



UPCOMING JANUARY MEMBERSHIP MEETING

“GENESIS OF A QUEEN: QUEEN MARY 2”

By Dr. Stephen M. Payne, O.B.E.

Designer of the Cunard transatlantic liner QUEEN MARY2

FRIDAY, JANUARY 26, 6:30 PM

LIVE FROM THE UNITED KINGDOM Via ZOOM ONLY

Stephen Payne, designer of the Cunard transatlantic liner QUEEN MARY2, will present an illustrated lecture celebrating the 20th anniversary of the commissioning of the ship. "Genesis of a Queen: QUEEN MARY2" is a very personal journey on how the design of QUEEN MARY2 evolved and what makes her an ocean liner as distinct from a cruise ship. This is considered the definitive lecture about QUEEN MARY2.



Stephen Payne with Cunard's QUEEN MARY2 during her construction. (Stephen Payne)

ADDITIONAL UPCOMING MEMBER EVENTS

UPCOMING: Saturday, December 16, 10 – 11 AM, ENCORE presentation via ZOOM

“Death by Fire and Ice, The Steamboat Lexington Calamity” by Brian E. O'Connor

UPCOMING: Saturday, January 6, 10 – 11 AM, ENCORE presentation via ZOOM

“European Immigration to Canada and the U.S.” by Ted Scull

Reservation Link: <https://worldshipny.com/event/pony-branch-holiday-party-4/>



YOU ARE INVITED TO A

HOLIDAY PARTY

\$35/MEMBER & \$45/GUEST (NO LIMIT)
TO INCLUDE 2 BAR DRINKS AND A
DELICIOUS SELECTION OF SMALL PLATES
IN A PRIVATE FESTIVE SETTING

RESERVE NOW ONLINE OR SEND CHECK TO
WSS PONY, PO BOX 384, NY, NY 10185-0384

SUNDAY JANUARY	7	2PM – 5PM
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THE CHURCHILL TAVERN
45 East 28th Street
New York, NY 10016



MEMBER NEWS



DISNEY TREASURE makes a memorable parade debut, NYC (Pat Dacey Collection)



JEWEL OF THE SEAS at the Royal Dockyards, Bermuda (Tom O'Reilly)
November 2023, The O'Reilly's enjoyed their Royal Caribbean cruise from Cape Liberty NJ.



BRITANIS (left) MERAVIGLIA (right)

(Courtesy Chuck Crawford)

August 2023, Cathy and Chuck Crawford celebrated their 70th cruise! **Congratulations!**

Additional 2023 Sailings: HEIMDEL, Lyon to Provence, France in March

KVASIR Antwerp, Belgium to Amsterdam, Netherlands in October



November 2023, Denise and Pat Dacey traveled 14-days on the Nile River from Cairo to Aswan, Egypt, on the S.S. MISR (Built 1918). (Denise Dacey)



November 2023, Egypt, Denise and Pat Dacey travelled upriver on the Nile, Egypt, encountering the "Death on the Nile" Agatha Christie novel inspiration and film locale S.S. SUDAN (Built 1922). (Denise Dacey)

SHIP'S LOG: A REVIEW OF TED SCULL'S "IMMIGRATION BY OCEAN LINER"

By Stuart Gewirtzman

For much of the 19th century and well into the 20th century, large numbers of Europeans desired to immigrate to the Americas, prompting shipping lines to build ever larger and faster ships to meet the demand. While we often hear about the luxurious accommodations provided to first-class passengers on the grand ocean liners, it was the souls in steerage who filled the ships and generated the profits for the shipping lines. At our November/December membership meeting, Ted Scull entertained those attending via Zoom and in-person at the National Opera Center in Manhattan with a wide-ranging program on the ships, shipping lines and terminals that accommodated this important trans-Atlantic trade, and how it fluctuated over the decades up to the 1960s. A past-chairman of the PONY Branch, Ted is a world traveler, author, lecturer, and co-owner of the award-winning website QuirkyCruises.com.

Ted started his program by introducing us to German shipping magnate Albert Ballin who, in the latter part of the 19th century and early 20th century, was general director of Hamburg-America Line, once the world's largest shipping line. In addition to being credited with conceiving the very first ocean cruise offered to the public, Ballin also created a then-novel one-ticket service to accommodate the immigrant trade. Europeans immigrating to the Americas on Hamburg-America Line could purchase a complete package that included not only their shipboard accommodation, but all land transportation and shoreside accommodations enroute between their point of origin and their destination. Migrants awaiting departure from Hamburg were housed in a company-owned dormitory complex that could house thousands of people at a time which became known as "BallinStadt".

Ted then briefly touched on another German shipping line, the Hamburg South America Line, before relating some of his own family's immigration history. His mother's side of the family were German Lutherans who immigrated to Ohio in the 1840s to escape unrest, while his father's side of the family were Quakers from Wales who immigrated to Philadelphia in 1685 to escape religious persecution. He also noted that his late wife, Suellen, immigrated to the U.S. from Australia.



EMPRESS OF SCOTLAND in Liverpool, England

(Ted Scull Collection)

The presentation then turned to shipboard life in steerage class which Ted illustrated with a variety of historic photos and images of museum displays showing shipboard accommodations including berths and dining facilities. He also made note of the importance of postcards which immigrants used to communicate their safe arrival to family back home. Many of these cards featured images of the vessels on which they traveled. Along

with their journey aboard ship, the immigrant experience included the terminals from which they departed and to which they sailed. Ted presented a variety of historic images of some notable terminals used by immigrants from Europe. Included were images of the impressive train station in Amsterdam, the Wilhelminapier in Rotterdam which was the historic home of Holland America Line (HAL), Cunard and Union Castle Line ships at Southampton, and Cunard ships using the landing stage on the River Mersey in Liverpool. Canadian Pacific ships calling at Liverpool were also featured leading to a discussion of Canadian Pacific and its role in British immigration to Canada. After a discussion of the BATORY, a much-loved Polish liner that transported British gold to Canada for safe keeping at the start of World War II, Ted moved on to Halifax where the former immigration station at Pier 21 is now the Canadian Museum of Immigration. In a brief digression, Ted told the story of when, as a young employee in Holland America Line's New York office, he had to arrange rail transportation to New York for passengers from the SEVEN SEAS, a liner which carried immigrants and students that had broken down off the Canadian Maritimes. Another ship profiled was the STEFAN BATORY, a former HAL ship that was later transferred to Poland and was one of the last ships in the immigrant trade to Canada. Ted sailed on her in the 1980s and treated us to several stories and images from his time aboard.

Ted then took us back to New York Harbor for historic shipboard scenes and images of Ellis Island, the Chelsea Piers, and the rail terminals used by immigrants to continue their journey to other parts of the country. He also showed a poignant photo of the wreck of the Ellis Island ferry that transported more than a million immigrants from the island to new lives in America.



STEFAN BATORY, Montreal, Canada

(Ted Scull)

Using photos of various Cunard ships, Ted touched on the British war brides of American servicemen who immigrated to America at the end of World War II. He also used a variety of historic images to profile ships of some of the other lines carrying immigrants to New York in the 20th century, including those of Holland America Line and the United States Lines. Images of Hamburg-America Line's S.S. ALBERT BALLIN of 1923 were used to introduce a brief discussion of the effects of restrictive U.S. immigration laws in the 1920s. Ted concluded his presentation with images of Italian Line ships in both New York and Italy.

Our thanks to Ted Scull for an engaging program on European immigration to the Americas and the ships and companies that carried the immigrants to a new life.



2024 Membership Renewal

It's time to renew your annual membership in the World Ship Society - Port of New York Branch!!

Don't miss out on the interesting programs, special activities and issues of *The Porthole* newsletter that are in the works for the coming year. The deadline for 2024 membership renewal is **December 31, 2023**.

Please renew now via our website at <https://worldshipny.com/> by clicking the "Become a Member" button and then select "Membership Renewal" from the drop-down menu. Payment via the PayPal website can be made using a debit card, credit card or PayPal account. **You can also send the completed membership form shown below to: World Ship Society - Port of New York Branch, Attn: 2024 Membership, P.O. Box 384, New York, New York 10185-0384.**

As in the past, Family membership at both the Regular and Patron levels includes one additional person in the same household. Members renewing at the Patron level will have priority access to special events with capacity limitations. Our member dues and printing fees have not increased for the 2024 membership year.

Communications from the PONY Branch, including issues of *The Porthole*, are sent via email. Make sure that we can reach you by providing your email address. If you do not have an email address, correspondence can be sent to members via U.S. Mail for an additional \$15 fee to offset printing and postage.

If you would like to additionally renew or apply for membership in our parent U.K. organization: the **British World Ship Society** and receive its monthly *Marine News*, please go to <https://www.worldshipsociety.org/> for details.

Thank you for your continued membership in the World Ship Society - Port of New York Branch.

* * *

For U.S Postal Service membership members and for those renewing by mail:

Member Name _____

Additional Name (Family Membership) _____

Address _____

City _____ State/Country _____ Zip _____

Email Address* _____

Telephone _____ (Please check one: ☐ home ☐ cell ☐ work)

We will not disclose or otherwise disseminate anyone's email address or personal information to any other person, group, organization, or agency, except as required by law.

☐ Regular Single (\$45)

☐ Patron Single (\$65)

☐ Regular Family (\$70)

☐ Patron Family (\$90)

***The Porthole newsletters and other PONY Branch correspondence are sent via email.**

☐ **+\$15 for printing and USPS mailing costs if you don't have an email address.**

Total amount enclosed: \$ _____

JOIN THE FUN ON A SSHSA 5-DAY/4-NIGHT CRUISE ON THE CARNIVAL RADIANCE

**November 11 – 15, 2024
Long Beach and Catalina
Island, CA, Ensenada, MX**



**SSHSA 2024 Annual
Meeting & special pre-
cruise events will be held
onboard the legendary
Queen Mary Hotel
Long Beach, CA!**



CRUISE DETAILS

Interior \$222/pp

Ocean View \$284/pp

Balcony \$382/pp

+taxes

**Includes private cocktail
party & other group perks!**

**\$100/booking refundable
deposit until 7/15/24.**

**Call CARNIVAL directly at
866-721-3225 with SSHSA
group #W3G9H4 to reserve.**

**OPTIONAL
QUEEN MARY HOTEL
FOR 1, 2, OR 3
NIGHTS**

Nov 8 – Nov 10, 2024

\$199/night +taxes/fees

**No cancellation fee until
8/29/24.**

Group reservation link: [Steamship Historical Society](https://www.steamshiphistoricalsociety.org)

Questions email link: info@sshsa.org

SHIP NEWS: “CHANGES IN LATITUDE” FOR COSTA ATLANTICA

By Pat Dacey



Photo Sources: Cruise Industry News and Wikipedia

On December 4th, Margaritaville at Sea confirmed the news that many in the maritime and travel trade industry were anticipating - the addition of a second ship to its fleet. According to a press release, the MARGARITAVILLE AT SEA ISLANDER will serve as the company's flagship sailing from Tampa, Florida to offer an “entirely new way to float into island time.”

Scheduled to begin her “*Floridays*” cruising on June 14, 2024, the fully reimagined former COSTA ATLANTICA will sail four and five-night cruises with stops in Key West, Cozumel, and Progreso, expanding the growing cruise line's itinerary availability to include “*Mexico*”.

No longer limited to sailing from “*One Particular Harbor*”, MARGARITAVILLE AT SEA ISLANDER will more than double passenger capacity providing more opportunities to extend their “*Holiday*” with a longer “*Sea Cruise*”.

Immediately following the announcement, it seemed that “*Everybody's Talkin*” on many of the cruise blogs about the former COSTA ATLANTICA and anxious to have a “*First Look*” at the new expanded offerings.

COSTA ATLANTICA was built in 2000 and is one of four Costa ships built during the 2000's that were designed with many features that allowed for travel to a wide array of destinations to include “*The Far Side of the World*”. The COSTA ATLANTICA was built on the same platform as her four Carnival Spirit class ships. The ship was originally 85,619 tons with a capacity for 2,114 passengers with a length of 959ft and a 127ft maximum breadth. Each passenger deck on COSTA ATLANTICA was named after a movie by the Italian director Federico Fellini and was decorated with Carrara marble, Murano glass accents, and in-laid mosaic tile like with Costa LUMINOSA. She also replicates Venice's Florian Café.

CSSC Carnival Cruise Shipping Ltd received its ship on 12 January 2020 marking the beginning of a China-based cruise company to serve Chinese cruise travelers with its own cruise line. The ship never entered service for the line and was resold for further trading. Her sister ship, the former COSTA MEDITERRANEA did however enter service with Adora Cruises and was renamed MEDITERRANEA.

MARGARTIVAVILLE AT SEA ISLANDER is currently undergoing an extensive transformation in Europe, which will fully redesign all 1,100 staterooms with custom styling reminiscent of the sand, sea and sky and all new furnishings including Margaritaville-branded signature bedding, pillows, and linens. The ship will feature a 14-story atrium with a unique nautical “*Margaritaville*” flip flop and a lively atrium bar with three awe-inspiring multi-story floating margarita glass chandeliers. The vessel will also introduce many new innovations like the only three-story poolside LandShark Bar at Sea and a Margaritaville-inspired cornhole and mini-golf course providing passengers with a “*License to Chill*”. “We are excited to expand our cruise line with the launch of MARGARTIVILLE AT SEA ISLANDER as our flagship vessel,” said John Cohan, CEO of Margaritaville Holdings. “The addition of this ship will allow our guests to visit more island destinations and, while at sea, enjoy a broader and more elevated range of fun and signature Margaritaville onboard experiences.”

(Editor's Note: Did you catch all the iconic Jimmy Buffet song titles in this month's SHIP NEWS?)

SHIPS IN PORT: SUMMER CRUISES ON THE BRETAGNE/BRITTANY

By Bill Miller

I remember this ship, dressed in flags, wearing the then unusual "X" on her blue funnel, and making her way down along the Hudson. She had sailed at 11 on Saturday mornings from French Line's Pier 88. She was indeed an unusual caller, chartered to Manhattan-based Caribbean Cruise Lines. The 16,335-ton, 1,200-passenger ship was running a summer schedule of 13-night Caribbean cruises. In her first season, in 1961, she came as the BRETAGNE; by the second summer, in 1962, she reappeared but as the renamed BRITTANY.



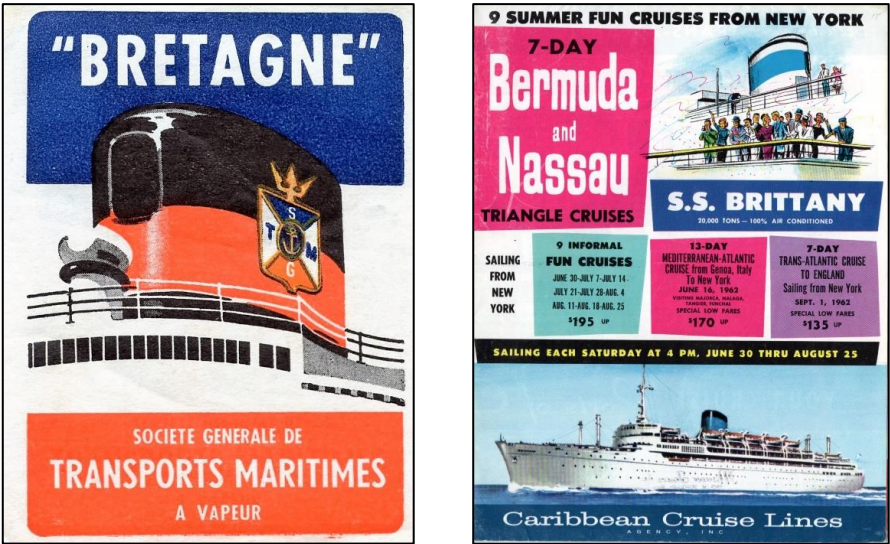
Saturday morning: The BRETAGNE departs from Pier 88. *(Bill Miller Collection)*

Owned by the then newly formed Chandris Lines, the 581-ft long ship had been French in its first life, constructed in 1950 for Transports Maritimes Marseille. She and a sistership, the PROVENCE, were created for South Atlantic service between Marseilles, Genoa, Naples, Barcelona, and Dakar across to Rio de Janeiro, Santos, Montevideo, and Buenos Aires. However, when that service began to decline, the BRETAGNE was first chartered and then sold to Chandris in September 1961. "She was our 'ship of destiny'," recalled former Chandris vice-president and senior designer Dimitri Kaparis. "She was the second liner for our then new, highly successful Europe-Australia liner service [begun in 1959 with the liner PATRIS], but, more importantly, the first Chandris passenger ship to enter the American cruise business. Chandris chartered the ship beginning in June 1961 following an extensive refit and modernization at a Genoa shipyard. The BRETAGNE was much improved nearly from 'top to bottom'. While the ship would retain her French name, registry and even her crew for some time [to appease the French seamen's unions], the plan was to use her in Australian service [to be extended to include Southampton], but Mr. John Smith of New York-based Caribbean Cruise Lines appeared and offered to charter the BRETAGNE at a rate of \$6,500 a day. Mr. Anthony Chandris, the Company founder and president, was not interested. He felt the Europe-Australian service was far more promising. However, Mr. Smith persisted. He wanted the ship for cruises from New York. Reluctantly, Mr. Chandris finally agreed.

In June 1961, the BRETAGNE sailed empty across the Atlantic to Boston and ran a 7-night cruise to Bermuda. Although under charter to Caribbean Cruise Lines, this was the very first Chandris cruise from an American port. Afterward, the ship sailed to New York to begin a summer season of 13-day Caribbean cruises, calling at Port-au-Prince, Cristobal, San Blas, Cartagena, Kingston, and Nassau. Fares began at \$325. Mr. Kaparis added, "During one of these Caribbean cruises, Mr. Chandris and I visited the new and lavishly refitted VICTORIA of the Inces Line. Mr. Chandris was not just impressed, but enormously impressed. He felt the converted VICTORIA was a first-class cruise ship. He predicted that one day Chandris Lines would enter American cruising fulltime and, as he foresaw, 'with ships just like the beautiful VICTORIA'." [In fact, Chandris would buy the VICTORIA almost fifteen years later, in 1975.]

BRETAGNE's inaugural Caribbean cruises were a huge success. She had a 95% occupancy rate. She returned to Europe that September with a 7-day New York-Southampton crossing that had fares beginning at

\$135. That too was a great success. Soon afterward and before entering her intended service to Australia, she hoisted the Greek flag, but remained as the BRETAGNE.



A distinctive baggage tag for the BRETAGNE while in French service (left) and a Brittany 1962 brochure (right)
(Bill Miller Collection)

In the spring of 1962, the ship had another refit which included the installation of a 500-seat show room, a popular amenity to American cruise passengers. It was also renamed BRITTANY as it seems the Australians could never quite correctly pronounce BRETAGNE. Yes, the full refit was not complete. While crossing to New York and throughout the summer, 60 technicians and workers were aboard, making further changes, improvements, and additions, and all while done without annoyance to the passengers. This “refits at sea” process was a huge success for Chandris. It would become a great ingredient to the future success of Chandris Lines.

Again, under charter to Caribbean Cruise Lines, the BRITTANY was placed on an even more successful 7-day cruise pattern: New York-St George’s, Bermuda-Nassau-New York. Mr. Kaparis added, “That summer, we knew that week-long cruises would be a great part of our future – a great part of Chandris in America.”

A longer season of cruises was planned for the following year, but sadly, on April 8th, 1963, the BRITTANY was destroyed completely by an accidental welder’s fire while lying at the Skara Manga shipyard near Piraeus. Burnt out, partially sunk and declared a complete loss by marine underwriters, she was salvaged, but only to be sold to Italian scrappers at La Spezia. Mr. Kaparis concluded, “The loss of the BRITTANY was especially sad – it delayed our full entry into the U.S. cruise market for some six years, until the summer of 1968, when we added the rebuilt AMERIKANIS.”

* * *

Members may submit the following for consideration for publication in The Porthole: member photos, news, cruise 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 WSS-PONY Branch.

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