

Friday, October 21, 2022

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

NORTH BY NORTH STAR

By PAT DACEY

Join PONY Branch Chairman Pat Dacey on a photographic journey north from Longyearbyen, Norway to Møffen Island, crossing 80 degrees North and back onboard the historic 1956-built M/S NORDSTJERNEN (The North Star). NORDSTJERNEN is 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 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)

NEXT EVENTS: Special Membership Meeting at Sailor's Snug Harbor, Staten Island, Saturday November 19 at 1:00 PM – ANDREA DORIA Rescue at Sea.
Saturday, December 10 – Member's Holiday Party at Churchill's Tavern, Manhattan

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

E-MAIL: wsspony@gmail.com

WEBSITE: www.worldshipny.com

MEMBER PHOTO OF THE MONTH



VIKING OCTANTIS on her maiden arrival in New York, October 13, 2022.

(Tom Rinaldi)

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
POLARLYS	Bergen	Bergen	Norwegian Coastal Mail	Paul and Marya Klee	08/22

PREVIEW: SATURDAY, NOVEMBER 19, 2022, 1:00 PM AT THE NOBLE MARITIME COLLECTION, SAILORS' SNUG HARBOR, STATEN ISLAND, BY JOHN MOYER

On Saturday, November 19, 2022, at 1:00 PM, join us for a very special November afternoon membership meeting at The Noble Maritime Collection, located at historic Sailors' Snug Harbor, Staten Island, where we will have a presentation by John Moyer, followed by an opportunity to view The Noble Maritime Collection's current exhibit, "ANDREA DORIA – Rescue at Sea" and explore the rest of the historical museum. While the exhibit provides video, still images and historical artifacts to document the rescue operations that took place in 1956 following the collision of the ANDREA DORIA and STOCKHOLM, John's presentation will focus on over 60 years of diving to the ANDREA DORIA with photographs and newly captured video. In 1993, diver John Moyer was awarded an Admiralty Arrest in U.S. Federal Court and named Salvor in Possession of the wreck. In the ruling, the judge stated Moyer's "research and archeological documentation of his effort indicate a respect for the ANDREA DORIA as something more than just a commercial salvage project." Please mark your calendar and plan on attending this special afternoon meeting. More details, including directions, will follow shortly.



The ILE DE FRANCE stands by the sinking ANDREA DORIA in the early morning hours of July 26, 1956

(John Moyer Collection)

Reviewed By STUART GEWIRTZMAN

One of the iconic images of New York City is of a bright orange boat emblazoned with the words *Staten Island Ferry* crossing the harbor on its 5.2-mile route between the Whitehall Ferry Terminal in Lower Manhattan and the St. George Ferry Terminal on Staten Island. The boats run 24 hours a day, 365 days a year, carrying 25 million annual riders, many of them tourists angling for the perfect selfie with the Statue of Liberty or Lower Manhattan skyline as a backdrop.

At our September membership meeting, the PONY Branch welcomed Patricia M. Salmon, retired Curator of History at the Staten Island Museum, who presented an engaging and fact-filled program on the history of the Staten Island Ferry. Pat started her program by tracing the lineage of ferry service to Staten Island back more than 400 years to the indigenous Lenape people who traveled by canoe between the island and present-day Brooklyn, Manhattan and New Jersey. When European settlers arrived and established dedicated ferry routes in the 17th and 18th centuries, they often followed the same routes as the Lenape. These early ferry services used shallow-draft, two-masted sailboats called Periaguas which resembled two canoes tethered together. Patents (licenses) were needed from the government to operate a ferry route, and records of these patents are how we know about these earliest of ferry services.

In the early 1800s Daniel D. Tompkins (not Cornelius Vanderbilt as many believe) established the first steam-powered ferry service from Staten Island using a boat called the NAUTILUS. Tompkins' ferry ran to Whitehall Street in Manhattan from what is now Tompkinsville (south of the current St. George Ferry Terminal) and, in conjunction with a toll road also developed by Tompkins (the present-day Victory Boulevard on Staten Island), it served as one link in a series of ferry and stagecoach routes that connected the state capitol in Albany with Manhattan, Staten Island, Trenton, Philadelphia and Washington, D.C.

By the 1850s many of the ferry routes serving Staten Island had come under the control of the Vanderbilt family who were also involved in the development of connecting railroad lines on the island. The onset of the Civil War in 1860 took a toll on Staten Island ferry services as many of the boats were requisitioned by the Federal government. Their shallow draft and expansive deck space made them ideal for transporting troops and supplies along waterways in the south, and a number were lost in battle.

The Staten Island Ferry service that we're familiar with today began to evolve in the 1880s when Canadian financier Erastus Wiman, with the assistance of the Baltimore & Ohio Railroad, consolidated multiple ferry routes, and expanded and connected various railroad lines, tying them all together at a new ferry terminal in a neighborhood he named St. George. One of the more surprising facts related by Pat was that Wiman named St. George not for a religious figure, but to curry favor with a wealthy landowner named George Law to whom Wiman owed money.

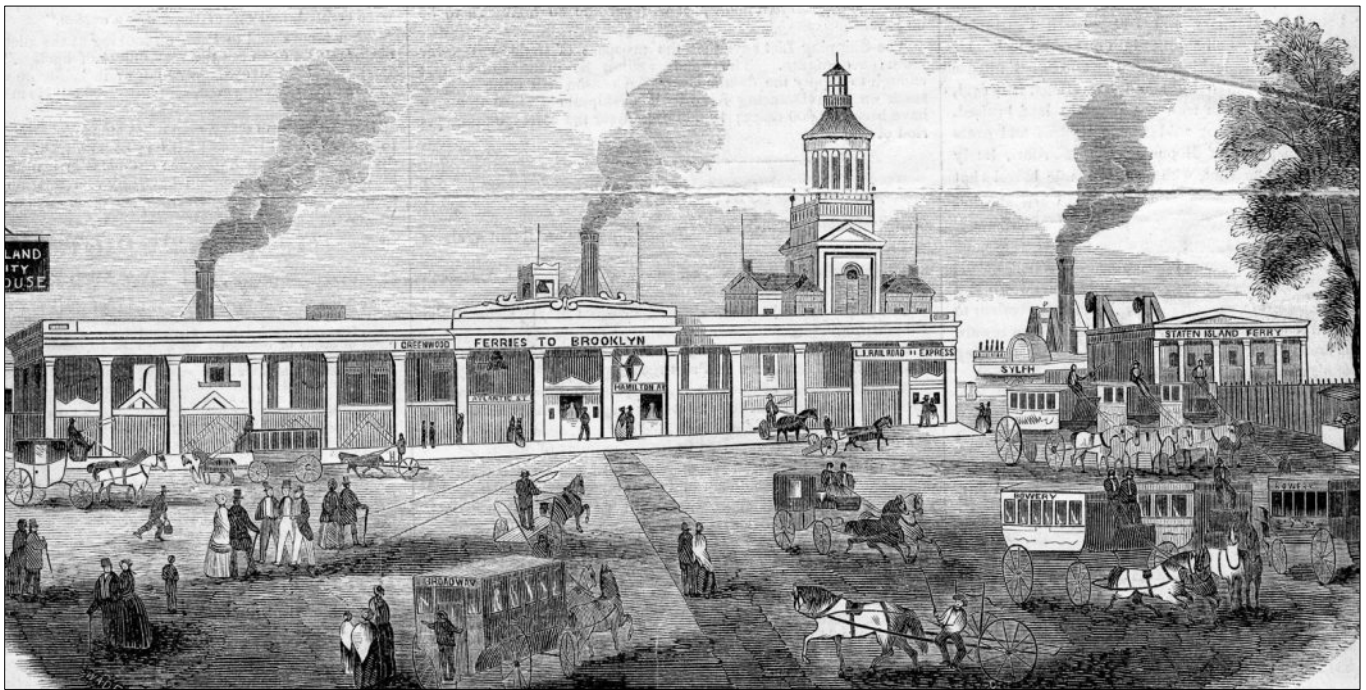
To entice people to ride his ferry service, Wiman developed various attractions on Staten Island including a baseball stadium and a resort, and he staged large events such as "Buffalo Bill" Cody's Wild West Show. However, after Wiman encountered financial and legal difficulties, the Baltimore & Ohio Railroad assumed control of the rail and ferry services. The quality of the ferry service declined under B&O operation, much to the consternation of Staten Island residents, and after a fatal collision involving the side-wheel Staten Island ferryboat NORTHFIELD and the B&O ferryboat MAUCH CHUNK in 1901, the City of New York took over the service. Under municipal operation, five new ferryboats named after the five boroughs of New York City (the Borough Class) were purchased, and new terminals were constructed at St. George and at Whitehall Street in Manhattan.

Pat then explored the histories (and occasional mishaps) of the subsequent classes of boats built for Staten Island Ferry service during the 20th Century and early 21st Century. These included the Single Class, the Dongan Hills Class, the Mary Murray Class (all named after women), the Merrell Class (the last to be steam-powered), the Kennedy Class (beloved by both riders and crew), the Barberi Class (the largest ferries built with a capacity of 6,000 passengers, and much disliked due to their lack of open deck space), the Austen Class (the smallest of the ferries with a capacity of 1,280 passengers, currently used for late-night service), the Molinari Class, and the newly-delivered Ollis Class. Many of the early boats were built locally on Staten Island, but in recent times they have all been built out-of-state, starting with the Kennedy Class boats which were built in Texas, and continuing with the Ollis Class boats which were built in Florida.

Pat also spoke briefly about the former ferry service between St. George and 69th Street in Brooklyn, which lasted until the opening of the Verrazzano-Narrows Bridge in the 1960s. She then concluded her program with a review of some of the notable landmarks that can be seen during a trip across the harbor on the Staten Island Ferry, including the Statue of Liberty, Ellis Island, Castle William on Governors Island, and the Robbins Reef Lighthouse. This was followed by a question-and-answer session.

Our thanks to Pat Salmon for an entertaining evening learning about the colorful history of one of the iconic symbols of New York City – the Staten Island Ferry.

Patricia M. Salmon has been a Staten Island resident for almost fifty years and 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 Sayings: Murderers and Mysteries of the Forgotten Borough*.



An early Staten Island Ferry Terminal and a 19th Century ferry.

(Pat Salmon Collection)

SHIPS IN PORT: COMING HOME ON THE CONTE BIANCAMANO

By Bill Miller

The late Lewis & Ruth Gordon crossed the Atlantic some one hundred times. They began in 1937, onboard the QUEEN MARY and AQUITANIA, and continued into the 1970s. We met in fact during a trans-Atlantic cruise, in 1992 and from Southampton to New York, onboard the CRYSTAL HARMONY. But back in 1955, after one their annual European visits, they returned home from Gibraltar on the 24,000-ton CONTE BIANCAMANO. She was a veteran Italian Line passenger ship.

The Gordons had gone over on another older Italian liner, the VULCANIA. Both ships had been built in the 1920s, had survived World War II while in Allied hands and then were returned to Italy in 1946-47. Afterward, they were restored to revive commercial service. But whereas the VULCANIA retained much of her richly ornate pre-war style and décor, the CONTE BIANCAMANO was thoroughly rebuilt, especially on the inside. "She was a traditional looking ship on the outside, but greatly modernized within," remembered Lewis Gordon. "There were now sleek, polished marbles in place of the carved, ornate woods of earlier years. Every public room had a theme. The card room was done in pigskin, for example, and themed to playing cards. The main lounge included modern Italian artworks, a library and there was even a complete chapel. In the dining room, there were \$1 bottles of wine, even in first class, and passenger names were printed on them. Overall, the food was superb. I recall that the breakfast menu having 118 items!"

Built at a Glasgow shipyard, the 665-foot long CONTE BIANCAMANO was first commissioned back in November 1925. She belonged to Lloyd Sabaudo, an Italian shipping company later integrated into the combined Italian Line, and then ranked as one of the nation's largest liners. Then she sailed between Naples, Genoa and New York along with a near-sister, the CONTE GRANDE. In 1932, she was moved to the South Atlantic and sailed to Rio de Janeiro, Santos, Montevideo and Buenos Aires. Another change occurred in 1937 when she briefly transferred to Lloyd Triestino, also Italian, and used on the long-haul run from Genoa via the Suez Canal to Bombay, Singapore, Hong Kong and Shanghai. After Italy entered the War in June 1940, the CONTE BIANCAMANO was an enemy ship until seized by the US Government at Cristobal. She was soon brought to an American shipyard, outfitted as a high-capacity troopship and was renamed USS HERMITAGE. Surviving unharmed and with a fine record of service, she was laid-up in August 1946 and sat idle for a full year before being returned to the Italians, sent home and then underwent a two-year refit and restoration. Her new quarters provided accommodation for 215 in first class, 333 in cabin class and as many as 1,030 in tourist class. Restored primarily for the Italy-South America run, she began, in May 1950, spending the part of the year, the busy summer season, on the Mediterranean-New York run: Genoa, Cannes, Naples, Palermo and Gibraltar to Halifax and then New York (on the return voyages, she skipped Halifax, but often called at Boston). By 1955, the Italian Line had 5 liners on the run to New York: The SATURNIA, VULCANIA, CONTE BIANCAMANO, ANDREA DORIA and CRISTOFORO COLOMBO.

"Entertainment on the CONTE BIANCAMANO, like all Italian as well as other Atlantic liners back then, was quite simple," concluded Lewis Gordon. "We had movies as a diversion, of course. Otherwise, it all came out of the purser's office. There were no cruise directors or social hosts. Often, the stewards and waiters were the entertainment. One waiter sang, another danced and another did a comedy routine. And there was a deckhand who played the spoons."



Seen in her earlier days, the CONTE BIANCAMANO is departing from Naples in 1935.

(Paolo Piccione Collection)



The CONTE BIANCAMANO arriving at Pier 84, at the foot of West 44th Street, in a view dated 1950.

(Bill Miller Collection)

HARBOR CRUISE TO VIEW THE MV ROTTERDAM VII

Come aboard Sea Scout Ship 228's flagship, SEA DART II and join your fellow PONY Branch members for a four-hour cruise to view and escort Holland America Line's new flagship ROTTERDAM (VII) on her maiden departure from New York as she continues her 15-day transatlantic voyage honoring the maiden voyage of ROTTERDAM (I) in 1872. Savor the autumn weather as we set sail for the Manhattan Cruise Terminal where we will view and then sail along with ROTTERDAM to the Narrows, while enjoying the sights and sounds of the Upper New York Bay from the open deck of our classic Higgins 1953 T-Boat. Light fare and refreshments are included and will be available throughout our journey.



ROTTERDAM VII will set sail on her first voyage from New York on October 27 – and the World Ship Society PONY Branch will be there.

(Holland America Line)

SHIP NEWS

By Bob Allen

AN ICON FOR ROYAL CARIBBEAN: The long-awaited ICON OF THE SEAS was revealed by Royal Caribbean Cruise Line on October 20. She represents the first new class since QUANTUM OF THE SEAS (2014). Renderings of the vessel indicate that she is, at least externally, an evolution of the OASIS OF THE SEAS Class (2009), with a split superstructure housing thousands of cabins facing either the ocean or “Central Park.” The upper decks will contain seven pools, including a suspended infinity pool and Royal Bay, the largest pool ever built on a cruise ship. The water park will also be the largest ever constructed on a ship, and there will be a multitude of sports and recreational areas as well. The ship is clearly aimed at the family vacation market, with much emphasis on action and adventure – a floating theme park. The popular AquaTheatre of the OASIS Class will be reimagined on ICON. Renamed AquaDome and moved from the stern to the forward upper superstructure, it will be a fully enclosed neighborhood, one of eight on the ship. The space will be inside a vast geodesic dome and feature a waterfall descending from the roof for use in Royal Caribbean’s’ astounding AquaTheatre productions. It will include food and retail venues and observation lounge areas with expansive views, designed for all weather use. Little has been revealed about the ship’s dining options, but there will be more than 40 choices for dining, drinking and entertainment. The Pearl, a four-deck-high globe-like structure set low in the ship’s central section, also remains a mystery. The 250,800-ton ICON will be the world’s largest cruise ship, surpassing the current record holder WONDER OF THE SEAS by 14,000-tons. This difference is just a little less than the tonnage of Royal Caribbean’s first ship – the 16,000-ton SONG OF NORWAY (1970). ICON will have a tremendous passenger capacity of 5,610 double occupancy, expanding to 7,600 when family-size cabins and suites are fully booked. The 1,198-foot long vessel is set to debut on cruises from Miami in January 2024; reservations open during the last week of October 2022.



ICON OF THE SEAS Class vessels will be recognizable by the 4-deck high AquaDome perched above the ship's bridge. (top)

The AquaDome will be an observation and dining venue by day, transforming into a theatre for aquatic and aerial performances by night. (center left and right)

The multitude of brightly colored theme park-like attractions is visible in the ICON stern view, as is the split superstructure, carried over from the OASIS-Class design.

(All images: Royal Caribbean Cruise Line)

2022 WSS Holiday Party & Ocean Liner Bazaar
Saturday, December 10, 2022, 2pm through 5pm

The Churchill Tavern, Second Floor, 45 East 28th Street, www.thechurchillny.com

\$30 WSS Members; \$45 WSS Guests (2 max. guests per member)

Enjoy friends, appetizer stations and 2 included bar drinks!

Gluten-Free options included

Party reservations will be confirmed after payment.

Party payments must be received by no later than Friday, December 2.

It is preferred that party payments be made via PayPal.

- **For PayPal Payments:** go to [World Ship Society – Port of New York Branch | Est. www.worldshipny.com](http://WorldShipSociety.com) home page and then select on the “Donate with PayPal” button **or** go directly to the WSS PayPal payment page using this link:
https://www.paypal.com/donate?token=B1kl_V_4aLA13oCbByFAXaLonuAYYblCemg2_bZyRqC1-cu2lybli-3xJhhk7-ILT4MIHHLtqf1CSm

Enter the total payment amount into PayPal for your party with your PayPal contact information completed.

For PayPal payments please also send an e-mail to www.worldshipny.com with your contact information and names of attending WSS members and WSS guests.

- **For Check Payments:** make your check payable to World Ship Society and send to: World Ship Society, P.O. Box 384, New York, NY 10185-0384

For check payments please also include with your check mailing your contact information and names of attending WSS members and WSS guests.

Please note that the payments made for this special event are *not* considered tax deductible.

Questions? www.worldshipny.com

NOTE: By making payment for this event and in consideration thereof, the attendees agree that World Ship Society - Port of New York Branch, and World Ship Society (UK) have no liability for personal injury or other loss, regardless of cause.

OCEAN LINER BAZAAR

SATURDAY, DECEMBER 10, 2022

2:00 PM through 5:00 PM

The Port of New York Branch of the World Ship Society will sponsor a reduced-scale Ocean Liner Bazaar for members and friends during the Holiday Party to be held on December 10, 2022, from 2:00 pm to 5:00 pm at:

The Churchill Tavern, Second Floor
45 East 28th Street, New York City

Dealers and collectors of ocean liner memorabilia will offer for sale pins, pendants, prints, posters, paperweights, medallions, models, deck plans, brochures, postcards, china, silverware, ashtrays, key chains, and other collectible items from passenger liners past and present. Admission is limited to those attending the Holiday Party. There will be 8 four-foot tables for vendors in the front porch room on the second floor. There will be no charge to vendors other than the charge for attending the party.

If you are interested in participating as a vendor, contact David Hume by telephone at (914) 761-6372 or by email at dghume@aol.com.



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

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