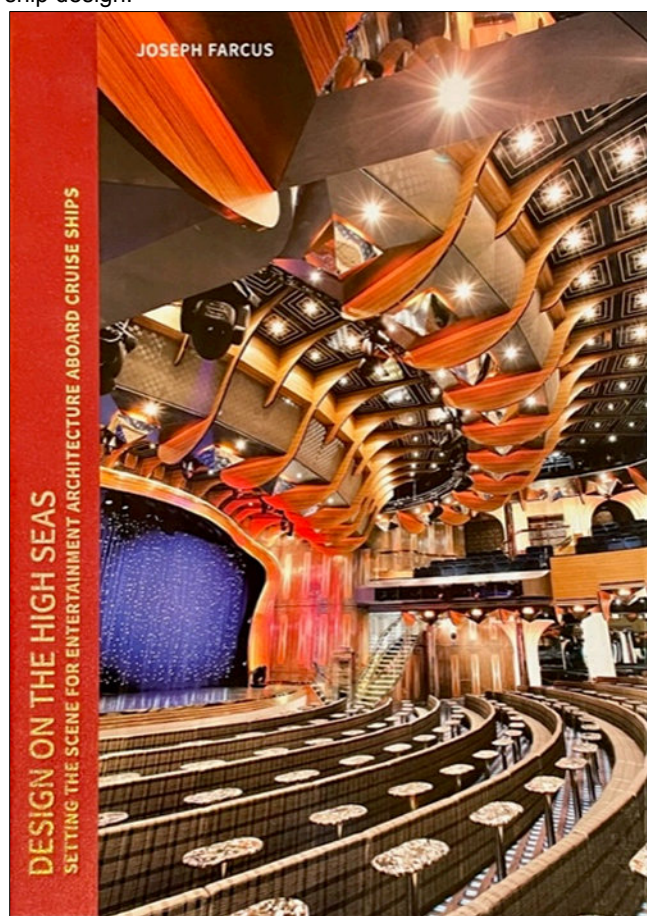


Friday, February 10, 2023 – 6:00 PM via ZOOM 50 YEARS OF CRUISE SHIP DESIGN

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 Line 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.”



Above, left: Joe Farcus wrote the book on “entertainment architecture” at sea. Above, right: Joe Farcus waving from the top of his winged funnel design which was introduced on the TROPICALE, seen here being installed at Denmark’s Alborg Shipyard in 1980. Below, right: CARNIVAL TRIUMPH in a tropical setting.
(Costa Cruises/Joe Farcus; Joe Farcus; Carnival Cruise Lines)

NEXT EVENTS Membership Meetings: Friday, March 31 - LORD OF THE HIGHLANDS by Pat Dacey. Friday, April 28 - 100 YEARS OF OCEAN VOYAGES by Bill Miller.

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E-MAIL: wsspony@gmail.com

WEBSITE: www.worldshipny.com

Members may submit the following for consideration for publication in the Porthole: member photos, members’ arrival and departure dates, and articles that may be of interest to your fellow members. Please direct submissions to wsspony@gmail.com. Please note published articles subject to editing and are not necessarily the opinion of the WSS-PONY organization.

MEMBER PHOTO OF THE MONTH



MSC SEASCAPE docked in New York, December 2022.

(Nicholas Smith)

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
VIKING SEA	San Juan	Manaus	Amazon River	David Hume & Marjorieann Matuszek	01/23

PREVIEW: FRIDAY, MARCH 31, 2023, LIVE AT THE NATIONAL OPERA CENTER AND 6:00 PM VIA ZOOM: LORD OF THE HIGHLANDS by PAT DACEY

On Friday, March 31st join PONY Branch Vice-Chairman Pat Dacey at the National Opera Center for a presentation on the maiden voyage of the Hebridean Island Cruises LORD OF THE HIGHLANDS as it navigates a voyage from OBAN to Kyle of Lochalsh, Scotland to include the Caledonian Canal. The canal which opened in 1822, connects the Scottish east coast at Inverness with the west coast at Corpach and was designed by the noted Scottish engineer Thomas Telford. Explore the history, design and experience of this unique vessel which was once a Turkish ferry after a three year conversion emerged into a luxury river cruise ship.



LORD OF THE HIGHLANDS passing through Corpach.

(Hebridean.co.uk)

CHAIRPERSON'S LOG

by Denise Dacey

As your newly elected WSS-PONY Branch Chairperson I wish all of you a happy, healthy, and fun-filled 2023!

As incoming chairperson, I would first like to recognize and thank Pat Dacey, our outgoing chairperson for his four years of service and leadership. None of us need to be reminded that recent years were made particularly difficult by the COVID epidemic, but lucky for us, under Pat's leadership WSS-PONY survived and thrived. With the added support of our WSS-PONY officers and committees, during this time, we moved our in-person meetings to the National Opera Center. We added Zoom capabilities to our meetings which allowed us to continue to meet during the many months of COVID quarantine and to connect to members and presenters from around the globe. How exciting! We added membership and event payment options via PayPal. We continued with in-person special activities like our holiday parties, museum visits, harbor tours, and river cruises. Just a few months ago we had our first branch meeting at the Nobel Maritime Center at Snug Harbor, Staten Island, with the very interesting John Moyer, the salvor in possession of the ANDREA DORIA (review follows in this issue). Speaking of interesting presenters, through Pat's tireless and creative networking, in addition to John Moyer, we were connected to Capt. Schoonderbeek, fleet master of Holland America Lines, Pat Salmon, Staten Island Ferry subject matter expert, Steven Lash, Chairman emeritus for Christie's, and others.

The votes are in, let me quickly introduce and thank our Executive Officers who will support us through 2024: Vice Chairperson and Special Activities and Programs Committee Head and former Chairperson Pat Dacey; Branch Secretary and our Zoom producer, Doug Newman; Membership Secretary and Website and Facebook webmaster Stuart Gewirtzman; and Treasurer Marjorieann Matuszek.

Our other very important 2023-2024 Committee Head members who I would also like to recognize and thank are as follows: Bob Allen, our former Vice Chairperson, and our very important Porthole Newsletter Committee Head and Editor; and Ted Scull, Website Committee Head. Our newest Board Member and Special Events Committee Member, Jimmy Zatwarnicki, Captain Jimmy Z, our Sea Dart captain, and his crew deserve special thanks for our super fun river trips and harbor cruises. By the way, everyone on board our fall Sea Dart trip *loved* the *three* perfectly executed ROTTERDAM 360° pirouettes. Were they executed just for us? Wow! Bravo! Also, I recognize and thank Board Members: David Hume, Mario De Stefano, and Carol Miles.

What's in the forecast for 2023? Lots of exciting opportunities that I hope each of you will participate in and enjoy. In addition to our monthly meetings with our impressive ship subject matter expert presenters (a.k.a. "shipsters"), whether in-person or via Zoom or both, we are working hard on bringing our members the following special 2023 activities: Hudson River cruise, shore-side ship spotting, and the NYC Titanic Experience get together. Let's not forget the sure-to-be-memorable SSHSA Royal Caribbean's LIBERTY OF THE SEAS Canada spring cruise get-away, museum visit and more (details follow in this issue)! For those of you who have already renewed your membership for 2023 get ready for our fun-filled 2023 and thank you! For those of have not yet renewed your 2023 membership, please don't delay! Go to the <https://worldshipny.com/> website now! We don't want to say good-bye to you, and we would very much like for you to join the fun!

PONY BRANCH 2022 HOLIDAY PARTY

by Pat Dacey

On Sunday, January 8th, twenty-five branch members and guests enjoyed a festive afternoon of traditional pub food, drinks, and the camaraderie of fellow ship enthusiasts at the annual PONY Branch Holiday Party. Our private party at the Churchill Tavern in Manhattan's NoMad neighborhood once again resembled a holiday cocktail party in a grand manor house, with guests mingling about or seated in the wonderful pub chairs beside the fireplace. Holiday decorations, lights and music abounded, greatly adding to the already festive atmosphere. As we get back to hosting in-person events, the highly enjoyable, jolly, and festive afternoon was a welcome opportunity for many of our members to reconnect with each other and to look forward to our next in-person PONY Branch event.



PONY members enjoying the holiday gathering at Churchill's Tavern.



(Denise Dacey)



More merriment with PONY members at Churchill Tavern.



(Pat Dacey)

SHIP'S LOG, NOVEMBER 2022, REVIEW OF "EXPLORING THE ANDREA DORIA" BY JOHN MOYER

by Pat Dacey

On the crisp and sunny afternoon of Saturday, November 19, 2022, the WSS - PONY Branch were treated to a very special afternoon membership meeting at The Noble Maritime Collection, located at historic Sailor's Snug Harbor, Staten Island. During this special meeting we had an excellent presentation by John Moyer followed by an opportunity to view The Noble Maritime Collections' current exhibit, "ANDREA DORIA - Rescue at Sea" as well as an opportunity to explore the rest of the historical museum. The exhibit, which will be on display until June 2023, documents through video, still images and historical artifacts, the ship, collision, sinking and rescue operations that took place in 1956 following the collision of the ANDREA DORIA and STOCKHOLM.

Our presentation by John, focused on over 60 years of diving to the ANDREA DORIA accompanied by historical as well as contemporary photographs and images. In addition, John shared newly captured videos of the ANDREA DORIA and STOCKHOLM that were recorded during two days by an underwater ROV (remote operated vehicle) in August of 2022.

John was well suited to provide the program through his experience as an accomplished diver and his many dives to the ANDREA DORIA, which contributed to a decision when in 1993 John was awarded an Admiralty Arrest in US Federal Court and named Salvor in Possession of the wreck of the ANDREA DORIA. 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."

John began diving shipwrecks in 1975, and he has made thousands of dives on wrecks in the United States, Canada, Great Britain, Mexico, and the Caribbean. His vast list of dives includes the liner EMPRESS OF IRELAND, Ironclad MONITOR, Light Cruiser USS WILKES-BARRE, and he was one of the first Americans to dive on the WWI German Fleet in Scapa Flow, Scotland.

John Moyer is also the author of "A Conservator's Reflections on the ANDREA DORIA" and co-author of the paper "The Decay of the ANDREA DORIA" published by the Society of Naval Architects and Marine Engineers.

Starting his presentation by detailing the numerous hazards of ANDREA DORIA wreck diving which explain why diving to the ANDREA DORIA is commonly referred to as "The Everest of Wreck Diving" and is considered an option for only the most experienced technical divers. After recounting the first dive made to the ANDREA DORIA on July 27, 1956, a mere 28 hours after sinking, by Peter Gimbal, John recounted the history of the early dives and salvage attempts on the ANDREA DORIA until his first dive on June 28, 1982.

As part of his numerous dives, John was part of dive teams that recovered significant artifacts from the wreck. John described in detail the process for recovering two items including the stern bell from the auxiliary steering station in 1985 as well as two of the massive ceramic sculptures mounted on panels that were created by Guido Gambone for display in the ship's winter garden. He also recovered the lower portion of the previously recovered statue of Genoese Admiral Andrea Doria which he hopes to reconnect with the top portion to complete the sculpture once again.

In addition to his many dives, John has also, as custodian of the wreck spent much time and effort in charting, scanning and photographing the wreck to document the deterioration of the wreck over time.

Throughout the program, John's passion for his work on the ANDREA DORIA was evident. After he concluded, John spent much time answering all the questions from the assembled audience. He stayed and continued to answer questions and describe artifacts from the exhibit itself.

The World Ship Society – PONY Branch, thanks John for his presentation and we look forward to welcoming him back in the future to share his adventures for another WSS-PONY program.



The ILE DE FRANCE stands by the sinking ANDREA DORIA during the early morning hours of July 26, 1956 (above, left); PONY members gathering for the ANDREA DOREIA program at Sailor's Snug Harbor (above, right)
(Noble Maritime Collection; Pat Dacey)



The ANDREA DORIA Rescue at Sea exhibit at Sailor's Snug Harbor.

(Noble Maritime Collection)



Fascinating items on display included a sectional diagram of the ANDREA DORIA surrounded by photos of her stunning interior (above, left); the DORIA's salvaged restored brass bell and one of her life preservers (above, right).
(Pat Dacey)

SEVEN GOOD SHIP ROTTERDAMS DEFINE THE HISTORY OF HOLLAND AMERICA LINE

SPEAKER: CAPTAIN ALBERT SCHOONDERBECK

ZOOM Program Review by Ted Scull

Captain Schoonderbeck is no stranger to the PONY Branch, and it is an honor to have Holland America's current fleet master speaking to us from the United Kingdom. The line is near and dear for many of us, and among the hundreds of ships that have served New York, the NIEUW AMSTERDAM of 1938 and the ROTTERDAM of 1959 would rise to the top of the list.

The core of the captain's talk centered on seven ships that have carried and still carry the name ROTTERDAM, also the Netherlands' second largest city and one of the great ports of the world. Savagely attacked during World War II because of its commercial importance, today's Rotterdam is held high as an innovative city with its creative rebuilding plan and most evident, the attractive use of the waterfront for housing and commerce almost side-by-side. And our beloved SS ROTTERDAM (1959) is docked a short distance from Wilhelminakade, the cruise terminal, and available for dining, sleeping, and touring.

There was almost always a ship named ROTTERDAM from the line's very beginning in 1872. The ships provided a continuing link to the rise of the line and its ongoing success. We learned that the very first ship was just 1,694 GRT and the second ROTTERDAM almost doubled in size, while the third was more than doubled in size, the fourth almost tripled, the fifth more than 50% larger, the sixth more than 50%, and the current ROTTERDAM 7 at 99,935GRT or just short of 100,000 GRT.

For many years, Holland America's primary source of income was carrying migrants, mostly from Europe to New York. Every new ship up to and including the ROTTERDAM of 1908 carried a third class or steerage. That market lasted until the Immigration Laws of 1924 restricted those nationalities that most wanted to emigrate, especially in Eastern and Southern Europe, and for that matter, most of the rest of the world.

Holland America built a hotel near the waterfront to house immigrants waiting to board the next HAL ship, and the building is still there. The short-term housing concept was developed by Albert Ballin of Hamburg American Line on a much larger scale. HAL operated its first cruise in 1914, and as The Netherlands was a neutral country during WWI, the Line was relatively safe to patronize.

First-class was non-existent on the first ROTTERDAM and continued to be a small number compared to steerage or third-class until the ROTTERDAM of 1959. This ship could shift the numbers between first and tourist by simply sliding panels open or closed. And there was no third class.

Using the progression of new ROTTERDAMS, Captain Albert discussed and showed us photos of the ships' new features such as skylights positioned atop the ship to bring natural light to a public room and later expanding the reach to staircases and additional lounges. With some subsequent ships, a palm court became popular. ROTTERDAM V brought the hugely popular new amenity with a glass-enclosed promenade providing deck chairs and a clear circular route for daily constitutions.

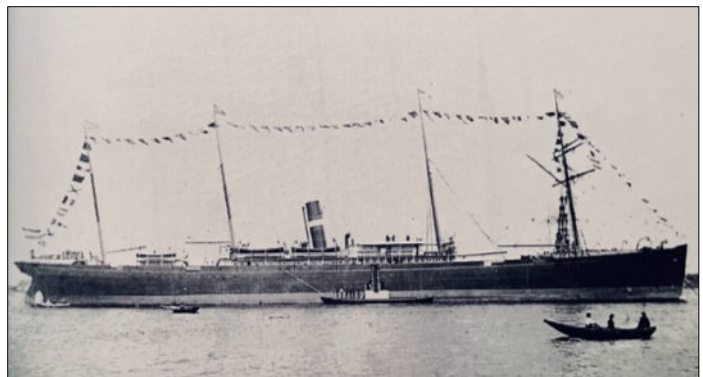
The NIEUW AMSTERDAM (1938) had a remarkable career. It initiated service just prior to WWII when she became a major troop carrier that could handle up to 8,100. It was third in line behind the two Cunard QUEENS in numbers carried. Her homecoming at the war's end was one of the country's most memorable occasions when thousands witnessed her return and the end of German occupation for five years, and when many Dutch were experiencing near starvation.

The post-war years were good for the Line. The relatively small pair, MAASDAM and RYNDAM, were completed in the early 1950s to capture the tourist and the reviving immigrant trade. The pair were predominantly tourist class with just 39 in first class. Most of the tourist-class cabins were doubles rather than four berths or more, hence this pair were a big draw for couples who no longer had to separate and occupy the male and female dormitories of old.

With the transatlantic trade declining by the late 1950s and early 1960s, in 1972 HAL ceased providing New York – Rotterdam North Atlantic service and turned entirely to the cruise market. Its fleet was well prepared with the STATENDAM of 1957 and ROTTERDAM of 1959.

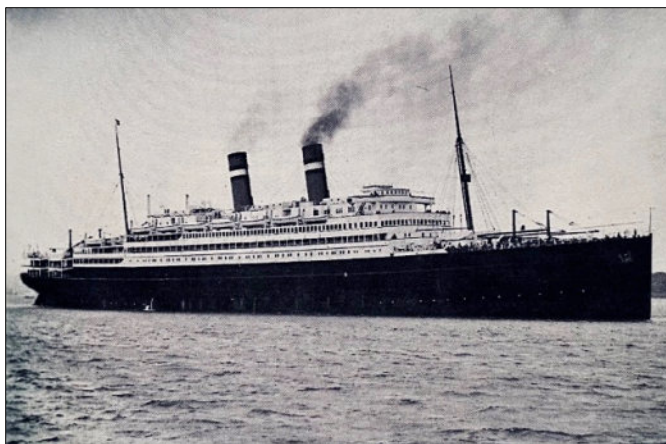
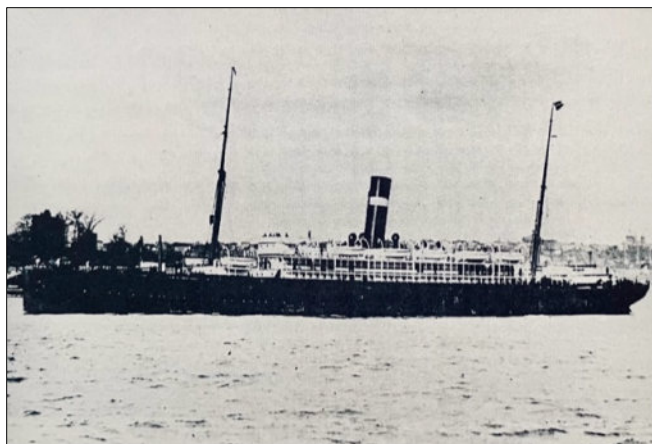
The terrific program finished off with the new ship designs that emphasized what cruise passengers expected with the whole ship accessible to all: multiple restaurants, large show lounges, expansive lido decks, and a changing menu of interesting cruise itineraries.

We thank Captain Albert Schoonderbeck for his insightful presentation, and many of us look forward to the first of his two books on Holland America Line's long history, to be available shortly.



ROTTERDAM I (1872) above, left; ROTTERDAM II (1878, purchased by Holland America in 1886)) above, right.

(Holland America Line;
Captain Albert Schoonderbeck)



ROTTERDAM III (1897) above, left; ROTTERDAM IV (1908) above, right.

(H. A. Dalkmann; Captain Albert Schoonderbeck)



ROTTERDAM V anchored at Grassy Bay, Bermuda in 1977

(Holland America Line / Bob Allen Collection)



ROTTERDAM VI (1997) as built, above, left; ROTTERDAM VII (2021) on her first visit to New York, October 2022. (Captain Albert Schoonderbeck; Stuart Gewirtzman)

SHIPS IN PORT: BOARDING THE FRANCE

By Bill Miller

A retired magazine editor, Jane Bouche Strong lived in Manhattan, and in a grand apartment building and in grand décor. On the large, highly polished Steinway, there must have been a dozen framed photos. One of them showed Jane and her husband onboard the French liner FRANCE. Our subsequent conversation (over tea and cakes) – and it was really an interview – was all about ships, crossing the Atlantic and especially the great French Line and its ships. Jane laid claim to sailing on a full roster: the ILE DE FRANCE, FLANDRE, LIBERTE and, of course the last of them, the mighty FRANCE.

The 1,035-foot long FRANCE was probably the most exciting new ocean liner of the early 1960s. In a project personally followed by President Charles de Gaulle himself, the ship was created (and for a then hefty \$70 million) to uplift and enhance the glory of France. Proudly, as the longest liner yet built, one of the most luxurious afloat and certainly one with the very best kitchens, the FRANCE was commissioned in the winter of 1962 to great acclaim, cheers and unabashed excitement. With some 2,000 berths divided between 500 or so in grand first class and 1,500 in less expensive, but very comfortable tourist class, the 66,000-tonner divided her time between ten months on the North Atlantic, shuttling between Le Havre, Southampton and New York, and then two or so months of winter cruising, mostly from New York to the sunny Caribbean, but occasionally on longer trips such as Carnival in Rio or the western Mediterranean (and two around-the-world voyages in the early '70s).

Altogether, Jane was practically a “commuter” on the French Line: Alone, she made 19 crossings aboard the FRANCE between 1963 and the 30-knot ship's final trip in September 1974. Afterward, the liner was laid-up (at Le Havre), a victim of staggering airline competition and her own soaring operational costs, until sold in 1979 to Norwegian Cruise Lines, who rebuilt her as the more outdoor, more tropical NORWAY. She finally finished her days, after 44 years, at the hands of Indian scrappers in 2006.

“There was always that awesome first sight of the ship's prow – like a giant knife blade in water – at Pier 88,” recalled Jane. “A typical Transat [for Compagnie Generale Transatlantique, the French Line to Americans] embarkation was, of course, a flurry of activity. At the pier, a messy commotion of longshoremen hauled bags from taxis and cars to a moving ramp and while passengers and bewildered visitors tottered under bon voyage baskets up their canvas-sided gangplanks. At the top was a double line of little bellboys in snappy red jackets with rows of brass buttons and black caps. They were called ‘mousses,’ a name the derivation of which I never quite grasped. They took whatever we passengers were carrying – and then escorted us to our staterooms.”

“After leaving our things, including our small dog, in the cabin, we went direct to the Chambord Dining Room to select, with the help of the maître d'hôtel, our table for two at the second seating,” concluded Mrs. Strong. “This done, we took a quick look at the temporary passenger list outside the purser's office to see if we had any friends onboard. A day or two later, the final list appeared in one's cabin.”

Post Script: On a winter's evening in 1973, several World Ship Society members including myself joined together to visit the FRANCE. There was always a certain glamor, an added excitement, to a nighttime sailing. The ship itself was aglow from end to end. Once aboard, there was the usual activity: boarding passengers, luggage being delivered to staterooms and parties being held in the lounges. The ship was headed-off on a Mediterranean crossing, one ending appropriately at Cannes, and we heard that TV icon Jackie Gleason was among the passengers. Later, as my homeward bus to Hoboken exited the Lincoln Tunnel, the FRANCE was already in mid-Hudson. She'd sailed at 8 o'clock and looked every inch the magnificent ocean liner. It seemed like every porthole and window was lighted, even sparkling, and all against a gleaming Manhattan skyline. But those big funnels, floodlit in red and black, were the highlight, indeed the crown atop a queen. The FRANCE moved slowly, regally and elegantly – and created an image I have never forgotten.



Mighty threesome: The FRANCE, QE2 and MICHELANGELO at Piers 84 & 86 in February 1973. (Bill Miller Collection)



Tugboat strike: The MICHELANGELO gets away -- and the FRANCE to follow.



Luxury Liner Row in 1963 -- from the top: BRASIL, HANSEATIC, QUEEN MARY, FRANCE, OLYMPIA, ATLANTIC, LEONARDO DA VINCI and INDEPENDENCE.
(Bill Miller Collection)



Outbound for Europe, the FRANCE seen from Hoboken.

(Bill Miller Collection)



Arrival as seen from the INDEPENDENCE.

(Bill Miller Collection)



Maiden arrival in New York's Lower Bay, February 1962.

(Bill Miller Collection)



Piers 88 & 90 with the FRANCE and SAXONIA in port.

(Bill Miller Collection)

A gathering at sea



We are excited to invite our SSHSA members, friends, and supporters for a fantastic cruise from Bayonne, New Jersey, to Halifax, Nova Scotia, this spring.

Enjoy a four-night, round-trip cruise aboard Royal Caribbean's Liberty of the Seas departing Tuesday, May 23, and returning Saturday, May 27.

The prices (based on double occupancy) start at \$606pp (as of 2/6/2023). Special activities will include a visit to the Maritime Museum of the Atlantic in Halifax, Nova Scotia.

You can reserve a spot right now. Call Royal Caribbean at 1-800-465-3595 and reference **GROUP IDENTIFICATION NUMBER 4777129**.

Visit <https://www.royalcaribbean.com/> for cruise details.

Please contact Pat at 732-579-7665 if you have any questions or need assistance transferring your booking to the group booking. **We look forward to seeing you on board!**

SHIP NEWS

By Bob Allen

SHIP NEWS WILL RETURN IN THE MARCH ISSUE OF THE PORTHOLE.

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