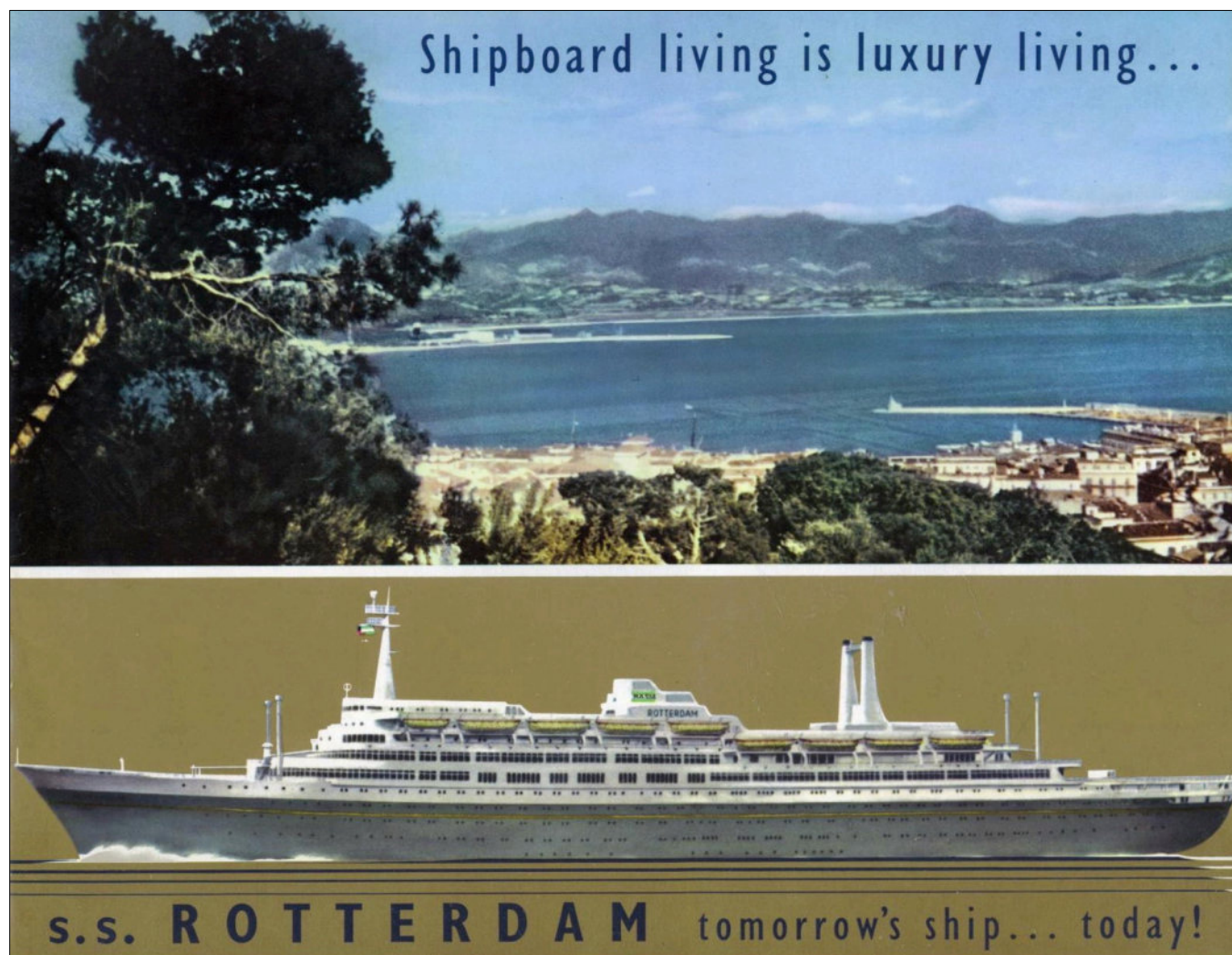


Friday, JANUARY 27, 2023 – 6:00 PM via ZOOM

SEVEN ROTTERDAMS

By CAPTAIN ALBERT SCHOONDERBEEK

For most of its history Holland America Line has had a ship with the name ROTTERDAM in its fleet. As a result there have now been seven ROTTERDAMS. The ships clearly show the evolution of passenger ship design during the last 150 years. We will see the ships progress from emigrant carriers to showcases of the latest concepts in cruise travel. Sit back, relax and travel through the years with Captain Albert Schoonderbeek, current fleet master of Holland America Line, as he takes us sailing on the seven ROTTERDAMS of 'The Spotless Fleet.'



The ROTTERDAM (V) debuted in 1959 and became one of the most popular ships in Holland America Line history.

(Bob Allen Collection)

NEXT EVENTS: Sunday, January 8 – Member's Holiday Party at Churchill's Tavern, Manhattan; Membership Meeting, Friday, February 10 - 50 YEARS OF CRUISE SHIP DESIGN by Joe Farcus.

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

E-MAIL: wsspony@gmail.com

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MEMBER PHOTO OF THE MONTH



ROTTERDAM (V) at Rotterdam, November 2022.

(Denise Dacey)

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
HEBRIDIAN PRINCESS	Greenock	Greenock	Inner Hebrides	Pat & Denise Dacey	11/22
QUEEN VICTORIA	Southampton	Southampton	Netherlands	Pat & Denise Dacey	11/22

PREVIEW: FRIDAY, FEBRUARY 10, 2023, AT 6:00 PM VIA ZOOM: 50 YEARS OF CRUISE SHIP DESIGN by Joe Farcus

Join us as we welcome Joe Farcus, noted architect and cruise ship design legend as he presents a program about his career in architecture, his boyhood obsession with ships and how he came to define the concept of “entertainment architecture” in the cruise industry. His designs and creative force are responsible for the interior design of over a quarter century of Carnival Cruise Lines’ ships as well as ships for Holland America Line and Costa Cruises. From their iconic funnels to the creative and unique style of their interiors, the “Fun Ships” have been inextricably linked to Joe Farcus. As such, Mickey Arison, Chairman of Carnival Corporation has stated about Joe Farcus, “There is no individual who has had a more profound impact on cruise ship design.”



Early Farcus: a dining room on the Carnival HOLIDAY (1985), the first of a series of three “Superliners” designed by Joe Farcus.

(Bob Allen)

SHIP'S LOG, OCTOBER 22, 2022, NORTH BY NORTHSTAR BY PAT DACEY

by Denise Dacey

It is likely fair to say most of us ardent travelers, and especially we ship enthusiasts have on our wish list the desire to travel to the world's most far-reaching destinations. The Arctic is one such wish list locale. Experiencing the Arctic, no doubt, provides the opportunity to take in its inspiring and special splendor. It makes us consider its current fragile status. Pat Dacey, one of our ardent traveler members and our branch chairman, this past summer travelled aboard the 66-year-old Hurtigruten expedition ship NORDSTJERNEN (English translation "NorthStar") to the Svalbard Archipelago. Pat shared this experience with the WSS-PONY Branch in his engaging presentation "North by NorthStar" at the October 2022 membership meeting, to both our in-person attendees at the National Opera Center in New York City and simultaneously to the evening's global WSS Zoom audience.

Pat started at no better place than to recall the important and treacherous labors of the early iconic Arctic traveler Arthur Conan Doyle and his adventures to the 80° North latitude more than 140 years ago. Pat aptly summarized for the audience, "minus the blood and danger" the present-day NORDSTJERNEN expedition would bring us "into the same territory [and to 80° North] seeing some of those same sights and sharing some of the same wonderful experiences as Arthur Conan Doyle." "Us" in the original case was Pat and I, Denise, Pat's wife. However, with Pat's "North by NorthStar" presentation "us" extended to those who partook in October's WSS member meeting with a deck-by-deck NORDSTJERNEN ship tour and finished with a photo essay of the adventurous trip.



The Conan Doyle whaler ship HOPE, circa 1880. (Pat Dacey Collection)



The expedition ship NORDSTJERNEN.

(Hurtigruten)

No ship presentation would be complete without a bit of ship history and ship details and, in this case, a bit of Norwegian. Hurtigruten is Norwegian for "express route". Pat shared that Hurtigruten started its government-funded tenure in 1893 connecting the various Norwegian harbors along Norway's long coastline and doing so with the fastest route of the time. The Blohm & Voss, Hamburg-built NORDSTJERNEN ship was delivered to Bergen Line in February 1956 and entered the Hurtigruten service a month later. She measured 2,194 gross register tons, 265-foot length, a 41-foot beam and 15-foot draft. At the time she had a capacity of 450 passengers with 650 tons of cargo space in two forward cargo holds. NORDSTJERNEN and Hurtigruten changed to new owners, TFDS, a northern Norwegian local shipping company, in 1979. The ship's current passenger capacity is 150 passengers. With appropriate engine room upgrades, the ship's current maximum speed is an impressive 19 knots. Additionally, she was once decommissioned and recommissioned to new owners, Vestland Marine, in 2012 cruising exclusively in the Arctic Ocean ever since. As Pat shared, the NORDSTJERNEN is beautifully maintained and includes many early and original elements such as fully functional funnels, pristine wood decking and lifeboats, assorted artworks, and more.

Pat provided details and lovely photos of his Arctic Hurtigruten adventure starting in Oslo, Longyearbyen and then on to the Svalbard Archipelago. It was particularly interesting to learn about the uniqueness of our northernmost communities, whether it be the measures needed to protect humans from the polar bears (and there are more bears than people), walruses, the complete lack of trees and nearly all vegetation, 24-hours of daylight (and alternatively 24-hours of darkness), outlawed cats, sled dogs, dogsledding and snowmobiling, perma-frost, "polar bear plunges," current and past coal mining, no-shoes indoors customs (including the hotel public rooms and restaurants), reindeer, crossing the 80th parallel at Moffen Island, and the presence of international research (predominately weather and climate change research) and NASA organizations. Of course, let us not forget the International Seed Vault, glaciers, glaciers and more glaciers, glacier calving, ice flows, and icebergs.



A painting of the NORDSTJERNEN displayed on board (above, left). A traditional cowl engine room vent on the NORDSTJERNEN's upper deck (above, right). (Pat Dacey)



The polished teak aft deck of NORDSTJERNEN is a fine place from which to view the passing scenery. (Pat Dacey)

Svalbard
and Norway



Svalbard is far north of the Arctic Circle, only 650 miles from the North Pole.

(Pat Dacey Collection)



Sign translation: "Applies to All Svalbard."

(Pat Dacey)



The natural beauty of Svalbard glaciers, as seen from the decks of the NORDSTJERNEN.

(Pat Dacey)



Hiking on a remote Svalbard mountaintop.

(Pat Dacey)

Note, none of this was possible without Hurtigruten, the NORDSTJERNEN, its professional staff, the professional nature guides, our fellow passengers from around the world and the zodiac boats that delivered the passengers to shore and returned them safely back to the ship.

Pat graciously and enjoyably shared his 2022 travel journals to the Arctic at the October WSS member meeting. The presentation, to me, was even more impactful as a reminder of what travel was pre-Covid and what it can be post-Covid. As with all presentations made at our WSS member meetings the opportunity to share our travel experiences as well as inspire others to travel and to share their experiences is, in my opinion, the root of our WSS mission and our passion.



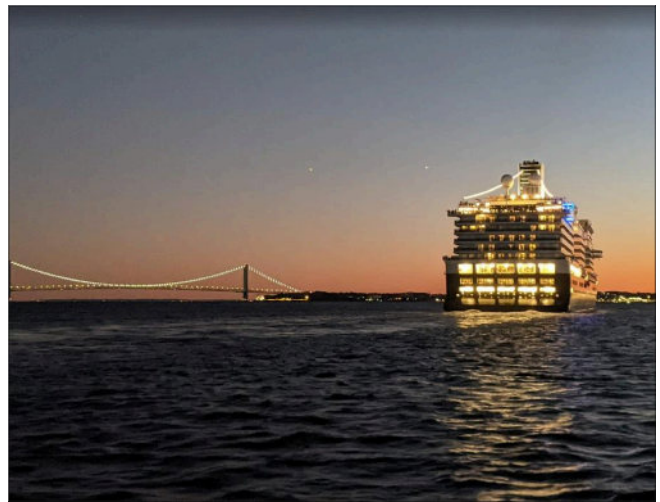
NORDSTJERNEN anchored in Svalbard.

(Pat Dacey)

PONY BRANCH AND SSHSA ESCORT MS ROTTERDAM VII ON HISTORIC DEPARTURE FROM NEW YORK

By Stuart Gewirtzman

On Thursday, October 27, 2022, 17 members of the PONY Branch, the Steamship Historical Society of America, Delaware Valley Chapter, and friends embarked on Sea Scout Ship 228's historic 1953 Higgins T-Boat, SEA DART II. The event: to escort Holland America Line's Pinnacle-class m.s. ROTTERDAM (VII) on her maiden departure from New York as she continued her 15-day transatlantic voyage honoring the maiden voyage of ROTTERDAM (I) in 1872. Departing from the National Lighthouse Museum on Staten Island under sunny skies, we sailed past the Staten Island Ferry maintenance facility and the Ollis-class ferry DOROTHY DAY, newly delivered from the builders in Florida. After sailing by Cape Liberty Cruise Port in Bayonne, NJ, to view Royal Caribbean's VOYAGER-Class ADVENTURE OF THE SEAS, we continued up the Hudson (North) River, arriving off the Manhattan Cruise Terminal as the m.s. ROTTERDAM was leaving her berth. The SEA DART II then escorted her to the Statue of Liberty where HAL's flagship hove to and used her azipods and thrusters to rotate in place several times. This provided m.s. ROTTERDAM's passengers on both sides of the ship a view of the statue at sunset. As night fell, we headed back to Staten Island as m.s. ROTTERDAM set a course for the Verrazzano Narrows and the open ocean en route to Fort Lauderdale.



The ROTTERDAM VII on her maiden departure from New York, Thursday October 27, 2022.

(Denise Dacey)

SHIPS IN PORT: PORT LINE AND THE PORT ALFRED

By Bill Miller

At World Ship Society in the late Sixties and into the Seventies, several of us belonged to a group within the group. We called it the "Saturday Club" – a half dozen, highly enthusiastic, camera-carrying and often ashtray-collecting members who liked visiting ships. There were countless visits to regular New York callers, ships such as the QUEEN OF BERMUDA, OCEAN MONARCH and OCEANIC. But then there were some special visits -- and which sometimes included rather special adventures. A native of Melbourne, Australia, the late Frank Andrews dated from the very first meetings in 1966 and, rather unique among members, he had a car, a sturdy little Volkswagen and it often proved to be our comfortable if tightly seated conveyance to, well, even some distant shores.

One weekend, during the Easter holiday as I remember, we set course for Port Newark out in "distant" New Jersey. While our usual interest was the great passenger liners, we were drawn, if only briefly, by freighters as well. Conventional cargo ships then lined the vast docks of Newark. Containerships had yet to arrive, at least noticeably, in 1966. And unlike today, harbor security and restriction was very minimal and so we could simply drive around the docks, passing terminals, stacks of cargo and of course all but park alongside the ships themselves. Taking pictures, we'd pause for a better angle, that more interesting view. One ship seemed to especially attract us – it was the handsome, gray-hulled PORT ALFRED of Britain's Port Line. The fact that the 500-foot long ship had a very distinguishable Cunard funnel might have mattered (Cunard owned the Port Line, in fact). But also with an extended superstructure, the PORT ALFRED looked more like a combination passenger-cargo ship than an ordinary freighter.

The 9,000-ton ship was then being used on an exceptionally long-haul service: UK-North America-Panama-New Zealand-Australia-UK. It was a coordinated routing, shared with several other then prominent British shipping lines – Ellerman Lines, Shaw Savill Line, New Zealand Shipping Company and Federal Steam Navigation Company. Each provided big, sturdy freighters, often with as many as six cargo holds, and which earned their profits from several routes. The 17-knot PORT ALFRED carried the likes of British manufactured goods (including woolens, whiskies and steel products) across the North Atlantic from Liverpool and/or London to Montreal, Halifax, Boston and New York. At New York, and then at Norfolk and perhaps at New Orleans or Galveston, the ship loaded American goods. The routing was then through the Panama Canal and finally southward to Auckland, Wellington, other ports in New Zealand and then across to Sydney, Melbourne, Brisbane and Fremantle. The ships would spend as long as 6-8 weeks loading in these ports and also had to contend with periodic, disruptive dockers' strikes in ports Down Under. Port Line ships tended to return to ports in the UK (London, Liverpool, Glasgow, etc. and with large loads of wool and meats) by way of the Indian Ocean, the Suez Canal and then the Mediterranean.

As our little Volkswagen slowed close to the gangway of the PORT ALFRED, we met the ship's chief officer. Friendly and charming, he welcomed us to "have a look around onboard" and so, with the car safely parked, we were guided up and onto the 17-knot ship. Being a Saturday afternoon, as I remember, the ship and even Port Newark itself were very quiet. Once onboard, the ship itself seemed especially still. We were shown to a lounge, used by the 10 passengers together with the ship's officers, and then to the officers' dining room, which was also shared. The décor was pure "post-war British" – with floral print sofas, armchairs and polished veneers. There was a small glass-fronted cabinet with a few books and boxed games, and a small bar area with three or four adjoining stools. Little drapes were hung around the portholes. We were also shown an empty passenger cabin: large, bright and with twin beds, an armchair and desk. Adjoining was a private bathroom with both tub as well as shower. Altogether, there were four doubles and two singles for the passengers. The chief officer was proud to show off his ship and, near to the end of our visit, he invited us for tea and biscuits in that forward-facing lounge. The visit was different, special, indeed an unexpected experience.

At the time of our visit, the PORT ALFRED was fairly new, but already in the deepening twilight of traditional break bulk freighter services. As if peering through wheelhouse binoculars, containers and purposeful container ships were on the not-so-distant horizon. The PORT ALFRED had been completed in 1961, having been constructed by the famed Harland & Wolff shipyard at Belfast in Northern Ireland, the builders of the immortal TITANIC. In her later years, in 1976, she was transferred within the Cunard group of companies to their Brocklebank Line division, renamed MASIRAH and thereafter placed on the UK-Middle East run. Five years later, in 1981, she was laid-up, displaced in the rapidly expanding container age. A year later, she was revived but for only one voyage – from London to ports out in New Zealand. Soon afterward, the ship was sold to Greek buyers, renamed MASIR, but again laid-up. She actually resumed sailing five years later, in March 1986, but for only one charter voyage: from Rotterdam out to Manila. The former PORT ALFRED never returned to Europe. Afterward, she sailed over to nearby Saigon and where, after twenty-five years, was scrapped.



The PORT ALFRED, but seen berthed in the Atlantic Basin over in Red Hook-Brooklyn. (Bill Miller Collection)



The PORT AUCKLAND was another member of the Port Line fleet that called at Port Newark. (Bill Miller Collection)



Port Line freighters often looked more like passenger-cargo liners. (Bill Miller Collection)

**WORLD SHIP SOCIETY, PORT OF NEW YORK
BRANCH RATIFICATION OF OFFICERS FOR 2023-2024**

Pursuant to Section VIII of the constitution of the World Ship Society-Port of New York Branch, an election of the slate of officers presented by the PONY Branch Election Committee was conducted in November 2022. As there were no write-in candidates, a ratification ballot was mailed to all members of record. Seventy-two PONY Branch members voted and returned their ballots. The results are as follows:

Chairman:	Denise Dacey	72 votes
Vice Chairman:	Pat Dacey	72 votes
Membership Secretary:	Stuart Gewirtzman	71 votes
Branch Secretary:	Doug Newman	72 votes
Treasurer:	Marjorieann Matuszek	71 votes

SHIP NEWS

By Bob Allen

NEW YORK NAMING: The Manhattan Cruise Terminal was the site of a festive naming ceremony on Wednesday, December 7. The MSC SEASCAPE christening was attended by 3,000 dignitaries and travel industry guests, including senior management of MSC Cruises and New York City Mayor Eric Adams. The New York location was selected to highlight MSC's introduction of year-round cruising from the port beginning in April 2023 on the MSC MERAVIGLIA. Legendary actress Sophia Loren, Godmother for all MSC vessels, appeared by video to bless the SEASCAPE; the pandemic prevented her from traveling to New York. In her place, Alexa Aponte Vago, a member of Aponte family that owns MSC, christened the ship with the traditional bottle of champagne. The celebration also included a performance by the singer Matteo Bocelli. The SEASCAPE arrived in New York following a European debut and transatlantic repositioning voyage, which terminated at the ship's base in Miami. She will offer year-round voyages from the Florida port starting in fall 2023, significantly increasing MSC's USA presence. Part of the SEASIDE-EVO Class, the 170,412-ton SEASCAPE is 1,112 feet long and can carry 5,877 passengers, making her the largest ship ever built in Italy. Other MSC fleet classes are even larger, including the French-built MERAVIGLIA, MERAVIGLIA-PLUS and WORLD-Class vessels. MSC also used the New York ceremony to communicate its commitment to environmental and charitable causes around the globe. The company announced a \$236,000 donation to the New York City Parks Green Thumb Program and the New York City Junior Ambassador program.



MSC SEASCAPE's pre-dawn arrival in New York Harbor on December 5, 2022.

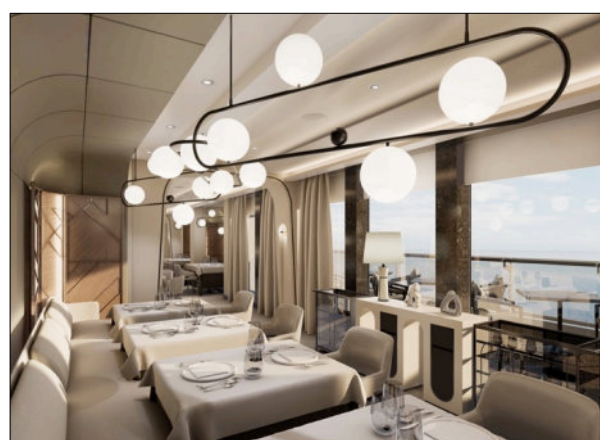
(MSC Cruises)

NEW SHIPS FOR 2023: In a clear indication that the effects of the pandemic are receding for the cruise industry, eighteen new cruise ships are scheduled for maiden voyages in 2023. Most are additional units for platforms already in service. These vessels will serve a wide array of cruise markets, and range in capacity from 100 to 5,400 passengers. Smaller, boutique/exploration-style vessels coming online in 2023 include one newbuild each for SunStone, Emerald, Scenic, Seabourne, Swan Hellenic and two for Atlas/Mystic Cruises. These yacht-like ships carry less than 300 passengers, and are all part of previously introduced classes. In the luxury market, accommodating 300 to 1,200 passengers, five new ships will enter service. There will be one addition to the VIKING STAR-Class for Viking Ocean Cruises and one for Regent's SEVEN SEAS EXPLORER-Class. Oceania Cruises will introduce the 67,000-ton, 1,200-passenger OCEANIA VISTA in April 2023. She is an improved version of the MARINA-Class of 2011, slightly larger but with a lower passenger capacity and a revised layout. The other two luxury vessels represent entirely new platforms. MSC will launch upscale division Explora Journeys in Spring 2023 with its first ship, the 64,000-ton, 922-passenger EXPLORA I. She will be followed by identical sisters EXPLORA II through IV. EXPLORA V and VI will be expanded to 70,000-tons and feature advanced propulsion technology when delivered in 2027/2028, but will retain the 922-passenger capacity. In Summer 2023, Silversea Cruises will introduce the 54,000-ton SILVER NOVA, which will accommodate 750 passengers and be the line's largest unit; sister ship SILVER RAY will follow in 2024. For the mass market, 2023 will see the arrival of NORWEGIAN VIVA (PRIMA-Class); MSC EURIBIA (MERAUVIGLIA-PLUS Class); Carnival's JUBILEE (MARDI GRAS-Class) and Virgin Cruises' RESILIENT LADY and BRILLIANT LADY (SCARLET LADY-Class). These ships accommodate between 2,770 and 5,400 passengers. There will definitely be a new cruise ship for all tastes in 2023.



EXPLORA I will launch MSC Cruises upscale division, Explora Journeys, when she sets sail in 2023.

(Explora Journeys)



Explora Journeys has been slowly releasing details and images of ship interiors, such as a bar (above left) and restaurant (above right) on the EXPLORA I.

(Explora Journeys)

EXECUTIVE OFFICERS

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

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