



ROYAL VIKING LINE - BEFORE AND BEYOND

By Clive Harvey

JOIN US VIA ZOOM Friday, October 25, 6:30 PM

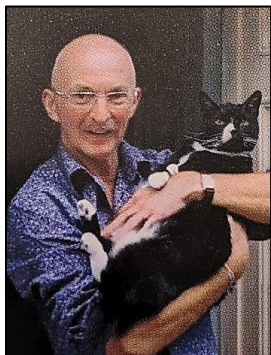


While the origins of Royal Viking Line can be traced back to 1967 its true origins go back much further. Bergen Line, the initial company behind what would become Royal Viking Line, had made a name for itself by operating cruises during the inter-war years with the luxurious yacht-like vessels STELLA POLARIS and METEOR. After World War II, Bergen Line made a return to cruising operations using the 1931-built VENUS on winter cruises from Plymouth to Madeira and the Canary Islands and with the then new METEOR on cruises further afield.

Bergen Line looked to expand its cruising operations. The Line worked with Knud E. Hansen A/S on a ship design with the intention to offer world-class cruising that was just that little bit more special than all other luxury ships at the time. Once the order had been placed, Bergen Line was approached by two other Norwegian shipping companies, Det Nordenfjelske and A. F. Klaveness & Co., and in 1970 they founded Royal Viking Line.



Royal Viking Line achieved all that Bergen Line had envisaged and probably more. Its first three ships ROYAL VIKING STAR, ROYAL VIKING SKY, and ROYAL VIKING SEA became synonymous with worldwide luxury cruising. Although the life of Royal Viking Line itself was not long, it became legendary. The ships themselves led diverse careers though ending with companies that lavished care upon them and thus earning them legions more loyal followers. They sailed for almost 50 years, yet even at the end they seemed to remain timeless. This is their story.



Clive Harvey has a lifelong love of ocean liners. He is a former longtime editor of *Sea Lines* magazine and has written numerous ocean liner related articles and books, including *R.M.S. QUEEN ELIZABETH, THE ULTIMATE SHIP*. Clive currently resides in the UK and is the owner of a boutique B&B.

(Photos: Top: BLACKWATCH, Middle: ROYAL VIKING STAR, Clive Harvey Collection)

UPCOMING MEMBER EVENTS

DUTCH LINERS TO THE FAR EAST

By Capt. Albert Schoonderbeek

Retired Fleetmaster Holland America Line

JOIN US VIA ZOOM Friday, November 22, 6:30 PM



“The Kingdom of the Netherlands included colonies in the Far East from the 17th century onwards until 1948 when they became the Republic of Indonesia. With the advent of steam, the Dutch VOC (United (East) Indies Company) morphed into several companies such as the Netherland Line, Rotterdam Lloyd, and Royal Packet. In the same way the British Empire had morphed the P&O, Orient and B.I shipping companies.

To maintain a regular service to and from the mother country, a large fleet was needed to sail like clockwork through the Suez Canal. The inter-island fleet of Royal Packet (KPM) was even larger. The heyday was the 1920's and 30's with ships such as JOHAN VAN OLDENBARNEVELT, the DEMPO and BALOERAN, and a brief resurrection after WWII with the MS ORANJE and MS WILLEM RUYSS.

Due to political reasons the fleets became smaller and smaller and eventually all companies were absorbed into Nedlloyd. With containerization, Nedlloyd eventually merged into Maersk Lines. Apart from some office buildings in Amsterdam, Rotterdam, and the Far East, there is not much left that reminds us of those days. In the Netherlands those times are known as ‘Tempo Doeloe’ which in Indonesian for ‘The Good Times’.

I will attempt to condense this enormous fleet and worldwide network into a lecture of about 70 minutes and give an outline of what was going on in the Dutch Empire with such a rich shipping history which is not widely known anymore. I will explain where all those Dutch tongue twister names such as MARNIX VAN ST ALDEGONDE. At least, I think, I will be able to pronounce them correctly.” – Capt. Albert Schoonderbeek.



(Photos: Top: MS MARNIX VAN ST ALDEGONDE of the Netherland Line, Right: MS BALOERAN of the Rotterdam Lloyd, Capt. Schoonderbeek Collection)



Capt. Albert J. Schoonderbeek upon graduation from the oldest maritime academy in the world, found employment with Holland America Line, the only Dutch company that operated cruise ships. He joined the old SS Statendam in 1981 and has never looked back. Captain Schoonderbeek continued to serve Holland America line with increasing positions of responsibility, culminating in his appointment as Fleet Master. Captain Schoonderbeek retired in 2023 after almost 42 years of service and a total of 44 years at sea since he sailed on his first cadet ship.

Apart from being employed onboard cruise ships, cruise ships are also the captain's hobby. The result of this "hobby" was that he co-authored the official company history, published to mark 125 years of Holland America Line in 1998, in addition to 4 additional books on Holland America Line.

Captain Schoonderbeek also writes articles and gives lectures about Holland America Line and passenger ship history and maintains the Captain Albert's Website (www.captainalbert.com) and blog.

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THE ART & DESIGN OF MATSON'S POSTWAR LINERS
by Wayne Yanda
SATURDAY, OCTOBER 12, 2024, 10AM ENCORE PRESENTATION

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**With a special in-person presentation
 by founding member Bill Miller**

MEMBER PHOTOS



LIBERTY OF THE SEAS Grand Turk, Turks & Caicos, August 19, 2024 (Photo: Tom O'Reilly)



VIKING STAR, New York Harbor, September 3, 2024 (Photo: Justin Zizes)



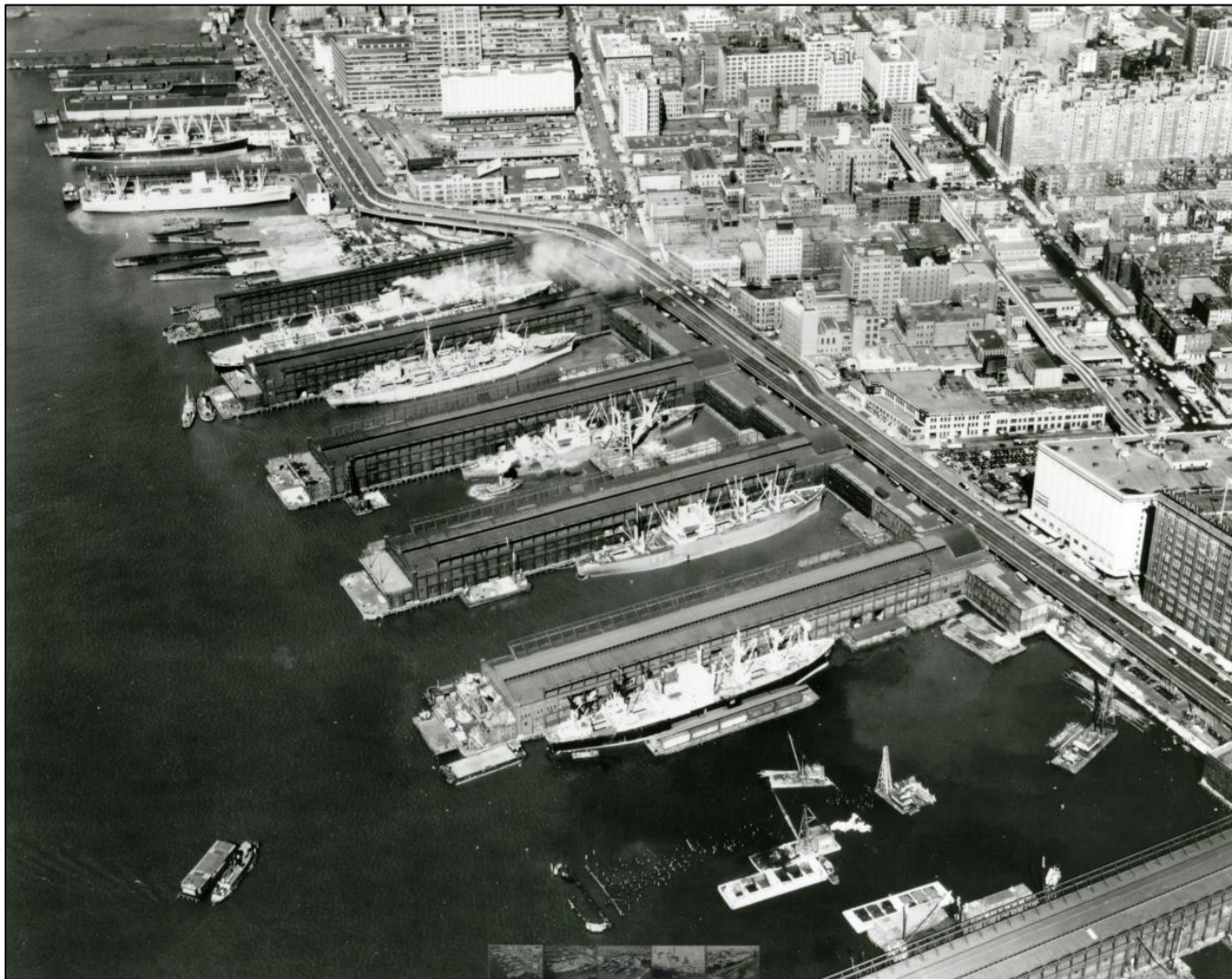
Fred.Olsen Cruise Lines' BOLETTE in Akureyri, Iceland, September 17, 2024 (Photo: Denise Dacey)



Albatros Expeditions' OCEAN ALBATROS in Isafjordur, Iceland, September 16, 2024 (Photo: Denise Dacey)

SHIPS IN PORT FREIGHTERS, CARGO & THOSE BYGONE DAYS

By Bill Miller



An aerial view of Manhattan's Chelsea Piers dated 1948. The liner AMERICA is at Pier 61.

I had the good fortune to grow-up in Hoboken, on the banks of the Hudson and just across from New York City. The Hudson was my stage, a maritime stage. Along with several schoolboy friends, I was drawn to ships and shipping activity. We watched the great liners, rode the ferries and were even intrigued by freighters, those charismatic cargo ships that hinted of faraway places and often unusual, sometimes exotic goods. Yes, it was our very own "maritime theater," a great and on-going production.

Myself, I had the added advantage of my family living in the northeast corner of otherwise small, mile-square Hoboken. Just streets away were the Bethlehem Steel and adjoining Todd shipyards. In my boyhood, in the 1950s, those plants boomed, rattled, pulsated. Work, meaning repairs, and usually on cargo ships, sometimes went on around the clock. Ships came from every corner of the Port of New York for attention and care. There were American Export and American President freighters, others from United Fruit and Moore-McCormack, but also the likes of more distant Hellenic and Zim lines. Alone, Bethlehem Steel could handle up to 15 ships at one time and so the mixed gatherings of

these ships were fascinating. And often, they moved about within the shipyard, going from dry dock to wet dock. Cranes hovered over the ships like, well, surgeons at work.



Grace Line's Pier 57 with the SANTA PAULA in port and United States Lines' freighters behind.



Left: Bethlehem Steel's shipyard at Hoboken in a view dated 1959.



Right: Grace Line's SANTA MARIA takes a turn at Beth Steel in Hoboken.

Directly across the Hudson, were the famed Chelsea Piers. They were crammed with freighters, mostly toward the end of the week, as cost-conscious shipping lines wanted them off and away by late Friday and therefore avoiding pricey weekend overtime for the stevedores. Grace Line, for example, which occupied Piers 57 and 58 in Chelsea, often had four sailings on Friday afternoons – one passenger liner, two combination ships and one freighter. On occasion, they would sail within thirty minutes of one another and create a sort of Grace Line procession as they steamed south along the river. Adjoining were the four piers used by the United States Lines and occupied by C2-Class freighters, mostly on the North European run. They had names such as AMERICAN REPORTER, AMERICAN SHIPPER, AMERICAN TRAVELER and, a sort of favorite, the AMERICAN MILLER. All quite similar, these groups were only broken by the visits of one of the big Mariner Class freighters, ships like the PIONEER MILL and PIONEER MING, which were used on the New York-Far East run for US Lines' affiliate American Pioneer Line.

Those freighters were all part of a great cast, the grand parade, glorious memories for me. They're gone now – as have many of the ship owners themselves (both Grace and US Lines are long out of shipping, as examples) – and replaced in the far different, highly re-grouped, hugely efficient container age. But yes, it was a great era – and true maritime stage production. *(Photos: Bill Miller Collection)*

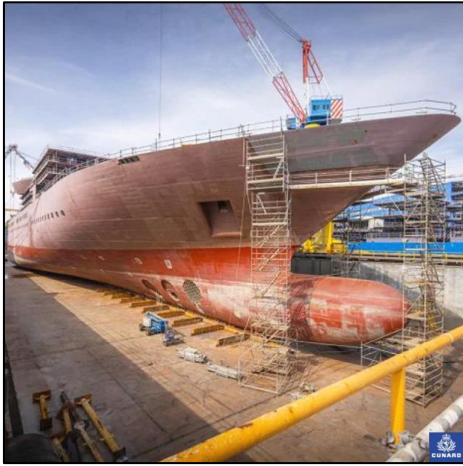
SHIPS IN PORT
UNVEILING QUEEN ANNE: THE NEXT IN A FINE LINE by Pat Dacey
Review by Denise Dacey



Pat Dacey, WSS-PONY Branch Chairperson emeritus, was welcomed back to the June WSS-PONY membership meeting to present to our membership and friends after just recently returning from his QUEEN ANNE British Isles Festival Cruise that finished with a glorious naming ceremony celebration in Liverpool, England.

Pat started by providing details on her statistics and her construction. QUEEN ANNE, named after the last monarch of the Stuart dynasty who ruled in the early 18th century, when completed, would be the second largest Cunarder ever built. It would also carry 300 more passengers than QM2 and 900 more than QUEEN VICTORIA and QUEEN ELIZABETH. The design is a Pinnacle Class that Holland America Line has adopted for its latest ships, KONINGS DAM, NIEW STATENDAM and ROTTERDAM with an additional 75-foot section incorporated mid-ship, making QUEEN ANNE the first in a newly named “Halifax Class.”

Construction of QUEEN ANNE began in October 2019 where QUEEN ANNE was constructed at Fincantieri’s Castellammare di Stabia shipyard near Naples. Nearly four years later, in April 2023, as described by Pat, she received her “crowning glory – the iconic Cunard red and black funnel, making her instantly recognizable as a Cunard Queen, sporting a feature that’s adorned Cunard ships for more than 150 years.” The following month, she was floated out for finishing with plans to set sail on her maiden voyage to Lisbon, exactly one year later.



According to Pat, Cunard's stated goal of Cunard with respect to the interior design of QUEEN ANNE, was to "blend the classic with the contemporary, reflecting breathtaking interiors from the past while setting course on a striking, new experience. Modern yet timeless, she offers Cunard's much loved signature venues as well as striking new experiences and innovations. Those innovations are essential to attracting the next generation of guests to Cunard including advanced mobile apps, enhanced internet and additional casual eateries, bars and entertainment venues."

Pat next provided the a deck-by-deck tour of QUEEN ANNE. For example, art deco touches charmingly grace the comfortable and pleasing QUEEN ANNE. By deck and by elevator bank, color themes are customized. The grand lobby makes a stunning impression with its golden 3-deck lenticular Ian Kirkpatrick multi-view artwork.



Pat also reviewed, The Royal Court Theater, as wonderfully designed and decorated with seating for 835 guests. The technology is comparable to or better than theaters on land with interactive photography, stunning sets, and state-of-the-art lighting and sound.



“A new addition to the Cunard immersive and captivating entertainment awaits at Bright Lights Society onboard. Cunard worked with RWS Global to produce and manage the custom created performance venue. Three rotating performances performed are Noir, Fizz and Bittersweet symphony. The venue is named in honor of Cunard’s SERVICIA of 1881, which was the first ship to feature electric lighting. Pat shared that this new space is best described as interactive, fun and entertaining. I, Pat’s wife, agree.

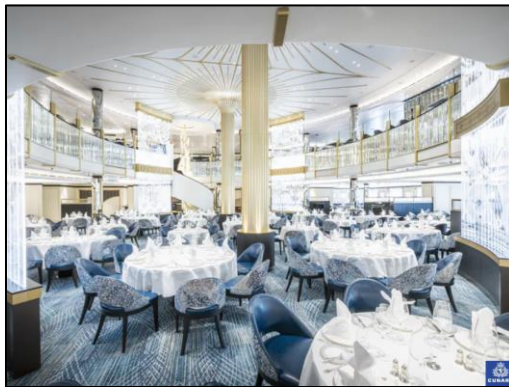


The Queens Room, a go-to space on all Cunard ships, is a functional multi-use space on the QUEEN ANNE but less grand with less seating compared to her sister ships. Meanwhile the seating in another go-to space, the Chart Room, has warm and intimate seating reminiscent of other Cunard Chart Rooms. Also, the Cunard staple, the Commodore Club, is quite spacious with ample, comfortable, intimate seating and, of course, iconic ocean views.

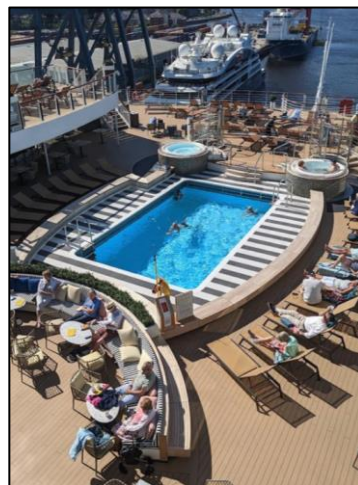
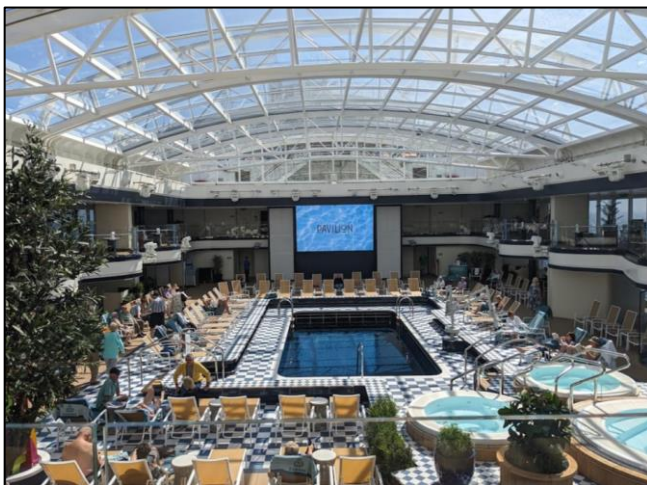




In restaurants from Britannia to Queens Grill, according to Pat, “glass and ribbons of gold” fill the “bright and airy space.” Sir Samuel’s, one of the cover-charge restaurants, was described by Pat as “inviting with low lighting and velvety textures.”



The ship's promenade is a welcome 360-degree outdoor walking space. It has a partially obstructed view due to the on-deck lifeboat storage, but it is less physically obstructed with nicely wide decks that are free of steamer chairs found on other promenades. The other outside deck spaces as well as the multi-level Pavillon mid-ship covered pool and the aft-deck Panorama Club are all spacious, attractive, functional, comfortable, and popular.



Cabins in all ranges are well appointed with shared styles and finishes. As expected, the higher cabin categories afford more space and features inside, outside and in the en-suite facilities.



On to the cruise and naming ceremony that followed. The enjoyable British Islands Festival Cruise consisted of port stops in Southampton, South Queensferry (for Edinburgh), Kirkwall in the Orkney Islands, Invergordon, an Isle of Mull sail by in the Minch between the inner and Outer Hebrides, and then the final ports of Greenock (for Glasgow), Belfast, Liverpool, Cobh, and back to Southampton.

Along with interesting anecdotes, Pat shared examples of the beautiful vistas and sites he and I experienced on the British Isles cruise.



The highly anticipated QUEEN ANNE Naming Ceremony in Liverpool that Cunard produced pier-side to the anchored QUEEN ANNE did not disappoint, nor did Pat's presentation of the same. The event, with music highlighted by a live performance by Andrea Bocelli, to dancing, celebrities, and street fair festivities culminated with a perfectly executed zip-line breaking of an engraved 12-liter bottle (equivalent to 16 bottles) of Laurent – Perrier La Cuvee Champagne. The festivities continued late into the evening with Cunard providing a stunning show of fireworks over the iconic Liverpool pier-side buildings, including the historic Cunard Building alight in Cunard red in honor of the special celebration and the QUEEN ANNE's ceremonial godparents: The City of Liverpool!!





QUEEN ANNE Captain Inger Klein Torhuage, singer Andrea Bocelli, Carnival Chairperson Micky Arison, and other celebrities at the Naming Ceremony



The WSS-PONY Branch sincerely thanks Pat for his delightful and informative presentation.

(Photos: Pat and Denise Dacey except when watermarked "CUNARD")

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WSS-PONY ELECTION SEASON IS HERE! It is time for The World Ship Society – Port of New York Branch Executive Board elections. Your nominations for Chairman, Vice Chairman, Branch Secretary, Membership Secretary and Treasurer are welcome. Nominees must have been members for at least one year prior to this election. All nominations must be received by October 25, 2024. Please send your nominations to World Ship Society, PO Box 384, New York, NY 101085-0384, Attention: Nominations or send by email to wsspony@gmail.com.

SHIP NEWS

Compiled by Pat Dacey

UPDATE ON SS UNITED STATES FUTURE



SS UNITED STATES passing under the Verrazano-Narrows Bridge on September 22, 1967, prior to the lower deck opening in 1969. (IMAGE: SSHSA/Braun Brothers Collection)

September 20, 2024, Statement from the SS UNITED STATES Conservancy

“This week the SS UNITED STATES Conservancy participated in a court-ordered confidential mediation following our motion to extend the deadline to move the ship from Philadelphia’s Pier 82. Progress toward addressing a range of issues was made, but it will require additional time and discussions to come to an amicable resolution to this dispute.

As a result, Judge Anita Brody issued an order temporarily suspending the deadline for the removal of the vessel pending additional negotiations between the parties. The Conservancy’s efforts in the days ahead will continue to center around conducting good faith negotiations and ensuring that the legacy of America’s Flagship endures and inspires for future generations. We will continue to work tirelessly to chart the best possible forward course for the SS UNITED STATES given the constraints placed upon us by this litigation.”

Meanwhile in Recent Related Florida News

At a meeting in Okaloosa County, Florida, on Tuesday Sept. 24, the Tourist Development Council unanimously voted to appropriate \$10.1 million to move the SS UNITED STATES from its current home at Pier 82 to a location off the Florida coast in the Gulf of Mexico. The plans call for the ship to be sunk to create what officials there say would be the world’s largest artificial reef. The county says the \$10 million would cover moving the ship, remediating any environmental hazards on board, and building a SS UNITED STATES museum on land. A vote to finalize the deal is expected this week.

SEABOURN ODYSSEY ARRIVES IN JAPAN ON FAREWELL CRUISE



(IMAGE: Cruise Industry News)

Departing from Seattle on September 2, 2024, the SEABOURN ODYSSEY set sail for her farewell cruise for Seabourn before being handed over to her new owners, Mitsui O.S.K Line (MOL).

Built in 2009, the vessel sailed for a 15-year career with Seabourn in the luxury market before being sold in 2023. Her handover was scheduled for September 24th.

The 22-day transpacific cruise included a special onboard program created to pay tribute to the greatest moments of the ship, with appearances from the original team and performing cast, local artists and gifts.

Seabourn's President Natalya Leahy, was also onboard before the ship's departure from Seattle, personally wishing farewell to guests and the onboard team.

Renamed Mitsui Ocean Fuji, the 32,000GRT, 450-guest vessel will be operated by MOL's new cruise brand, Mitsui Ocean Fuji, starting this December with cruises scheduled to Japan and other parts of Asia aimed at both the local and international markets.

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Members may submit the following for consideration for publication in The Porthole: member photos with descriptions and dates taken, 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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LE COMMANDANT CHARCOT REACHES NORTH POLE OF INACCESSIBILITY



(IMAGE: Ponant)

Ponant's LE COMMANDANT CHARCOT has become the first vessel to reach the North Pole of Inaccessibility.



The North Pole of Inaccessibility, denoting the point in the Arctic Ocean farthest from any landmass, is the Arctic Ocean's most remote point. Situated about 620 miles from the nearest land, it's regarded as one of Earth's least accessible locations due to its extreme isolation and harsh Arctic conditions.

In 1927, Hubert Wilkins flew over this Pole of Inaccessibility for the first time in a plane, according to Ponant, but no one had ever set foot on the ice-covered location.

The icebreaker expedition vessel LE COMMANDANT CHARCOT carried guests, crew and an international team of 20 scientists to commemorate the achievement.

The ship, which has a Polar Class 2 hull enabling her to navigate in extreme ice conditions, sailed from Nome, Alaska to Longyearbyen on Svalbard, and crossed two other historical markers on her voyage: the Magnetic North Pole and the Geographic North Pole.

(Source: [gCaptain – Maritime News](#) Map: Ponant)

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