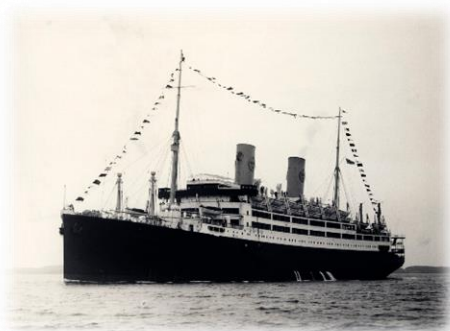




"SWEDISH TASTE ON THE HIGH SEAS"

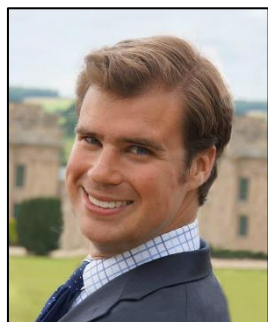
By Christian Roden

Friday, May 17, 2024, 6:30 PM
JOIN US VIA ZOOM



(Photo: www.wikipedia.org)

Swedes have been sailing to America since 1638, bringing their language, cultural traditions, and handicrafts. By the 1920s, the new frontier of Art Deco set trends for consumer markets, and American audiences began developing a taste for Swedish design. A major factor in this trend was the Swedish ocean liner KUNGS HOLM, one of the first ships to use the Art Deco style in her passenger quarters. Not only did her interiors prove wildly popular, but they also influenced the development of land-based buildings, particularly the American Swedish Historical Museum in Philadelphia. Join maritime historian Christian Roden for a discussion about the forgotten connections between this ship and the development of Swedish-American museums in the United States during the roaring twenties!



Christian Roden holds an MA in material culture studies from the University of Delaware, and a BA in English, art history, and studio art from Washington & Lee University, with additional studies at St. Anne's College, Oxford and École France Langue. After earning his BA, he was selected Fulbright Research Fellow to France based at Association French Lines in Le Havre, where he immersed himself in everything related to the S.S. ÎLE-DE-FRANCE. Christian currently works for the Children's Hospital of Philadelphia Foundation and has a wide range of professional experience in the museum, cultural heritage, and higher education sectors. He has designed and curated museum exhibits, contributed and appeared on the History Channel's *Secrets of the Lost Liners*. He also publishes and lectures widely.

MEMBER EVENT

SATURDAY, JUNE 15, 2024, 10 AM ENCORE Presentation
"VICTORIA OLD AND NEW" by Tom Rinaldi

“UNVEILING QUEEN ANNE: THE NEXT IN A FINE LINE”

By Pat Dacey

Friday, June 21, 6:30 PM

JOIN US VIA ZOOM



QUEEN ANNE completing sea trials in February (Photo: Cunard Line)

In 2017, Cunard announced the order of its fourth ship with delivery originally planned for 2022. However, due to the pandemic the ship was not delivered until this past April and her maiden voyage was delayed until May 3, 2024. She is named after Queen Anne who reigned as sovereign between 1702 and 1714, who achieved the unification of Great Britain and enabled great progress in the arts and education.

Pat will present a program on Cunard's' 249th passenger ship, QUEEN ANNE from construction to her Naming Ceremony in Liverpool as part of The British Isles Festival Voyage. Pat, with his wife, Denise, will be on board for this special voyage and will attend the naming ceremony to provide our members with a firsthand account of the new ship and her celebration festivities.



Pat Dacey has had a lifelong interest in passenger ships. He joined the Steamship Historical Society of America (SSHSA) in 1976 as a student member as well as a family member of the World Ship Society – Port of New York Branch. A veteran of more than 90 voyages and crossings, he is the former WSS-PONY Branch Chairperson and is its current Vice-Chairperson. In addition, he currently serves as the SSHSA National President. Pat is an active presenter, writer and contributor on travel and ship history. Pat retired as a Lieutenant of County Detectives after spending 30 years in law enforcement with the Middlesex County Prosecutor's Office. He is a graduate of Jersey City State College and went on to earn a master's degree in human resources, design, and training from Seton Hall University. In addition, Pat is also retired after 25 years with the reserve component of the United States Army with the rank of Lieutenant Colonel.

MEMBER NEWS

MEMBERS VISIT TRAINING SHIP EMPIRE STATE VII & SUNY MARITIME MUSEUM



(Photo: Stuart Gewirtzman)

On a recent beautiful and breezy Sunday morning, SUNY Maritime College welcomed 26 WSS-PONY Branch members and guests to the recently delivered training ship, the EMPIRE STATE VII, the first of five new government-owned National Security Multi-Mission Vessels (NSMV's). Built by Philly Shipyard in Philadelphia, PA, it is the first of five sister training ships with floating classrooms for 600 cadets while at sea for the nation's five state maritime academies. She also serves as a humanitarian and disaster relief platform with accommodations for up to 1,000 and features modern hospital facilities and a helicopter pad.



(Photos: Rose Tanzi)

With many steps and stairs to climb and descend, attendees enjoyed exploring the new ship and its state-of-the-art facilities including a roll-on roll-off loading facility, simulator labs, duplicate engine rooms and a second fully functional duplicate training bridge located below the primary bridge. Some members, after seeing the comfortable and well-appointed cadet and crew facilities were ready to sign up for a tour. The EMPIRE STATE VII is soon heading out for its second training assignment in the coming months.



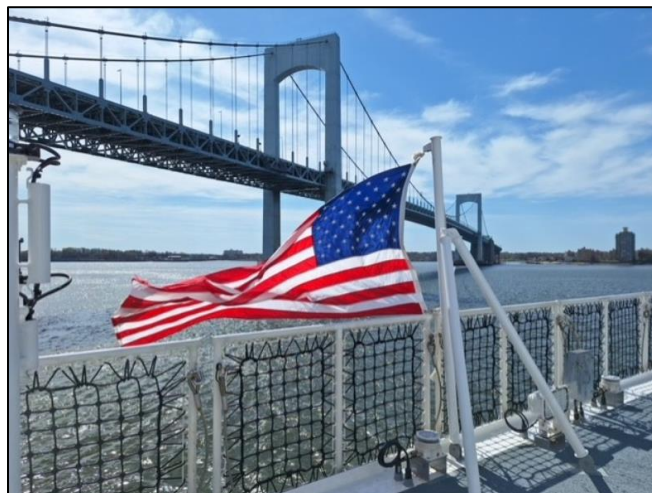
(Photos: Charles and Catherine Crawford)

After refueling with lunch in the campus “Mess Deck”, members, many for the first time, enjoyed The Maritime Industry Museum housed in the historic Fort Schuyler, with its many unique exhibits, models, ephemera, and artworks. What stood out to some of our members? Don Stoltenberg maritime artworks, an extensive Grace Line exhibit area, and a Brooklyn Shipyard diorama at the time of WWII.



(Photos: Stuart Gewirtzman)

WSS-PONY Branch extends its sincere thanks to CAPT Jimmy Zatwarnicki, USMMA Assistant Dean and WSS- PONY Branch Board Member for arranging our visit and tours.



(Photo: Rose Tanzi)

SHIP'S LOG

“VICTORIA OLD AND NEW” by Tom Rinaldi with Ted Scull

Review By Stuart Gewirtzman

At our April virtual membership meeting the WSS-PONY Branch once again welcomed long-time member Tom Rinaldi as our presenter. In addition to being an author, photographer and architectural designer, Tom has traveled the world in search of historic and unusual passenger ships. His previous presentations have chronicled his travels in East Asia in search of preserved passenger ships including the Italian Line's motorship AUGUSTUS; sailing along the Senegal River in West Africa on the BOU EL MOGDAD, a former overnight passenger, freight, and mail ferry converted to a luxury cruise vessel; and a ten day, 3,000-mile trip from Singapore to Papua, New Guinea, aboard vessels of the Indonesian State Shipping system.

During his most recent program, we journeyed with Tom on his 2023 trip to Tanzania to sail on the NEW VICTORIA which has provided service across her namesake lake for most of the last 60+ years. Lake Victoria, which is bordered by Kenya, Uganda, and Tanzania, is one of the three largest African Great Lakes which also include Lake Tanganyika and Lake Malawi. Each of these lakes has its own ferry service featuring unique vessels. As the NEW VICTORIA she sails a relatively simple 150-mile route across the lower end of Lake Victoria between Mwanza and Bukoba,



NEW VICTORIA's route on Lake Victoria



NEW VICTORIA in Bukoba, Tanzania.



Tom's program focused on the vessel itself, and the history of the ferry and rail operations in the region. To reach Lake Victoria, Tom first flew to Dar es Salaam, Tanzania. From there he could have caught a connecting flight to Mwanza but instead chose to take a two-day, 750-mile journey by train. This seemed appropriate given that the histories of the railway and the lake ferries are intertwined. Two rail routes once connected the coast to Lake Victoria: a northerly route through Kenya (the "Uganda Railway") built by the British and completed in 1901, and a more southerly

route through Tanzania (the "Central Line") built by the Germans about ten years later. After World War I, Great Britain assumed control of much of German East Africa and consolidated the rail and ferry service networks. Beginning in 1948, coordinated rail and ferry services were provided by the East African Railways and Harbours Company which also operated bus routes and a network of hotels. The EAR&H continued operation even after Kenya, Uganda, and Tanganyika (today's Tanzania) achieved independence in the 1960s, but it was eventually broken up in the 1970s and divided among the three countries. Today, only the former Central Line serves Lake Victoria. However, when he reached Dar Es Salaam, Tom was surprised to find a new electrified rail line being constructed to Lake Victoria by Turkish and Chinese interests. Learning that the days are apparently numbered for the more than 100-year-old Central Line made him glad of his decision to take the train. Forty-four hours, two trains and 66 stations later, Tom reached the railway terminal in Mwanza where a short walk brought him to the port and the NEW VICTORIA.

When it was formed in 1948, the EAR&H found itself with a large but outdated fleet of vessels and started planning but never fully realized its fleet renewal project. The first vessel was the R.M.S. VICTORIA which was originally constructed to provide round-the-lake service that was then operated by two vessels built prior to World War I, the S.S. RUSINGA, and the S.S. USOGA. Tom showed us some of the research he conducted into the history of the R.M.S. VICTORIA, including a builders' book he found in the NY Public Library documenting her construction in Scotland at Yarrow Shipbuilders on the Clyde. Interestingly, the VICTORIA was not actually launched on the Clyde, but instead was disassembled and put in crates for shipment to Mombasa, Kenya, where it was put on the Uganda Railway to Kisumu (Kenya's port on the lake), reassembled with local labor, and launched into Lake Victoria in 1960 and entered service in August 1961.

Following 54 years of service, the VICTORIA was laid up in 2015, but due to considerations both political and practical, she was given a full refit in 2019 and reentered service in 2020 as the NEW VICTORIA.

Tom gave us a tour of the ship comparing historic and present-day photos and deck plans. He found that her general arrangement is little changed from when she was built. The VICTORIA originally had three classes of service—Third Class, Intermediate Class and First Class, and there are still three classes of sleeping accommodation today, Economy Class, First Class, and VIP Class. There are still three public rooms. There is the former Observation Lounge which continues to function as a bar, the former First-Class Dining Saloon which still functions as the ship's restaurant, and the former canteen for Intermediate Class passengers which now functions as a lounge. A tea bar for Third Class passengers located on the well deck continues to serve its original purpose. In addition to cabins, airline-style seating has been added for Economy-class passengers. As is typical for lake vessels in Africa, passengers make their way around the ship along open promenades on the periphery of each deck rather than through interior corridors. Except for the sleeping accommodations, the ship's public spaces are no longer divided by class.

Following the overnight voyage and a 5 a.m. arrival at Bukoba, Tom made his way to the Lake Hotel which was built by the Germans circa 1902 and was visited by Frank Sinatra, Ava Gardner, and Clark

Gable during the filming of the 1953 movie “Mogambo.” After some much needed rest, he arranged for a guided tour of Bukoba on a motorcycle. We were treated to some of Tom’s photos of Bukoba and an old German cemetery. Tom joked that he might have landed himself a spot in that cemetery if he had stayed much longer as his visit coincided with Tanzania’s first-ever outbreak of deadly Marburg virus in the same region. However, at 9 p.m. that night he set sail aboard the NEW VICTORIA on her return voyage to Mwanza, none the worse for wear.



NEW VICTORIA in port.

The return voyage was much the same as the outbound one, with the exception of a stop at Kemondo Bay two-hours out from Bukoba. Cargo carried by the NEW VICTORIA on the outbound voyage from Mwanza tends to be more industrial in nature while inbound voyages tend to be more agricultural products, principally bananas and avocados. Greeting the ship on arrival at Kemondo Bay was a massive pile of produce on the dock, which was somehow loaded onto the ship in a little over an hour. Tom found watching the activity riveting.

Lake Victoria was an unlikely theater of conflict between the British and the Germans during World War I, a fact that was the focus of the 1951 movie “The African Queen” starring Humphrey Bogart and Katherine Hepburn. The vessel used to portray a German gunboat in the film was the BUGANDA, a freight and tow vessel on Lake Victoria that was built in Scotland in the 1920s. The BUGANDA still survives as a floating extension of the Hotel Tilapia in Mwanza, and Tom fittingly ended his trip to Lake Victoria with a stay on board in the “Hepburn Suite.”

Tom concluded his presentation with photos of several other Lake Victoria vessels that were in port in Mwanza during his visit. These included the newly built MV MWANZA which will reportedly be used to restart a portion of the round-the-lake service formerly operated by the EAR&H.

After his formal presentation, Tom was joined on Zoom by Ted Scull, past-president of both WSS-PONY Branch and SSHSA, who traveled to East Africa back in 1962 to work in a missionary hospital. Ted shared photos from his travels, and described living in Tanganyika and the vessels sailing on Lake Victoria when the NEW VICTORIA was then the R.M.S. VICTORIA more than sixty years prior to Tom’s visit. Ted also included photos of oceangoing vessels calling at Dar es Salaam.

Our thanks to Tom Rinaldi, and to Ted Scull, for taking us on a journey through Tanzania and across the waters of Lake Victoria to learn about the fascinating history and current operations of the ferry and rail services in this part of Africa.

(Tom Rinaldi photos and image.)

* * *

**JOIN US for regular meetings with speakers on maritime topics,
local outings, group cruises, friends & more! www.worldshipny.org**

SHIPS IN PORT: THE LUXURIOUS YACHT “CHRISTINA”

By Bill Miller

In a book published in 1996, Winston Churchill’s last private secretary recalled some of the British prime minister’s final travels. In particular, he recounted an evening onboard the celebrated yacht CHRISTINA. It was a summer’s night in the late 1950s and that grand vessel was moored off Monte Carlo. Sitting around the aft, canvas-tented deck were Churchill himself, Maria Callas, Greta Garbo, the Duke & Duchess of Windsor and the ship’s owner and host, tanker billionaire Aristotle Onassis. Festively, the 300-foot-long yacht was strung with lights. Its funnel was illuminated. White-jacketed stewards served Champagne and caviar. Over the years, other guest lists included the likes of kings and queens, Eastern sheiks, Eva Peron, Elizabeth Taylor, and Frank Sinatra. Prince Rainier and Princess Grace of Monaco held their Monte Carlo wedding reception onboard in 1956.

After Onassis died in 1976, the CHRISTINA was laid-up. Later, it was sold to the Greek Government for a token one dollar and renamed ARGO. It was intended that the famed ship might be used as a government yacht, hosting officials, and spreading Greek commerce and culture. Instead, it was unused, neglected and was just about forgotten. Myself, I saw her in Perama Bay, near Piraeus, in the winter of 1979. The once immaculate craft was all but lost (and noticeably listing) among such out-of-work liners as the OLYMPIA, ELLINIS, and the former AUSTRALIS. It was eventually sold off, however, in 1998 and lavishly refitted (for \$50 million in a shipyard in Croatia) as a luxury yacht for the high-end charter market. Reaffirming its rich history, the yacht was renamed CRISTINA O. It later made some charter cruises, carrying as few as two dozen passengers for fancy, high-end tour operators and even made a “guest appearance” (with Prince Charles and Diana on their Mediterranean honeymoon) in the TV series *The Crown*.

Initially, the 1,850-ton vessel had been extravagantly rebuilt at a Hamburg shipyard in the mid Fifties. At the same dockyard, Onassis was then building some of the largest oil tankers of the day. The yacht had been a Canadian frigate, built in 1943, and which Onassis later bought at auction. He had it gutted and made it over as his mini-floating palace.

Onassis did, however, decide to keep the old, original steam reciprocating engines because they were so quiet, but resulting in an operating speed of only 12 knots. Never the smoothest-riding vessel, she was “absolutely awful,” according to one officer, when pushed to 16 or even 18 knots, and, evidently, Onassis sometimes suddenly decided to hurry home. Once, so it was said, and with Churchill as well as Garbo onboard, the yacht all but capsized in a fierce storm off Capri. Later, Jacqueline Kennedy Onassis reportedly enjoyed the CHRISTINA that she overlooked its shortcomings. She and Ari honeymooned onboard in 1968.

There were eight guest cabins onboard, each named and fitted with priceless paintings and added touches such as solid gold water taps. Although splendidly furnished, the cabins were reportedly a bit compressed. Since it had been a warship and therefore slim in beam, space aboard was quite narrow. For example, the clothes hangers could not be hung squarely in the closets. But these were minor faults when compared to the utter luxury of the vessel. The swimming pool floor, for example, was a mosaic of acrobats and a bull done in mock lapis lazuli, which was copied from the Knossos Palace on Crete. The bottom of the pool could be hydraulically raised at night to create a dance floor and could be surrounded by lighted jets of spraying water. The nearby bar had stools made from whale bones. A twin-engined Piaggio amphibian craft was cradled at the stern and could be lowered into the seas by a small

crane. This plane, often described as a “high-spirited pony”, was used to ferry the more adventurous of Onassis’s guests and to fetch mail and daily newspapers. It later crashed while taking off from Athens airport, killing young Alexander Onassis, Ari’s son and principle heir.

With Sir Winston and Lady Churchill onboard, Onassis brought the CHRISTINA to New York in April 1962. There was a ceremonious welcome with escorting tugs and a spraying fireboat. Even so, Onassis reportedly was less than pleased with the state of the Manhattan piers and so had the yacht moored in mid-Hudson, anchored off West 79th Street. He and his two important guests landed by launch. Afterward, the CHRISTINA was moved to Cunard’s Pier 92, at West 52nd Street, and remained there for several days.



Grand welcome: The luxurious CHRISTINA arriving in New York's Lower Bay.
(Photo: Moran Towing & Transportation Co.)

After Onassis died, the yacht was intended to pass to his now long-deceased daughter Christina, so it then passed to the Greek Navy. Bought by an Onassis family friend in 1998, fully restored and reactivated, the CHRISTINA has had two refits since then, in 2015 and 2018. She was also offered for sale at \$32.5 million, but there were no takers. Instead, she continues with charter work. In off-season, you and nearly three dozen of your “best friends” can have her for \$70,000 a day; but in high summer, that rate jumps to \$100,000 a day.



Refitted and seen in more recent times, the CHRISTINA O is available for charter.
(Photo: Philippe Brebant Collection)

SHIP NEWS

Compiled by Pat Dacey

AMERICAN CRUISE LINE MAKNG HEADLINES



American Cruise Lines has been making headlines recently by releasing additional details on its newest class of coastal cruise ships due to enter service in 2025 as part of its' Project Blue ship-building program. The US-based company, which operates coastal and river cruising, is continuing its expansion. With these newest ships, the ACL fleet will reach 21 vessels in 2025. This new class referred to as the Patriot Class will have a traditional bow design, deeper draft, full stabilization which will provide a broader reach of coastal capabilities according to the company. This contrasts with the most recent Coastal Cats Class which features a hybrid catamaran design allowing the ships to navigate unique itineraries requiring a shallow draft.

The AMERICAN PATRIOT and AMERICAN PIONEER built at the company's affiliated shipyard, Chesapeake Shipbuilding in Maryland will each have a capacity of 125 passengers with cabins ranging in size from 420 to 620 square feet. In addition, the ships will have expanded public areas with upscale furnishings and decorations as well as updated personal spaces reflecting current elements of modern cruise ship design.





In other news for ACL, founded in 1972 by shipbuilder Charles A. Robertson, the cruise line has agreed to purchase four “traditional” paddle river boats from the bankrupt American Queen Voyages, including the iconic AMERICAN QUEEN.



In a deal worth just over 7 million dollars, the AMERICAN QUEEN, AMERICAN EMPRESS, AMERICAN DUCHESS, and the AMERICAN COUNTESS were purchased under the supervision of the bankruptcy court, which is overseeing the reorganization of Hornblower Corporation, former owner of the now dissolved American Queen Voyages.

American Cruise Lines has not announced any additional details or plans for the newly acquired vessels citing that they are awaiting the conclusion of the Hornblower Holdings bankruptcy process, but the purchase could put their total vessels to 25 by 2025 if they are put into fleet service.

The two additional coastal vessels, OCEAN VOYAGER and OCEAN NAVIGATOR were not purchased by American Cruise Line but by American Queen founder, John Waggoner who has stated that they will re-enter service to a yet unnamed operator.

The following is an excerpt from a list compiled by *Cruise Industry News* listing all six ships of the former American Queen voyages and their recent sale prices.

AMERICAN QUEEN

Capacity: 436 guests
 Tonnage: 3,707
 Year built: 1994
 Type: Riverboat
 Former name: N/A
 Sale price: \$2,150,000
 New operator: ACL

AMERICAN EMPRESS

Capacity: 223 guests
 Tonnage: 5,975
 Year Built: 2003
 Type: Riverboat
 Former name: Empress of the North
 Sale price: \$1,600,000
 New operator: ACL

AMERICAN DUCHESS

Capacity: 166 guests
 Tonnage: 3,560
 Year Built: 2017 (using the hull of 1995-built casino ship)
 Type: Riverboat
 Former name: Battendorf Capri
 Sale price: \$200,000
 New operator: ACL

AMERICAN COUNTESS

Capacity: 246 guests
 Tonnage: 6,837
 Year Built: 2020 (using the hull of 1995-built casino ship)
 Type: Riverboat
 Former name: Kanesville Queen
 Sale price: \$1,600,000
 New operator: American Cruise Lines

OCEAN NAVIGATOR

Capacity: 202 guests
 Tonnage: 4,954
 Year Built: 2001
 Type: Coastal ship
 Former names: Cape Cod Light, Coastal Queen 2, Clipper Discoverer and Sea Discoverer
 Sale price: \$950,500
 New operator: TBD – bought by John Waggoner

OCEAN VOYAGER

Capacity: 202 guests
 Tonnage: 4,954
 Year Built: 2001
 Type: Coastal ship
 Former names: Cape May Light, Sea Voyager, Saint Laurent and Sea Voyager
 Sale price: \$950,500
 New operator: TBD – bought by John Waggoner

(Photos: American Cruise Line and American Queen Voyages)

Ocean Liner Conference



(Photo: SS ROTTERDAM)

During October 8 and October 9, 2024, the ss Rotterdam (V) will be hosting “The Ocean Liner Conference”. This conference is designed to bring the aura of ocean liners to enthusiasts and aficionados. Over two days aboard the iconic ss Rotterdam this event is planned to celebrate the grandeur of passenger shipping set against the backdrop of one of the most well-regarded ships in modern maritime history.

At the heart of the Ocean Liner Conference lies a deep appreciation for maritime heritage preservation through two days of presentations. Topics will include the transformation of historic vessels like the ROTTERDAM, saved from the brink of destruction and reimagined as living tributes to a bygone era.

Additional topics include the challenges and triumphs of preserving ocean liner history and celebrating the legacy of iconic ships that continue to inspire awe and wonder.

During the conference twelve carefully crafted lectures will be presented by experts in their field, describing the design, decoration, operation, and history of some of the greatest ocean liners and cruise ships ever built. A black-tie dinner will link the two conference days.

You can read more about the program on the following website:

<https://ssrotterdam.com/ocean-liner-conference/>

* * *

MEMBER PASSING



It is with sadness that we announce **Pauline Power**, longtime WSS-PONY Branch member and friend, recently passed peacefully in her sleep.

Pauline worked for more than 50 years in the travel industry, including coordinating countless ship enthusiasts' cruises for the World Ship Society – Port of New York Branch, the Steamship Historical Society of America as well as many more organizations and individuals. Pauline remained active in the travel industry until her death. At the time of her death, she was preparing for her well-earned retirement. Pauline is survived by her son, Tristan, who followed in Pauline's footsteps into the travel industry as a cruise travel specialist.

Pauline always had a warm smile and freely shared her charming personality. She will be dearly missed by all who knew her.

* * *

Members may submit the following for consideration for publication in The Porthole: 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.

WSS-PONY ADDRESS: PO Box 384, New York, NY 10185-0384
E-MAIL: wsspony@gmail.com **WEBSITE:** www.worldshipny.org

EXECUTIVE OFFICERS		COMMITTEE HEADS		BOARD OF DIRECTORS	
Chairperson:	Denise Dacey	Editor:	Denise Dacey	Bob Allen	Marjorieann Matuszek*
Vice-Chairman:	Pat Dacey*	Finance:	Marjorieann Matuszek*	Denise Dacey	Carol Miles*
Branch Secretary:	CAPT James Zatwarnicki	Membership:	Stuart Gewirtzman	Pat Dacey*	Ted Scull*
Membership Sec.:	Stuart Gewirtzman	Programs:	Pat Dacey*	Mario De Stefano	CAPT James Zatwarnicki
Treasurer:	Marjorieann Matuszek*	Special Events:	Pat Dacey*	Stuart Gewirtzman	Alan Zamchick
*Past Chairperson		Website:	Stuart Gewirtzman		