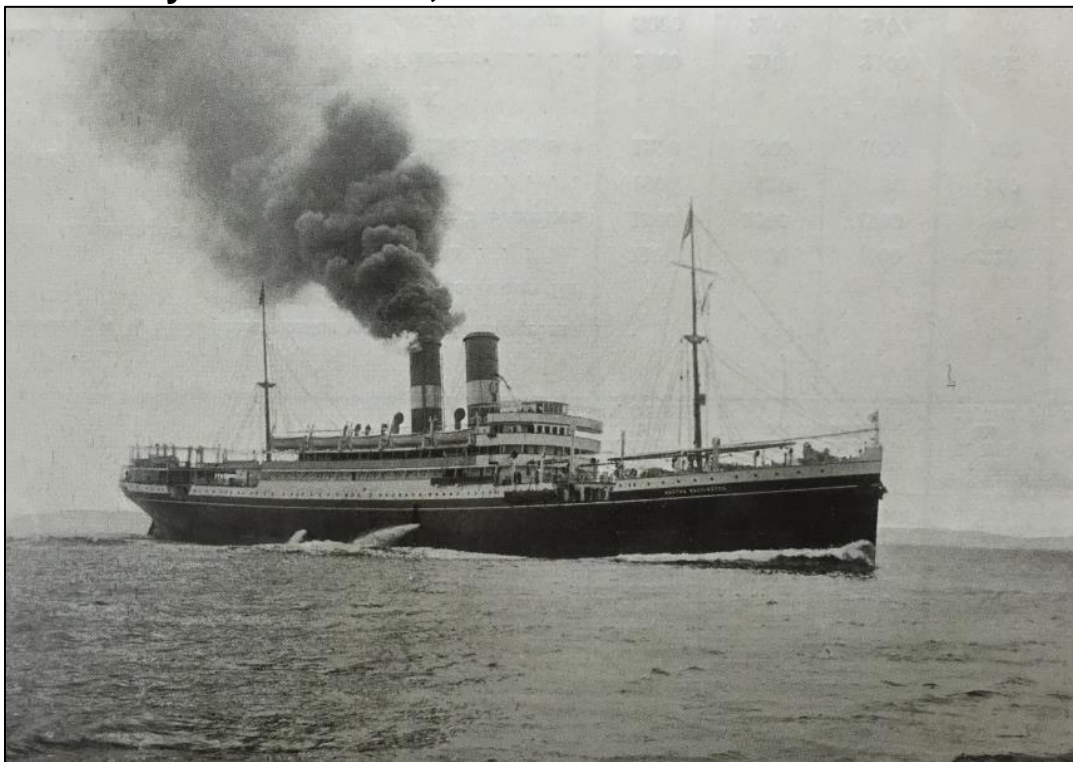




**Friday, July 28, 2023, 6:30PM (6:00PM doors open)
July Member Meeting (replaces June Member Meeting)
LIVE at the National Opera Center Rehearsal Hall and via ZOOM
330 7th Ave. at 29th Street, 7th Floor, Manhattan**

WHEN THE EAST WENT WEST

By William Roka, WSS-PONY Branch Member



Austro-Americana liner MARATHA WASHINGTON

(Wikipedia)

As the momentum of immigration to the United States shifted from Western and Northern Europe to Eastern Europe at the end of the 19th century, the business environment of moving so many new migrants also evolved. We will explore how the great transatlantic corporate juggernauts, Cunard, and Hamburg America Line, pursued various transit models to stretch their tendrils into Eastern Europe, and look at some of the ships plying the waters between East and West, including CARPATHIA.

ADDITIONAL UPCOMING MEMBER EVENTS

ENCORE Presentations via ZOOM

**“Designing Carnival” by Joe Farcus, Saturday, June 3, 10am
“100 Years - Ships of Splendor” by Bill Miller, Saturday, June 17, 10am
“A Love for Liners” by Astrid Drew, Saturday, July 15, 10am**

MEMBER PHOTO OF THE MONTH



QUEEN MARY 2, arriving Le Havre, France, May 19, 2023, 5:42AM (*Marjorieann Matuszek*)

MEMBERS ARRIVALS AND DEPARTURES

The following PONY branch members and guests of members traveled on the SSHSA, LIBERTY OF THE SEAS Canada Cruise, May 23 – May 27

Denise Dacey, Pat Dacey, Judith Gewirtzman, Stuart Gewirtzman, Laura Lesser, Charles Pincus, Michael Richmond II, Karen Strauss, Peggy Smith, Rose Tanzi, Alan Zamchick, James Zatwarnicki Jr

Marjorieann Matuszek and David Hume traveled on the QUEEN MARY 2 Westbound Transatlantic, departing from Le Havre, France, May 19 - May 26.

Doug Friedlander and David Sykes traveled on the SEADREAM I, Eastbound Transatlantic, departing from San Juan, PR to Malaga, Spain on April 22, 2023.

Charles and Marjorie Zuckerman traveled on the WESTERDAM, Sydney to Singapore, January 2023 and on the ROTTERDAM, Ft. Lauderdale to Amsterdam, April 2022.

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MEMBER OUTINGS



Members and guests enjoying the LIBERTY OF THE SEAS Canada Cruise, May 2023
(Denise Dacey, Stuart Gewirtzman (lower right photo))



Members visiting the TITANIC: THE EXHIBITION, NYC, May 2023 (Denise Dacey)

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

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WEBSITE: www.worldshipny.com

SHIP'S LOG: APRIL 2023 MEMBER MEETING A REVIEW OF BILL MILLER'S SHIPS OF SPLENDOR: 100 YEARS OF OCEAN LINERS

By Pat Dacey

On Friday, April 28th, the WSS – PONY Branch once again welcomed Bill Miller, “Mr. Ocean Liner” to the National Opera Center for a live and virtual presentation, Ships of Splendor: 100 years of Ocean Liners. This presentation spans a century from the 1920's to the present and draws inspiration from his 2019 book, “Ships of Splendor: Passenger Liners in Color”. His book and his presentation photos capture in vibrant realism the development of passenger ships across the twentieth century.

Bill's presentation was not intended to be a comprehensive history lesson on each ship but rather a visual excursion through time of the floating palaces, castles of the sea and ocean-going resorts as they would have been seen “in real time”. Acknowledging the technology and appeal of “colorized photos”, Bill captured the liners, both familiar and not so familiar, in vivid color along with facts, details and anecdotes from passengers and crew; and some of which were the result of Bill's firsthand accounts.

Starting our journey in the 1920's, color images of those great liners in the Edwardian style or the late Art Nouveau style filled the screen with a particular emphasis on the great Cunarders as well as French Line liners before transitioning into the 1930's with the introduction of the modern Art Deco style.

The period between 1930 and 1940, is often referred to as a glamorous age of fashion with ship design following suit. The images portrayed during this period depicted not only ocean liner design developments but also technology with ships being built with sleek designs, lower profiles and advancements in engineering and navigation. This was all evident through Bill's narrative and accompanied images of liners such as the North German Lloyd's BREMEN and EUROPA.



AQUITANIA

(Bill Miller Collection)

With so many “fabulously famous” liners sailing during this period all over the world, Bill did an excellent job in providing a glimpse of many of them before moving into the somber period of the Second World War. With the war at hand, the primary color for many of the liners portrayed was gray and would remain so for at least four years. Sadly, many of the liners from this period would be lost or damaged as casualties of the war. NORMANDIE, unfortunately, was one of the first indirect war victims which was lost while in New York during her troopship conversion.



MALOLO

(Bill Miller Collection)

By the 1950's, liner design continued to evolve, and the color palette returned once again to pre-war liveries with a slight tropical twist as "cruising" was entering the market as a new opportunity for liner deployments. Bill traced this new trend by depicting the history of numerous liners that changed names, design, and purpose or as Bill commented, "like a face lift" with colorful images of their new lives.



BATORY

(Bill Miller Collection)

With the 1960's seeing the advent of the jet age elapsing the number of passengers crossing the Atlantic by ship, more emphasis was placed on cruising to ensure economic security for some steamship lines while many other lines and liners unfortunately fell victim to the new threat. Liners from this era such as the UNITED STATES, FRANCE, MICHELANGO and many others faced this new reality with varying degrees of success and carried on sailing into the next decade making little profit. Commenting on ships from this period, Bill highlighted both the FRANCE as NORWAY and the QUEEN ELIZABETH 2 as success stories that were able to make the transition and not only survive but thrive with successful careers in the post-jet age.



AMERIKANIS

(Bill Miller Collection)

Colorful images with a defined sharpness and superb detail kept the audience glued to the screen as Bill concluded his narrative touching on the modern age of cruising to the sun not so far unlike the crossing of 100 years ago where his special presentation began. After a wonderful program which returned all those wonderful liners from long ago back to the high seas once again in vibrant colors, Bill took the opportunity to end with a question-and-answer session for the assembled audience.



KUNGSHOLM

(Bill Miller Collection)

SHIPS IN PORT: TABLE TENNIS & THE VICTORIA

By Bill Miller

The late Fred & Marilyn Klein were members of the PONY Branch for a very long time. In fact, Marilyn had been a member for well over 50 years before passing away in July 2022. They both loved ships, but much preferred crossings and therefore lots of sea days to port-filled cruises. They crossed on numerous passenger liners. He began on French Line's ROCHAMBEAU back in the early-twenties, while she began in the mid-fifties on the MAASDAM and FLANDRE. They also enjoyed freighters, carrying 12 passengers and even less. But a nephew reminded me recently that their favorite liner might just have been THE VICTORIA. Owned by Chandris Cruises, it seems they had the fondest memories of an almost three-week crossing, a "positioning voyage," from San Juan across the Atlantic to Amsterdam. Stops along the way included the likes of Madeira, Lisbon, and Le Havre. Both were keen table tennis players and soon they were the ship's champions. Located in the top of a bookcase, a place of pride, in her Manhattan apartment, was an inscribed trophy from THE VICTORIA. Indeed, a nice memory from a lifetime of travel.

The 573-ft long THE VICTORIA was an interesting ship – one with a diverse, varied life. She was a passenger ship and then, during World War II, served as a troopship and even an armed merchant cruiser, an AMC as they were called then. Constructed in 1936 at the famed Harland & Wolff shipyard in Belfast, Northern Ireland (and where the immortal TITANIC was also created), she was then the DUNNOTTAR CASTLE for Britain's Union-Castle Line. A rather ordinary ship without much notation, she carried only 535 passengers (in first and tourist class accommodations), lots of cargo and was used on the London to South & East Africa run. Called to military duties when Britain went to war three years later, in September 1939, she was then painted in all-gray and sailed to ports around the world: West Africa, India, Australia, and New Zealand.

Restored in the late 1940s for further Union-Castle service, she was sold in 1958 to the Inces Line, Italian-owned but managed at New York. Her new role: a first-rate, modern cruise ship. The ship was first sent to a shipyard near Rotterdam and all but completely rebuilt with new Fiat engines, a rebuilt superstructure, a reshaped, raked bow and even a streamlined funnel with the ship's mast fitted on top. Her passenger quarters were rebuilt completely and made over for 600 all-first-class passengers. Every cabin had a private bathroom and contemporary furnishings. The ship also now had complete air-conditioning, modern public rooms, and an extended lido deck with two swimming pools. Renamed VICTORIA, she was introduced in late 1959 and soon departed on a maiden crossing from Le Havre to New York. She reached New York on a cold January morning, dressed in flags, and escorted by tugs and a spraying fireboat before berthing at Pier 42, down at Morton Street in Greenwich Village. Highly rated from the very start, and especially for her Mediterranean cuisine and almost all-Italian crew, she was an instant success running cruises mostly to the Caribbean on 7-day to 14-day itineraries.



The 573-ft long VICTORIA arriving at Pier 88 and with the UNITED STATES to the right.

(Norman Knebel Collection)

Maritime historian and author Peter Knego wrote of the 18-knot ship: "Italy's Gustavo Pulitzer-Finale was responsible for the VICTORIA's chic interior stylings, which were replete with fine wood paneling and trend-setting mid-century Italian furniture. Her decks were named after precious and semi-precious jewels and color coordinated accordingly. On Amber Deck, one would find amber-colored bannisters and carpeting. Same for Coral, Sapphire, and Emerald, etc decks. The VICTORIA had a dining room with a barrel shaped domed ceiling and musician's balcony as well as a two-deck high auditorium. Emanuele Luzzati created most of the artworks, which were based on Roman themes and in media ranging from metallic panels to elaborate ceramics." My own Aunt Lillian attended a bon voyage party aboard the VICTORIA in 1960 and she later remarked, "It was the most beautiful ship I'd ever seen. It was modern, colorful, shiny, and just like a hotel. I wanted to stay onboard – and just sail away!"

Along with subsequent European cruises to Scandinavia and the Mediterranean, the VICTORIA had a very loyal following. However, the hugely increased fuel oil prices of 1973-74 sent Inces into bankruptcy and, by 1975, the ship was out of work, seized for debts and finally lying in quiet solitude at Pier 4 of the Brooklyn Army Terminal. I remember the ship looking sad and at times listing slightly and all but leaning against the pier side. Eventually and on court orders, the 41-year-old ship went to the auction block. Chandris Cruises, then well noted for buying secondhand passenger ships, grabbed the idle VICTORIA,



THE VICTORIA departing from Pier 42 in 1960.
(Moran Towing & Transportation Co)

but only for spare parts and furniture. Towed off to Greece, a second look by Chandris engineers changed the ship's future. She would be refitted as THE VICTORIA. Very popular and now in her third life, again with winter seasons in the Caribbean and summers in Northern Europe and the Mediterranean, the now slightly reduced 548-bed ship was later sold off, in 1992, to Cyprus-based Louis Cruise Lines, becoming the PRINCESA VICTORIA and mostly for cheap 3-day and 4-day package tour cruises. We saw her at Lisbon in August 1998 when she was specially chartered for use as a hotel during that city's Expo. With

the attacks of September 11th, 2001, when tourism promptly plunged, the ship had all but no passengers and was laid-up. In need of expensive repairs, marked with mechanical problems and all against her 65-year-old hull, she was finished. Her owners waited, however, for two years, and as the ship waited quietly, moored at Eleusis, near Piraeus, and among a collection of other elderly, out-of-work passenger ships. In the spring of 2004, she was finally towed off, under the name VICTORIA I, to Alang in India for scrapping. With five names, the old ship had quite a long career!



The sleek VICTORIA on a rare charter cruise visit to Providence, Rhode Island. (Bill Miller Collection)



Repainted in Chandris Cruises' colors and as the renamed THE VICTORIA, the ship is seen at Fort de France, Martinique. (Bill Miller Collection)

THANK YOU, GUEST EDITOR!

Special thanks to PONY Branch Chairperson Denise Dacey for guest editing the May and June 2023 issues of The Porthole while Bob Allen, the editor since 2012, takes a break. – Bob Allen

SHIP NEWS

By Bob Allen

TITANIC IMAGES: A digital imaging project has yielded new views of the TITANIC in spectacular detail. Seabed mapping company Magellan Ltd. captured the images, including 715,000 still photos and high-resolution video, during a six-week period in summer 2022. It took eight months to build the 3D model of the ship from the images. London-based Atlantic Productions will create a TV documentary about the project. The company's chief executive and creative director Anthony Geffen stated, "We're now going to write the proper science of the TITANIC." Geffen noted that the images are of extraordinary quality; a serial number can be viewed on one of TITANIC's propellers. Personal items in the debris field such as clothing and luxury liner supplies such as unopened bottles of champagne were also viewed and recorded. Atlantic Productions said the wreck was treated respectfully, and a flower laying took place in memory of those who perished in the disaster.

LIKE A NEW CRYSTAL: The resurrection of legendary Crystal Cruises brand took another forward step in late May. The 2003-built CRYSTAL SERENITY was dry docked in Trieste, Italy for the next stage of her extensive renovation. All public area and staterooms are being refurbished; remarkably, the ship will debut on July 31 with a significantly lower passenger capacity. Originally accommodating 1,070 passengers, the revised occupancy will be only 740 – a reduction in excess of 25 percent. Many cabins were combined into large suites, which accounts for the reduction. Public venues are being upgraded to allow diversified programming and culinary selections, and a shore power connection will be installed. After her inaugural season in Europe, CRYSTAL SERENITY will complete a transatlantic crossing, schedule to arrive in New York on September 27.



For her July reintroduction, CRYSTAL SERENITY's capacity and design are being modified to make her competitive in the rapidly growing luxury market. (Crystal Cruises)

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