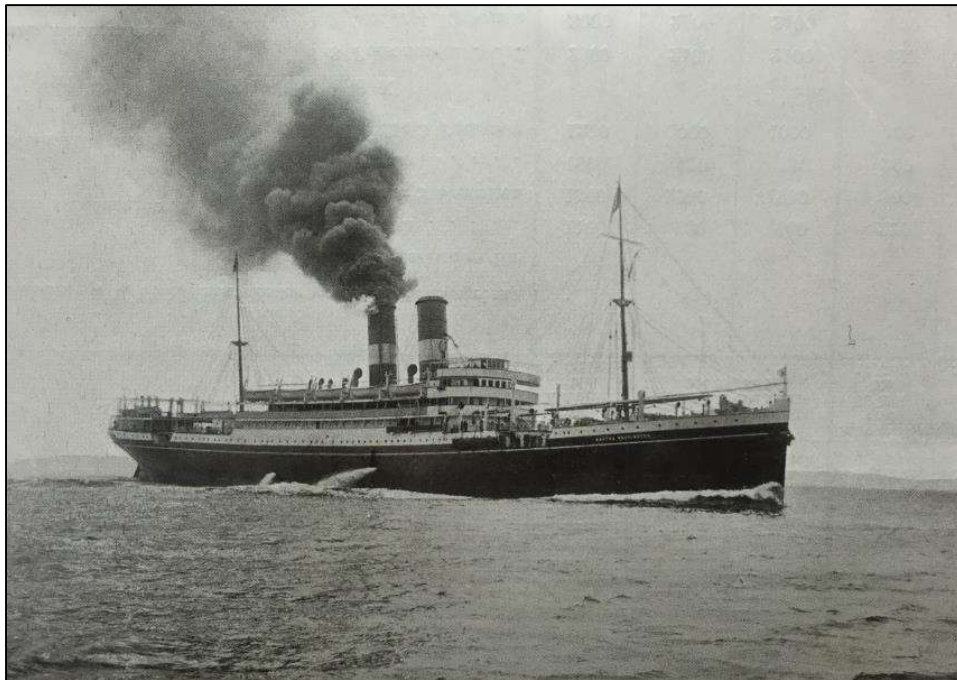




UPCOMING JULY MEMBER MEETING WHEN THE EAST WENT WEST

By William Roka, WSS-PONY Branch Member
Friday, July 28, 2023, 6:30 PM (6:00 PM doors open)

LIVE at the National Opera Center Rehearsal Hall and via ZOOM
330 7th Ave. at 29th Street, 7th Floor, Manhattan



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 logistics 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

Saturday, July 15, 10 AM - 11 AM: ENCORE presentation via ZOOM: "A Love for Liners" by SSHSA Ship History Center Curator Astrid Drew

Sunday, September 24, 10 AM – 11 AM LIVE and ZOOM Member Meeting & 11 AM - 3 PM Harbor Tour & Luncheon: "Exploring the Quarantine Islands" with historian Pat Salmon followed by SEA DART II harbor tour with luncheon. Join us the National Lighthouse Museum and pier, Staten Island.

**UPCOMING SEPTEMBER MEMBER MEETING & MEMBER OUTING:
EXPLORING THE QUARANTINE ISLANDS PRESENTATION
AND HARBOR TOUR WITH LUNCHEON**

By Pat Salmon, Author and Noted Historian

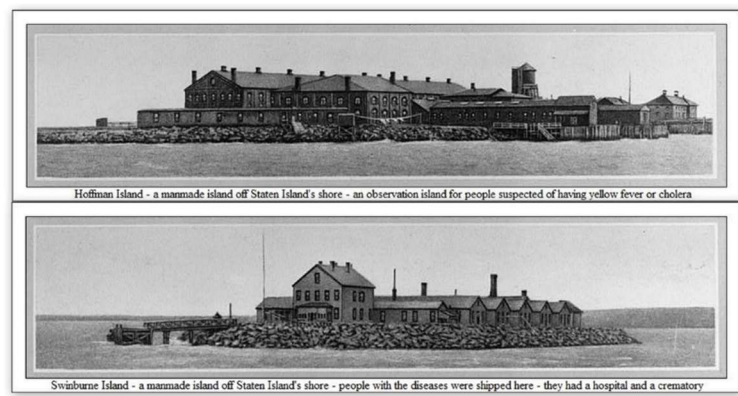
Sunday, September 24, 2023

10 AM - 11 AM Member Meeting

11 AM - 3 PM Sea Dart II Tour & Luncheon

**LIVE and via ZOOM meeting at the National Lighthouse Museum
SEA DART II embarkation and debarkation will be at the museum pier.
200 The Promenade at Lighthouse Point, Staten Island, NY**

After the famous burning of the Quarantine Hospital at Tompkinsville, Staten Island on September 1 and 2, 1858, something had to be done to accommodate the thousands of arriving immigrants with contagious diseases. The historic Hoffman and Swinburne Islands played a key role in our immigration history for decades. They were the first and sometimes the only stop for immigrants entering the United States.



Photos from www.nps.gov/places/quarantine-islands.htm

Join WSS-PONY Branch members for a 10 -11 AM presentation at the National Lighthouse Museum by noted historian Pat Salmon on the Quarantine Islands of New York before embarking on our boat, SEA DART II, where we will sail the Lower Bay to view the Quarantine Islands, Hoffman, and Swinburne. After viewing the islands, we will continue with a Staten Island circumnavigation before **returning** to the National Lighthouse Museum.

Embarkation Location and Times: The National Lighthouse Museum Pier, Staten Island. Boarding Time: 11 AM. The *Sea Dart II* will return at approximately 3 PM. All guests will disembark no later than 3:15 PM.

September Member Meeting at the National Lighthouse Museum: No cost.

Quarantine Islands Harbor Tour with Luncheon Fare: \$38 per member; \$53 per non-member guest (maximum of 1 guest). Non-member guests must be accompanied by a member.

Deadline and Reservations: Reservations may be made only by email to pdpdacey@embarqmail.com. The deadline for reservations (subject to space availability) is **Sunday, September 17**. Be sure to reserve early.

Once your reservation is confirmed you will receive an email with payment instructions and additional information and will be emailed as soon as they are received and on a "first come, first served" basis.

Questions? Contact Pat at 732-579-7665 or at pdpdacey@embarqmail.com.

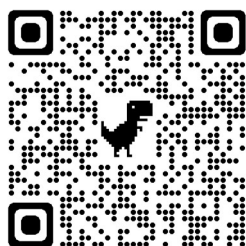
MEMBER PHOTO OF THE MONTH



NORWEGIAN GETAWAY in New York Harbor
(Photo: G Justin Zizes)

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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.

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

E-MAIL: wsspony@gmail.com

WEBSITE: www.worldshipny.com

SHIP'S LOG: MAY 2023 MEMBER MEETING
A REVIEW OF ASTRID DREW'S "A LOVE OF LINERS"

Review by Ted Scull

Our May membership meeting was held on a Sunday as the program segued into a specially designed guided tour of a TITANIC exhibition on display in Manhattan. The speaker was Astrid Drew, the archivist at the headquarters of the Steamship Historical Society of America located in Warwick, Rhode Island.

Astrid began with some background history of an organization that was formed in 1936 by a group of enthusiasts who had a passion for powered ships whether passenger liners, cargo ships, ferries, or working harbor vessels such as tugboats, pilot boats, refueling vessels, and the like. The organization, SSHSA, published Steamboat Bill, its quarterly magazine for many years, and now PowerShips, with researched articles and ship news accompanied by color photographs.

A newer and a big change for SSHSA was establishing a permanent headquarters that replace an office with a single employee while most of the society's collection was in storage. The new building, located just south of Providence on the Post Road in Warwick, Rhode Island, was transformed into a combination office building with storage facilities for thousands of images (photographs, slides, scanned slides), artifacts, memorabilia, books, and steamship posters. There are offices for the staff and spaces for meetings, presentations, research, visitors, and other activities. A fine collection of steamship posters adds a sense of drama and movement. Connect with the SSHSA team or schedule a visit to the history center for a first look or to engage in some serious research. (<https://www.sshsa.org/index.html>)

The informative talk and a bit of a social hour, those wanting joined Astrid for the relatively short walk to "*Titanic*, The Exhibition".



Views from the SSHSA Ship History Center, Warwick, RI

(Images: SSSA)

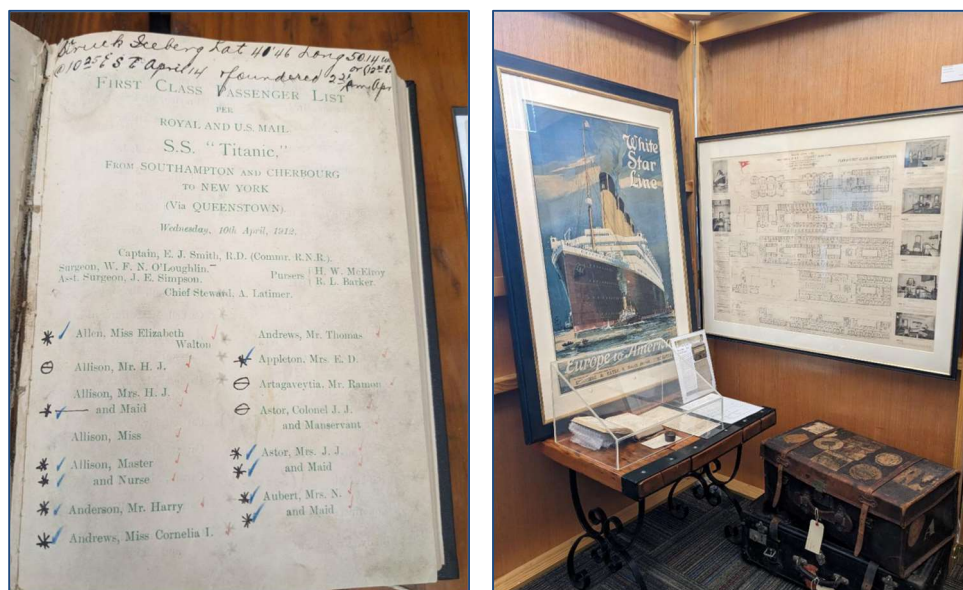
MEMBER OUTING: TITANIC, THE EXHIBITION

Review by Pat Dacey

On May 7, 2023, members and guests attending our May membership meeting were invited to view the new exhibit created by the Spanish Company Musealia with contributions by TITANIC historian Claes-Göran Wetterholm. The exhibition was a short 15-minute walk from our meeting location at the National Opera Center and a natural progression from the afternoon's program by Astrid Drew. In her presentation, Astrid included a segment dedicated to the Vincent M. Love Collection, now under the custodianship of the Steamship Historical Society of America (SSHSA). This collection with specific emphasis on TITANIC and White Star Line-related items includes beautiful lithographs and posters, as well as original TITANIC artifacts such as a first-class passenger list, a first-class deck plan, and a unique one-of-a-kind card catalog of passengers and crew from her fateful voyage.

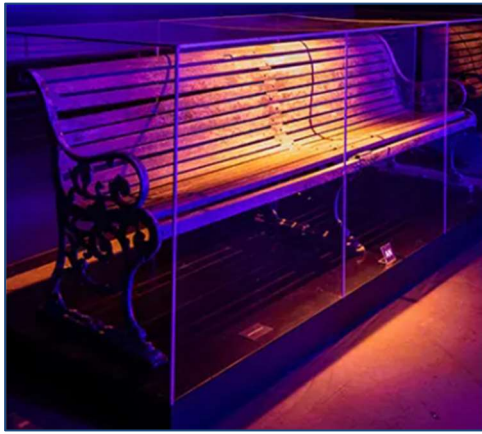
After viewing in digital format these wonderfully preserved items from the Love Collection, our members were ready to head off to "Titanic, The Exhibition" to continue our exploration of the historical events surrounding the ill-fated TITANIC.

"Titanic, The Exhibition" arrived in NYC during the fall of 2022, after a run in London and features over 200 original objects from TITANIC and her "sister" ships, in addition to life-size recreations of the ship's interiors, and photographs, handwritten letters, wayward keepsakes, and other personal belongings telling countless stories about the fates and heroic deeds of those on board.



Original First-Class Passenger List from TITANIC (left) and Original First-Class Deck Plan and related TITANIC ephemera (right)
(Images: Love Collection, SSHSA)

Having visited many TITANIC exhibits in New York City, New Jersey, Washington D.C., and Florida over the years, I found this one unique in the sense that it was not a large-scale display of artifacts brought up from TITANIC but was an intimate portrait of those that perished, survived or of the family members they left behind. The exhibit told the stories using original personal correspondence that was on display, some digitally enhanced, and an excellent 90-minute audio guide which included sound effects, music and testimonies from TITANIC passengers and crew.



Original exterior deck bench from *Olympic*
(Image: *Titanic, The Exhibition*)

The display of original items from OLYMPIC and BRITANNIC, including large scale pieces such as furniture, wood panels, decorative windows and deck fixtures were set against life size photographic backdrops of similar items on TITANIC. This effect was well done and allowed you to see not only the scale of the original items, but also the quality of craftsmanship and materials included in original construction.

The exhibit was well organized with a natural progression of TITANIC from her early planning to voyage embarkation through her sinking and subsequent discovery. The solemnness of the tragedy was maintained throughout, paying proper respect to the victims including a wall size passenger list dedicated to all who perished at the exhibit's end.



Original TITANIC lifejacket (left) and recreated first-class stateroom (right)
(Images: *Titanic, The Exhibition*)

"Titanic, The Exhibition" is still open with no official closing date on its website. It is worth a visit for those wanting a more personal experience associated with the history.

Post-Script: *The New York Times'* Christopher Kuo reported on June 23, 2023, in his article "At Attractions About the Titanic, Pondering the Fate of the Titan", "The final room of the exhibit featured a row of three screens displaying watery footage of the wreck that had been filmed by OceanGate, the company that operated the Titan, and whose founder and chief executive, Stockton Rush, was among those who perished in the June dive to the TITANIC.

**MEMBER OUTING: LIBERTY OF THE SEAS
4-NIGHT CRUISE OFFERED “LOTS”**

Review by Denise Dacey

Photos by Stuart Gewirtzman

May 23, to May 27, 2023, a 4-night cruise, Cape Liberty Cruise Port, NJ, to Halifax, Nova Scotia on the LIBERTY OF THE SEAS, affectionately called “LOTS” for short, did indeed offer a lot! First, it is an excellent value, enhanced by our group booking reservation, and then its convenient itinerary for the mostly New York area’s WSS-PONY members and friends joining the members and friends from SSHSA, the cruise sponsor. For the 20 attending members and friends, among the 4,002 cruisers on this voyage, it was a winner.



LIBERTY OF THE SEAS passing the Robbins Reef Lighthouse
after departing Cape Liberty (6/1/2023)

Arriving in Cape Liberty the parking queue was a bit slow due to the massive number of cars needing to pay and park. However, it was generally well organized and most importantly we scored an excellent parking spot with a short walk to the terminal. This was followed by a surprisingly efficient scheduled check-in with a small line for security and nearly no line to have our passports and accounts checked before boarding the ship. By this time, we were already connecting with others in our group.

As previously communicated to us the cabins would not be ready until about 1 PM but thinking ahead we had made lunch reservations for a group of four in the Chop House, a classic steak house, for a small added lunch fee. It did not disappoint with excellent service, atmosphere and perfectly prepared filet mignon, a full complement of sides and what seemed to me to be a not-too-sweet dark chocolate cake dessert.

Cabins ready, we had a very nice mid-ship outside cabin with a spacious balcony, large and comfortable bedroom area with a queen size bed, sofa, desk, mirrors, closets, and drawer storage spaces. The typical cruise ensuite facilities were offset by the slightly humorous completely cylindrical shower stall and sliding

doors, looking a bit like a science fiction “transporter”. It functioned fine for us but did limit movement especially any bending and it could be a bit tight for some passengers. The welcoming cabin was in good shape and clean.

The Royal Promenade atrium was three levels tall and seemed to extend nearly the full length of the ship. It was the ship’s town center and main street. There were typical cruise ship shops, offerings, and eateries to include a busy pizza parlor and Ben & Jerry’s. We enjoyed ourselves for a group SSHSA sponsored party and pints at the British-themed pub, the Hoof & Claw. Further along in the cruise we returned to the pub late one evening with a few of our member friends to enjoy some more of the friendly



The Royal Promenade on LIBERTY OF THE SEAS.



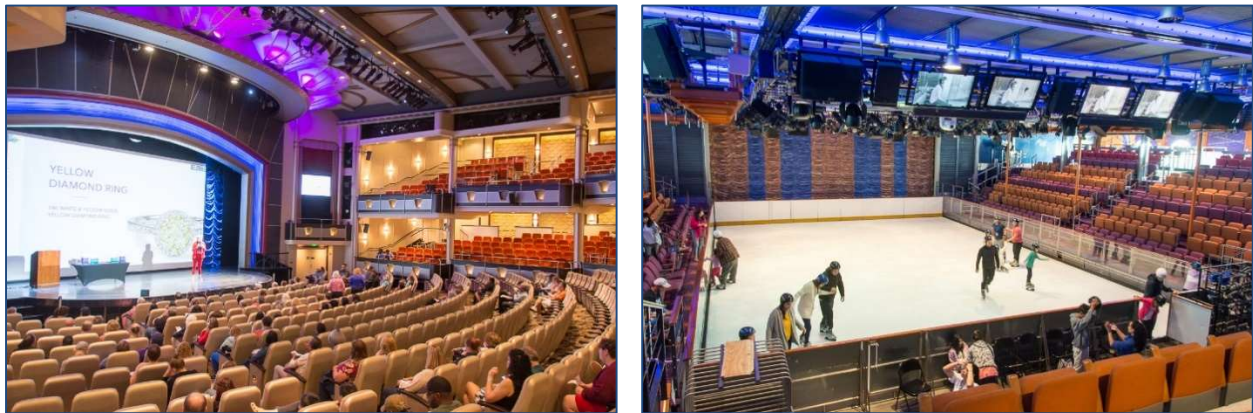
The Hoof & Claw pub on the Royal Promenade



PONY Branch members and friends enjoying the SSHSA-sponsored party & pints at the Hoof & Claw.

atmosphere complemented by a talented pub singer and his guitar. He played classics like Johnny Cash, Jimmy Buffet and more that naturally encouraged singing all around. The Royal Promenade also became a “Times-Square” style party-place on more than one occasion, including a 70’s party that was well attended by enthusiastic passengers encouraged by the energetic entertainment staff and a booming classic 70’s soundtrack.

Speaking of entertainment, it was good with plenty to choose from: an accomplished ventriloquist, a comedian, a Cirque-du-Soleil-style show, dancers, and musicians all around. These offerings and the Broadway musical “Saturday Night Fever” in the main show lounge, the Platinum Theater, were all well received by those in our group. The main venues were large, well-appointed with large and comfy seats and mostly good lines of sight. Many in our group also attended the ice-skating show at the Studio B ice rink and came away in awe of the talent of the skaters with their high speeds and dangerous moves. We heard that there was at least one Olympic skater among them. Being very close to the ice performers, in this small venue, very much enhanced the experience.



The Platinum Theater and the Studio B Ice Rink.

All day and evening onboard offerings were detailed on the Royal Caribbean phone app via the ship’s internet provided for its use. It took a little time to master the app functionalities and figure out the best internet phone settings, so I missed one or two entertainment opportunities earlier in the cruise, but I learned to like the app functions to schedule choices, with reminders, and even an option to text others in our group. The app was also available to book excursions and restaurant reservations. For those who prefer a paper-format of the daily program they were available by asking your room steward. We asked for one once but found the app better organized, easier to use and always at our fingertips.

The external spaces on the ship were largely water focused. Pools, slides, water fountain playground, hot tubs, surfing spot, and a SCUBA learning center too. Together they nearly filled entirety of one deck. Due to the very cool 40°F temperatures and two foggy sea days, hot tubs were well used but not the other water options. On our departure day I saw the tall two water slides running. However, there were no takers. Due to the cold weather the surfing activity, as far as we saw, remained closed through the entirety of the cruise. Notably and impressively all the water activities were closely monitored by a professional uniformed lifeguard staff. Other highly attended outdoor activities were rock climbing, basketball, pickleball and the soft-serve yogurt machine. There was vanilla, chocolate, or swirled cones dispensed by the paper-capped yogurt server!

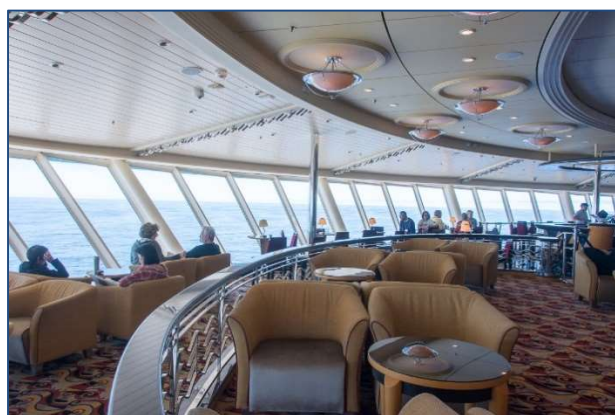
On the port outdoor decks and in the casino, I wish there were less allotted spaces for smoking. However, the very large casino was packed when open with both smokers and non-smokers alike. We only walked

through the casino on a few occasions. Even with the open casino smoking it seemed the air filtration system seemed to keep up well and kept neighboring spaces and the casino, when closed, clear and not stale smelling.



The main pools and "The Perfect Storm" waterslides.

The cruise would not be complete without a quiet location to enjoy a cocktail and good sea view. The best and least-crowded location for us was the "Olive or Twist" cocktail bar located in the "Viking Crown Lounge". Not perfect, but it checked nearly every box. We met others there on several occasions including a WSS-PONY Branch sponsored cocktail party where chilled Chandon was served. The bar service in this location as well as the earlier pub was professional and attentive.



The Viking Crown Lounge and WSS and SSHSA members and friends in the "Olive or Twist" cocktail bar.

Now in Nova Scotia the harbor-side wooden pedestrian walkway provided an enjoyable walk from our berth at Pier 22 at the Halifax Seaport. The weather was pleasant enough. Our visit to the Maritime Museum of the North Atlantic, admission covered by the SSHSA, was a good way to spend a few hours, learning about the city-leveling Nova Scotia ammunitions accident and explosion, the TITANIC disaster survivors and victims' recovery, viewing cruise ship models, other ship and boat models, Theodore the Tugboat television filming set and more. For shopping, a few of the shops visited on our last Halifax visit seemed to be closed; maybe it was too early in the tourist season. We found good shopping choices were open in and near the Halifax Seaport.



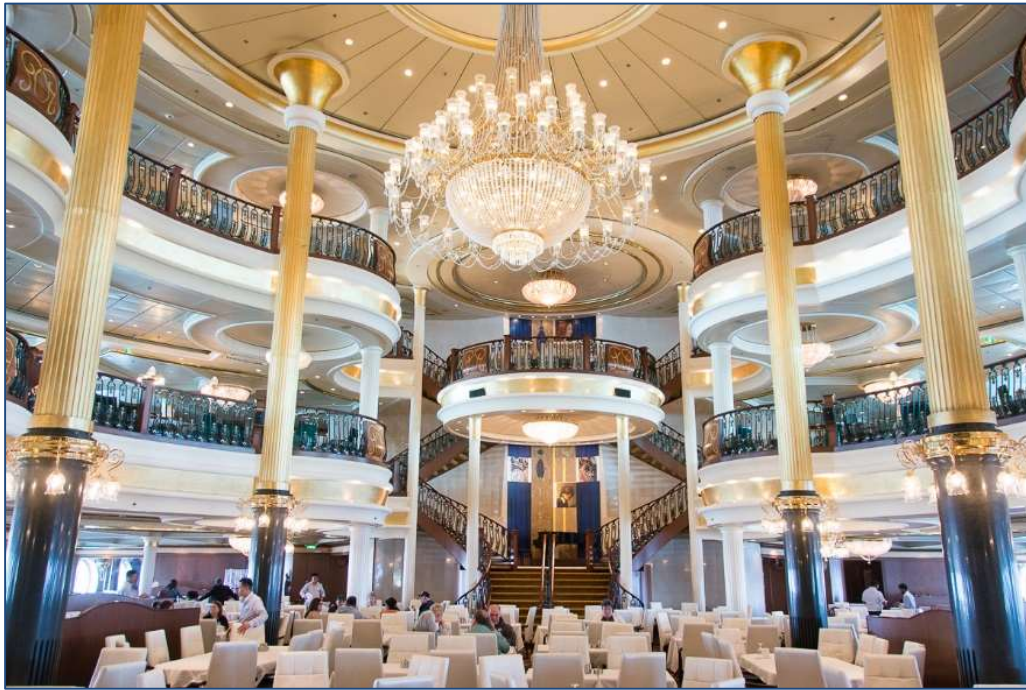
LIBERTY OF THE SEAS berthed at Halifax and the iconic 1803 Halifax Town Clock on Citadel Hill.



The Maritime Museum of the Atlantic and a model of the 1906 S.S. MAURETANIA on display.

The “LOTS” main dining room was a pretty and impressive 3-story venue. We found enjoyable choices for breakfast, lunch, and dinner for our 4-night cruise. We found no need to venture further to other “LOTS” added fees dining choices. We happened to have one lunch while in Halifax at the Windjammer buffet since the main dining room was closed at the time. It turned out to be a good meeting place as others in our cruise group returned from their explorations of Halifax. On this cruise some cruisers could have dressed it up a bit for the evenings. Our dining group got into the party spirit by dressing formally on formal night. The lower level where we dined with our “your time” dining plan was very nice although a bit tightly spaced in the center where many of the smaller tables were located. We ended up dining in the evening at a table for six with some of our group friends. We learned to ask for the table by number since the location was nice, nearer to windows and the service was excellent. A bit oddly, throughout the ship the wine choices were limited by wine type (chardonnay, pinot noir, etc.) rather than by offering a selection of brands from a wine list. The set-up certainly made our wine choices quick and easy. Also, the drink package was well worth it. We could not find any drink that was not included in the drink package, from classic martinis to Ben & Jerry’s milk shakes to Starbuck’s hot and cold drinks.

Before we knew it, it was our last sea day, still cool but a clear blue sky welcomed us towards home. Since it was such a short cruise, when we disembarked from the ship the next morning, we rolled our manageable bags off the ship ourselves. There were barely any lines and we stopped only momentarily at a US Customs facial recognition camera system before proceeding to the terminal exit. We exited the parking lot by 8:30am.



The three-level main dining room on LIBERTY OF THE SEAS.

This ship and its plentiful outdoor water amenities are best suited for weather that was warmer and clearer than the weather we had on our May cruise, but, even with the cool weather and fog on this trip, it was an excellent value and good fun. Given its large passenger capacity, surprisingly it generally didn't feel crowded. It was also very nice to connect with the 20 WSS-PONY Branch and SSHSA members and friends. No doubt this trip doesn't match some cruisers' preferences, but it can't be beat for an extended weekend get-away and a group get together.

WSS-PONY Branch and SSHSA members are discussing a 2024 group cruise opportunity. *Don't miss it!*

THANK YOU, GUEST EDITOR!

Special thanks to PONY Branch Chairperson Denise Dacey for guest editing the Summer 2023 issue of The Porthole. – Bob Allen

SHIPS IN PORT: EVA PERON & A SHIP NAMED BUENOS AIRES

By Bill Miller

In the late 1950s and into the early '60s, the Argentine State Line ran a regular service between Buenos Aires and New York. There was a passenger service that was offered every other week; the freighter service was weekly, however. The Company used a berth in Lower Manhattan, at Pier 25 at the foot of Franklin Street and was familiar to me from my crossings on the Lackawanna ferries, from Hoboken over to Barclay Street and back. A variety of freighters called at Pier 25, many of them World War II-built Victory ships. One of them was named BUENOS AIRES. A seemingly unimportant ship, she did have one claim to some maritime history. Legendary Eva Peron was once a passenger on the BUENOS AIRES.

What Aristotle Onassis was to Greek shipping, Alberto Doderó was to Argentina's maritime industry. Cleverly, Doderó amassed a large fleet of ships just after the War ended in the late 1940s. Doderó had purchased 5 surplus Victory ships from the US Government (and at very low prices) in 1946-47 and renamed the 7,600-ton ships as SANTA FE, BUENOS AIRES, CORDOBA, ENTRE RIOS, MENDOZA and TUCUMAN. First used as freighters, they were subsequently each refitted to handle (and profit from) the floods of European immigrants, mostly Spanish and Italian, heading for the East Coast of South America – for new and hopefully more prosperous lives in Argentina as well as Brazil and Uruguay. Offering very low fares, the ships were hardly in the luxury liner category: They were austere, slow, un-air conditioned, had limited public spaces, no amenities such as swimming pools, and presented very basic dormitory quarters with up to 50 bunk berths each. Each ship could carry up to 800 passengers (but, by the way, their return voyages were made purely as cargo ships – the passenger quarters were closed off).



Converted for migrant passengers, the CORDOBA, sistership to the BUENOS AIRES, had been the 1944-built NYU VICTORY. *(Photo: Bill Miller Collection)*

Alberto Doderó was a huge supporter of the new Peron regime in Argentina. He courted Juan Peron and his ambitious first lady-wife and offered money as well as his ships. In 1947, just after World War II ended and with Argentina wanting to strengthen its international image, Eva Peron set off on a two-month tour of Europe. It was dubbed the "Rainbow Tour". She was received by Spain's Franco, Portugal's Salazar and, in Rome, by Pope Pius XII. She visited Switzerland, toured Versailles, shopped madly, reportedly

bought huge amounts of jewels (from the likes of Cartier in Paris), but skipped England because King George VI and Queen Elizabeth refused to see her.

Because she was laden with luggage and her purchases, Alberto Doderio arranged for her to sail westward rather than fly. It was aboard one those simple, converted Victory ships, the BUENOS AIRES.

London-based Anthony Cooke has made a huge contribution to maritime history. He has written many superbly researched books and articles, owned his very own fine publishing company and been a longtime, very popular shipboard lecturer. In his series LINERS & CRUISE SHIPS, Tony researched and then wrote of Eva's crossing on the BUENOS AIRES (the former SMITH VICTORY, built at Baltimore in 1945). According to Tony, "After touring Europe, Eva and her party flew from Geneva via Lisbon to Dakar. Then, after taking on over 700 immigrants at Genoa on Aug 5th, 1947, the BUENOS AIRES headed for a special stop at Dakar en route to the East Coast of South America. On Aug 11th, Eva and her party boarded at Dakar for a 4-day crossing to Recife."



The BUENOS AIRES seen in her later days but as a pure freighter.

(Photo: Bill Miller Collection)

According to an Argentine maritime expert, no alterations were made to the simple little ship for its important passenger apart from the installation of a canvas swimming pool. The captain vacated his cabin for the First Lady -- while her companion took the First Mate's cabin and Alberto Doderio, the ship's owner (and of some 381 other vessels), moved into the Chief Engineer's cabin. During the voyage, Eva reportedly visited the ship's immigrant quarters and made a speech (in Spanish but to mostly curious, possibly bedazzled Italian immigrants).

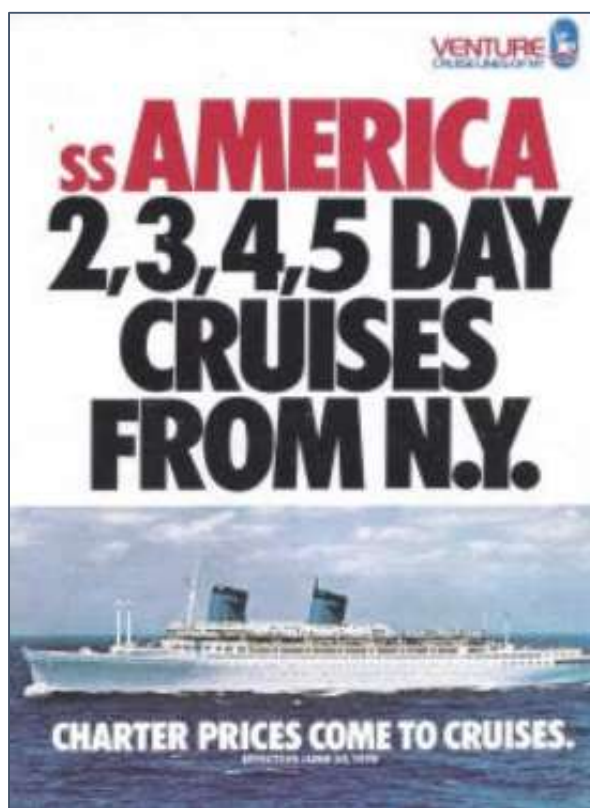
From Brazil, the First Lady later found her way to Montevideo. Then, she sailed across the River Plate and, in triumph and to huge waterfront crowds, into Buenos Aires harbor on the ferry CIUDAD DE MONTEVIDEO.

SHIP NEWS: THE 45TH ANNIVERSARY OF THE SS AMERICA'S RETURN TO THE PORT OF NEW YORK

By Tim Dacey

This month is the 45th anniversary of the SS AMERICA's return to the Port of New York under the management of Venture Cruise Lines of NY.

The ship had completed her service for Chandris and was laid up in New Zealand. Venture Cruises Lines of NY was founded by the management of Liberty Travel, a big travel agent company in the tri-state area at the time. Their brochures announced "charter prices come to cruises" effective June 30, 1978. "The \$135.00 all-inclusive price you're staring at in amazement is not a mirage. Or a one-time promotional gimmick. Or a ten-cabin come-on. It's very real, very low-priced cruise being offered as part of Venture Cruise Lines' fabulous summer and fall program aboard the sensational 2200-passenger SS AMERICA."



Original SS AMERICA promotional brochure
(Image: Tim Dacey Collection)

They were offering a series of cruises that were scheduled to sail between June 30, 1978, and October 23, 1978. Included were 2- and 3-day cruises to nowhere, a 4-day cruise to Halifax. 5-day cruises to Halifax and Martha's Vineyard, and six 5-day cruises to Nassau. Very impressive with no discussion of what the ship would do during the fall, winter, and spring. In preparation for this cruise schedule, SS AMERICA arrived in New York and went into dry-dock in Bayonne, NJ. Afterwards she went to the passenger terminals on the West Side of New York where she was painted with a dark blue hull and blue smokestacks with a red topping. Venture Cruise Line of NY did not plan to spend much on her "refit" and the results were disastrous.



SS AMERICA in New York Harbor

(Photo: Unknown)

She then sailed on a cruise to nowhere which was followed by a cruise to Halifax and Martha's Vineyard. Unfortunately, bad weather was encountered, and the ship revised her schedule without telling the US government about it. The onboard product was not "cruise ready" and the New York media jumped on the story. That essentially ended Venture Cruises of NY. The ship failed a health inspection by a wide margin and all future cruises were cancelled. Insult to injury, the US government fined the ship for not following its schedule.

The SS AMERICA sat at her berth until being auctioned off a few months later. Chandris repurchased her and the following year she re-entered service as the ITALIS. She was not successful in this role and spent years in lay-up in Greece. She was sold to become a floating hotel in Asia and was re-named AMERICAN STAR. Instead of towing her through the Suez Canal, her owners decided to tow her around Africa. While enroute, AMERICAN STAR went aground at Playa de Garcey on Fuerteventura in the Canary Islands on January 18, 1994. Over time, the wreck deteriorated, and was broken-up by the sea.

While Venture Cruise Lines of NY was not a successful company, it did bring the SS AMERICA back into the port of New York. SSHSA and PONY WSS members were surprised while, on the then annual harbor tour that the branch offered around July 4, the boat that the members were on came out of the Kill Van Kull and anchored in the harbor, the SS AMERICA was discharging passengers into tugboats. Many photos were taken, and much discussion started about why all of this was going on. Only later did we find out that the ship discharged some angry passengers before heading back out to sea. Little did we know that the entire venture would fail just a few days later.



ssAMERICA

(Iconography: Tim Dacey Collection)

Let's toast to the 45th anniversary of Venture Cruise Lines in the port of New York!

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