines.

Marilynn, who worked in philanthropies, usually attended World Ship events with her lifelong friend Janice Berger.



WORLD SHIP SOCIETY ACCEPTS ELECTRONIC PAYMENTS

WORLD SHIP SOCIETY
Port of New York Branch • Established 1965



AVAILABLE NOW!

ANNOUNCING ONLINE PAYMENT OPTIONS!

FAST!
NEW & RENEWING MEMBERSHIP PAYMENTS
From the World Ship Society website select **BECOME A MEMBER** and fill out the on-line membership application form and checkout via **PayPal** using your credit card, debit card or PayPal account.

EASY!
DONATIONS
Click the Donate with **PayPal** button found on the World Ship Society home page. Donate using your credit card, debit card or PayPal account.

SECURE!
EXCLUSIVE MEMBERS-ONLY EVENT PAYMENTS
Pay for special events via **PayPal** using your credit card, debit card or **PayPal** account by clicking on the **PayPal** link provided in special event invitation e-mails.

PayPal

Payments by mail by check remain available as a payment option.
www.worldshipny.com

ELECTION SEASON IS HERE

It's time for the election of officers for The World Ship Society - Port of New York Branch. Please submit your nominations for Chairman, Vice Chairman, Branch Secretary, Membership Secretary and Treasurer. All nominees must be current members in good standing. Send your nominations to World Ship Society, PO Box 384, New York, NY 101085-0384, Attention: Nominations. All nominations must be received by October 21, 2022.

SHIP NEWS

By Bob Allen

CRYSTAL TO SPARKLE AGAIN: In a stunning reversal of fortune, Crystal Cruises will be revived in 2023. It was purchased on July 1 by the A&K Travel Group Ltd., owner of the renowned tour company Abercrombie & Kent. A&K is owned by Geoffrey Kent and Heritage, an industrial holding company chaired by Manfredi Lefevre d'Ovidio, founder and former owner of Silversea Cruises. In addition to the CRYSTAL SYMPHONY (1995) and CRYSTAL SERENITY (2003), A&K purchased all rights to the Crystal brand, including past passenger mailing lists. As of late July the two vessels were in Trieste, Italy undergoing what the line calls extensive refurbishments, details of which have yet to be released. Crystal's river cruise operation, which was not part of the deal, is still up for sale. However, the new expedition vessel CRYSTAL ENDEAVOR (2021) has found a new owner. She will operate as SILVER ENDEAVOUR for Silversea Cruises; her first cruise is scheduled for November 2022. The vessel was purchased for \$275 million, said to be significantly less than her 2021 construction cost.



CRYSTAL SERENITY (2003) and fleet mate CRYSTAL SYMPHONY (1995) will be refurbished and restart service for Crystal Cruises in 2023. (Crystal Cruises)



SILVER ENDEAVOUR (2021), as she will appear in her new livery in November 2022. (Silversea Cruises)

EXECUTIVE OFFICERS

Chairman: Pat Dacey
Vice Chairman: Bob Allen
Branch Secretary: Doug Newman
Membership Secretary: Stuart Gewirtzman
Treasurer: Marjorieann Matuszek*

BOARD OF DIRECTORS

Bob Allen
Denise Dacey
Pat Dacey
Mario De Stefano
Stuart Gewirtzman
David Hume*
Marjorieann Matuszek*
Carol Miles*
Doug Newman
Ted Scull*
CAPT James R. Zatwarnicki Jr.

COMMITTEE HEADS

Finance: Marjorieann Matuszek*
Membership: Stuart Gewirtzman
Newsletter: Bob Allen
Special Events: Pat Dacey
Website: Stuart Gewirtzman/Ted Scull

• Past Chairman