



ALONG THE BURMA ROAD A TOUR BEHIND THE SCENES OF QUEEN ELIZABETH

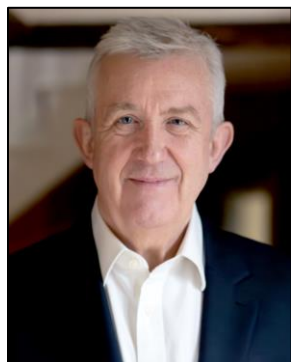
By Alastair Greener

JOIN US VIA ZOOM Friday, January 31, 6:30 PM



QUEEN ELIZABETH (Photo: Cunard)

ALONG THE BURMA ROAD looks behind the scenes and the logistics of a modern ship, Cunard's QUEEN ELIZABETH. With more than 100 exclusive pictures, Alastair will take the audience from one end of the ship to the other, along the main crew working alleyway (which has the nickname "The Burma Road" on Cunard ships). Alastair will share operational details from the food and beverage department, as well as details about storage and waste disposal. Additionally, and of course, what behind the scenes ship tour would be complete without visiting the engine control room, bridge, and the laundry.



Maritime lecturer and former Cunard Entertainment Director, **Alastair Greener**, brings his passion for Cunard history to Cunard ship audiences as well as audiences throughout the UK. Extensively researched, his talks are packed with remarkable photos and numerous stories that bring Cunard's fascinating history to life.

UPCOMING MEMBER EVENTS

DUTCH LINERS TO THE FAR EAST

By Capt. Albert Schoonderbeek

Fleetmaster Holland America Line (Retired)

SATURDAY, FEBRUARY 8, 10 AM ENCORE PRESENTATION

GRAND & GLORIOUS: THE GREAT CUNARD LINE

By William Miller

JOIN US VIA ZOOM Friday, February 28, 6:30 PM



**SPECIAL EVENT!
JOIN US!**

WSS-PONY 60TH ANNIVERSARY AND HOLIDAY DINNER CELEBRATION FEATURING A TRADITIONAL SUNDAY ROAST

Sunday, January 5, 2 PM – 5 PM

The Churchill Tavern, NYC

3-course dinner & cash bar

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

Join the fun to include a party gift and a
Free Everyone Wins Ship Collectables Raffle
\$45 members, \$70 non-members, www.worldshipny.org
Registration closes December 28.

❄️ **NOTE: NO DECEMBER MEMBER MEETING – HAPPY HOLIDAYS TO ALL!** ❄️

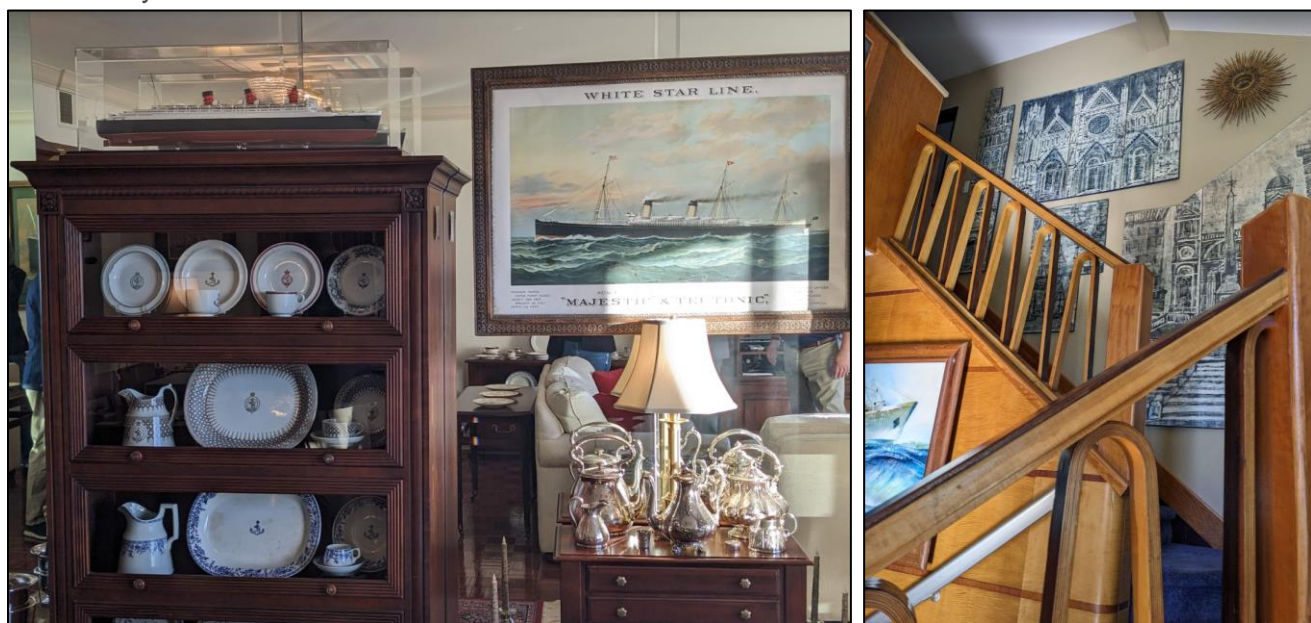
WSS-PONY ELECTION SEASON IS HERE! It is time for The World Ship Society – Port of New York Branch Executive Board elections. Return completed ballots for Chairman, Vice Chairman, Branch Secretary, Membership Secretary and Treasurer by December 21. Thank you.

*Regular meetings with speakers on maritime topics, local outings,
group cruises, friends, and more. **JOIN US!***
<https://worldshipny.org>

MEMBER ACTIVITY
VISIT TO A QUEEN & A LITTLE BIT OF MEXICO -
World Ship Society – PONY & SSHSA Head West
By Alan Zamchick

In early November, forty-eight folks (17 that made the trip west as WSS members) convene aboard the legendary QUEEN MARY in Long Beach, CA for three nights. The old gal radiated with the feel of a long ago crossing and it was a raucous good time. It was followed by five equally enjoyable days and four nights on the CARNIVAL RADIANCE cruising the coast of Southern California to Ensenada, Mexico.

Early arrivals kicked off on Friday, November 8th, with a visit to Nelson Arnstein's extraordinary collection at his home across the marina from the QUEEN MARY. Nelson shared a very refined collection of museum-quality maritime memorabilia from the golden age of ocean liners. Each room featured a specific liner or company. For example, the living room paid homage to Cunard White Star Line, while the sitting room was an ode to the famous NORMANDIE. Our Vice-Chairperson and SSHSA President, Pat Dacey, then hosted the first of two cocktail parties in QUEEN MARY's beautiful and fully refurbished art deco styled Observation Bar.



Just a glimpse of Nelson Arnstein's (*Left*) and Peter Knego's (*Right*) amazing collections.

Saturday offered a full slate of events including SSHSA's Annual Meeting followed by SSHSA's Southern California Chapter's monthly meeting. All World Ship attendees were invited to these SSHSA meetings that took place in the Mauretania Room (originally the Third-Class Garden Lounge).

Saturday evening's cocktail party and gala dinner had the Mauretania Room dressed to the nines as tuxes, suits and elegant dresses appeared. Drinks flowed, introductions were made, old friends reacquainted and everyone agreed the QM fare was quite delicious. Following dinner and as a precursor to Sunday's "Main Event," Peter Knego took to the lectern to entertain everyone with his masterful "Maritime Modernism Afloat" presentation & slideshow featuring the works of Ponti, Pulitzer, Luzzati, Tillberg and legions of other mid-century designers and artists.

Sunday dawned with many sleeping in after the late evening festivities in the well-attended Observation Bar. Sunday's highlight was busing down to Oceanside, CA to tour the museum that is Peter Knego and Mike Masino's home. *(Be sure to read this month's **COLLECTOR'S CORNER** for a review of that event.)*

The QUEEN MARY herself offered us all the wonderful opportunity to investigate the handsome decks from engine room to bridge, forward and aft. She remains a singular microcosm of a pre-war ocean liner and I'd be the first to admit in addition to the accessible areas many "Crew Only" passages were explored. There were at least two weddings being held concurrently on board the ship which filled her decks and corridors with legions enjoying all that today's QUEEN MARY offers.

More than half of the more than seventy QUEEN MARY event attendees extended the fun by then boarding the CARNIVAL RADIANCE for the cruise to Catalina Island and Ensenada, Mexico. Monday early QM risers saw playful seals cavorting in the short space between the QUEEN MARY's stern and the newly docked CARNIVAL RADIANCE.

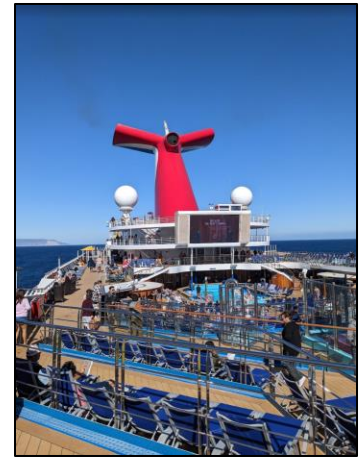
By 4:00pm it was "All Aboard" and the CARNIVAL RADIANCE moved slowly away from the Long Beach Cruise Center, originally built to house Howard Hughes' SPRUCE GOOSE (or Hughes H-4 Hercules plane) in 1983. Thus began our very slow sail to the Tuesday AM port of call, Avalon, on Santa Catalina Island a mere 31 miles from Long Beach. But first, all of us gathered during the sail away to toast our good fortune and good fellowship with cocktails in the intimate Piano Bar courtesy of SSHSA and WSS PONY Branch.

Carnival arranged early seating for all that wanted to dine as a group in the newer Sunrise Restaurant near amidships. The Sunrise Restaurant replaced the original Atlantic Dining Room during her mid-Covid \$200 Million Dollar refurbishment from CARNIVAL VICTORY to CARNIVAL RADIANCE. Several of us were astonished as it appeared that once completed, they forgot the tablecloths. No matter, we had four neighboring 10 person tables that fit our groups well and we co-mingled with different tablemates nightly.



WSS-PONY Branch members (left to right), Alan Zamchick, Pat Dacey, Denise Dacey (taking the photo), and Steve Swanson, mix and mingle with SSHSA members during dinner in the Sunrise Restaurant.

As the sun rose Tuesday, we could see Catalina rapidly approaching off our port bow and preparations were made for orderly tendering ashore. What only some of us noticed was the “water shuttle” that had come out to greet us was having a good deal of trouble aligning with the Deck 1 forward doorway in the whitecapped Catalina Channel. Announcements soon droned over the ship loudspeaker that sadly our Catalina Island port call had to be cancelled due to the choppy seas. It was interesting to note that few – if any – of the 2,700 or so souls aboard issued any complaint. We turned and began our even slower – at times barely moving at 1.6 knots in the direction of Ensenada, Mexico for our Wednesday and only other port call.



Wednesday dawned equally sunny – but it remained chilly (temperatures throughout the four-day cruise rarely got out of the 60s). We slowly made our way to the Muelle de Crucero Ensenada, where we tied up ahead of the significantly larger CARNIVAL FIRENZE that followed us into port. (CARNIVAL RADIANCE tops out at 101,509 gross tons; FIRENZE 135,156). Some opted to take advantage of wine tours into the hills surrounding Ensenada, some boarded local buses for tours in and about town. A few of us opted to simply walk the waterfront sampling the Mexican ambiance and, along the way, some tacos. One of the more interesting and very well-attended events taking place in town was an “advance day” to the Baja 1000 vehicle race through the Baja peninsula which was to begin only two days later. As we wandered through the crowds, we admired the many interesting vehicles that would participate.



Left: L.A. Cetto, Mexico’s largest wine producer. Above Right: One of several CARNIVAL RADIANCE pool areas.

With Thursday as our final day at sea SSHSA arranged a bridge visit for a lucky few with Master of the CARNIVAL RADIANCE, Captain Eduardo Ferrone. The Captain regaled us with details and information about the recent refurbishment and answered questions from all comers. We were also entertained by SSHSA member Captain Terry Tilton USN (Ret) who narrated a slideshow entitled “Passenger Ships and their Builders Plates, 1883-1977” again, in the Piano Bar.



The wonderful CARNIVAL RADIANCE cruise was closed out with a second cocktail party in the Piano Bar which was hosted by Carnival Corp and then one last dinner in the Sunset Restaurant.

Left: WSS-PONY Branch members (Left to right), Chris Skokos, Stuart Gewirtzman, Bob Allen and Barbara Skokos share a cocktail along with Billy Joel (background painting) in the Piano Bar.

(Photos: Denise Dacey)

MEMBER PHOTOS



DISNEY TREASURE arrives in New York harbor, November 18, 2024. (Photo: G. Justin Zizes)



CARNIVAL FIRENZE, arriving and departing Ensenada, Mexico (Photos: Denise Dacey)

COLLECTOR'S CORNER

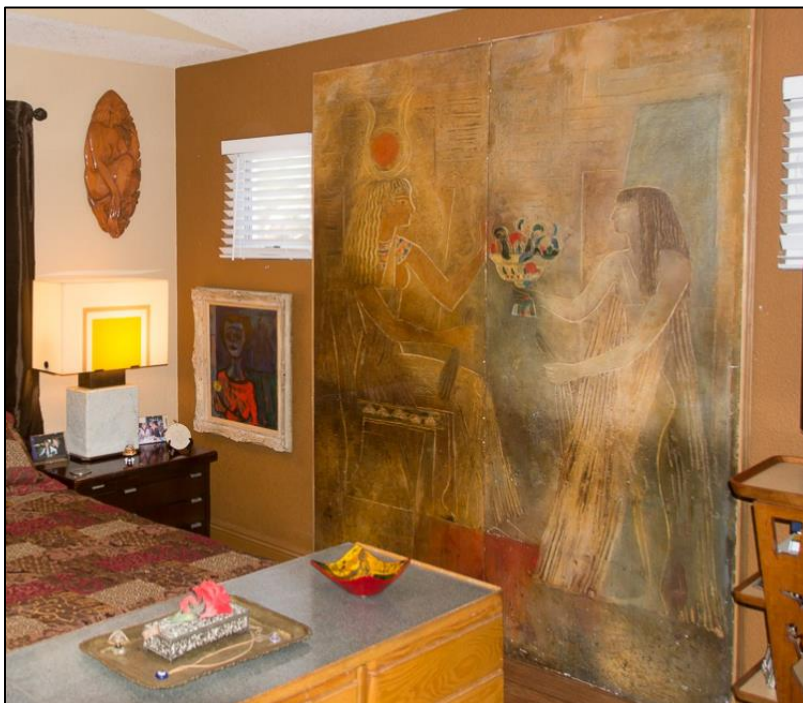
A VISIT TO XANADU: THE PETER KNEGO HOME

By Alan Zamchick

A museum is a place of wonder, sanctuary and discovery but rarely is it a place to call home. A most notable exception is the residence of one Peter Knego in Oceanside, California that merges them all into a ship aficionado's place of fascination. Imagine the opportunity to sail aboard over 20 different ships in a short period of time – and let's toss out, say, the 1950's to the 1970's as the period. Now you begin to get a picture of the incredible opportunity shared by upwards of 40 World Ship Society - PONY Branch and Steamship Historical Society members and friends who attended the recent SSHSA annual meeting aboard the legendary QUEEN MARY in Long Beach, CA.

Peter, as many are aware, is among the very top of today's ship "Glitterati" through his learned study and documentation of ocean liner and cruise ship history, decoration, salvage and scrapping over the past 30 years. Over nine trips to the scrap yards of Alang, India, Peter saved as much passenger ship decoration as one man could. While much of it continues to be available for sale through his midshipcentury.com website, the crême de la crême of Peter's collection has been incredibly, and almost unbelievably incorporated into his very modern home.

Peter's home is, in a word, paradise for the ship fancier. Relics are balanced throughout the house, sharing space with models and memorabilia. They're not there simply for their beauty to be admired but are all functionally used in the home's decoration. Peter narrated our tour beginning with what serves as a second bedroom. There we ogled tables from the Adriatica AUSONIA and the Inces VICTORIA designed by Emanuele Luccati. A painting of Cleopatra committing suicide by Giovanni Majoli completes a wall. According to Peter, "Majoli was favored for works on the ships by the Italian government because he had restored Cathedrals destroyed during WWII." A STELLA MARIS panel completes the room. Yet, as iconically said, "you ain't seen nothin' yet!"



Downstairs bedroom with an interesting Majoli mural depicting Cleopatra committing suicide.

Even the bathroom with its REGAL EMPRESS door and Helen Weber ceramic impressed. As an interesting note, every door in the home, except one pocket door, was replaced with a beautiful and unique door from Peter's cruise ship collection.

On to the dining room, which is simply a wealth of ocean liner décor. I'll use this room to illustrate the breadth of the cruise ship collection found in each room throughout Peter's home.



A hallway view of the REGAL EMPRESS door among a number of shipbuilder plates, wood paneling, and another feature door.

- Cunard RMS IVERNIA dining tables
- Union Castle RMS WINDSOR CASTLE small room service table for bedside use
- Canadian Pacific EMPRESS OF BRITAIN wall panels, that designer Joe Farcus had later covered with pink tinfoil when she became Carnivals' CARNIVALE only to be rediscovered when she later became the OLYMPIC
- AUSONIA full wall Majoli painting titled "Hunting Scenes from Ancient Egypt"
- Italian Line AUGUSTUS Cabin Class Dining Room recessed ceiling lights
- IVERNIA steering telegram from the emergency steering station
- AUGUSTUS First Class Dining Room Waiter Station
- Two AUGUSTUS dining chairs and another a "survivor" from the French Société Générale des Transports Maritimes (SGTM) PROVENCE, later Costas' ENRICO C
- Elder Dempster AUREOL blue dining room chairs

- Greek Lines OLYMPIA dining room New York Harbor painting by noted British artist William Ware. More recently, Ware helped restore Windsor Castle after its devastating fire.
- Two Portuguese Companhia Colonial de Navegacao (CCN) PRINCIPE PERFEITO hutch chairs
- Two United States Lines SS UNITED STATES dining room and lounge table lamps
- Elder Dempster AUREOL light fixture and clock
- And, finally, two Lloyd Triestino VICTORIA wood pillars!



(Left) Dining room with William Ware's NYC Skyline painting from the OLYMPIA and SS UNITED STATES table lamps. (Right) Dining room with IVERNIA's steering telegram, EMPRESS OF BRITAIN wall panels, and AUGUSTUS First Class Waiter Station



Dining room with the AUSONIA's Majoli mural, "Hunting Scenes from Ancient Egypt", IVERNIA dining tables, one of VICTORIA's corner wood pillars and chairs from the AUREOL.

The living room is festooned by a complete Tom Nicholai-refurbished Tourist Class Bar from the AUREOL; a HAMBURG wall mural that not only appeared in the movie “Juggernaut” but was also the background to the Gorbachev-Bush talks when she was the MAXIM GORKY. Also found, builder plates from the EUGENIO C and ISLAND PRINCESS; a STATENDAM foot stool; and a myriad of light settings and Luzzati panels from multiple ships among several other treasures.



The living room HAMBURG wall mural, the AUREOL Tourist Class Bar, and other assorted memorabilia.

The staircase to the second floor perfectly combines brass railings from the IVERNIA and wooden ones from the EMPRESS OF CANADA as well as artwork from the AUGUSTUS. Peter’s office is graced with gorgeous, rounded glass walnut bookshelves from the IVERNIA, and additional fixtures and furniture from the SAXONIA, REGENT SEA, TAHITIEN, CITY OF YORK, ROTTERDAM, CANBERRA, and more.

Upstairs bedrooms and bathrooms included many additional unique items, and so did the garage; so much so, that Peter’s own paper ephemera collections were made inaccessible with additional large and heavy Helen Weber ceramic murals from the HOLIDAY blocking their access just waiting for Carnival to come calling once a new CARNIVAL HOLIDAY makes her appearance!

Our visit was made complete with a lunch feast of Mexican favorites and soft drinks among the PACIFIC PRINCESS (a.k.a. “The Love Boat”) decking, seating and sculpture found outside. Additional tables were provided with a selection of shipboard accessories and several guests left with very reasonably priced items from Peter’s India forays for their personal collections. It was a day to be remembered and an incredible opportunity for all – and a huge thank you goes out to Peter Knego and Michael Masino for being the consummate hosts!

(Photos: Stuart Gewirtzman)

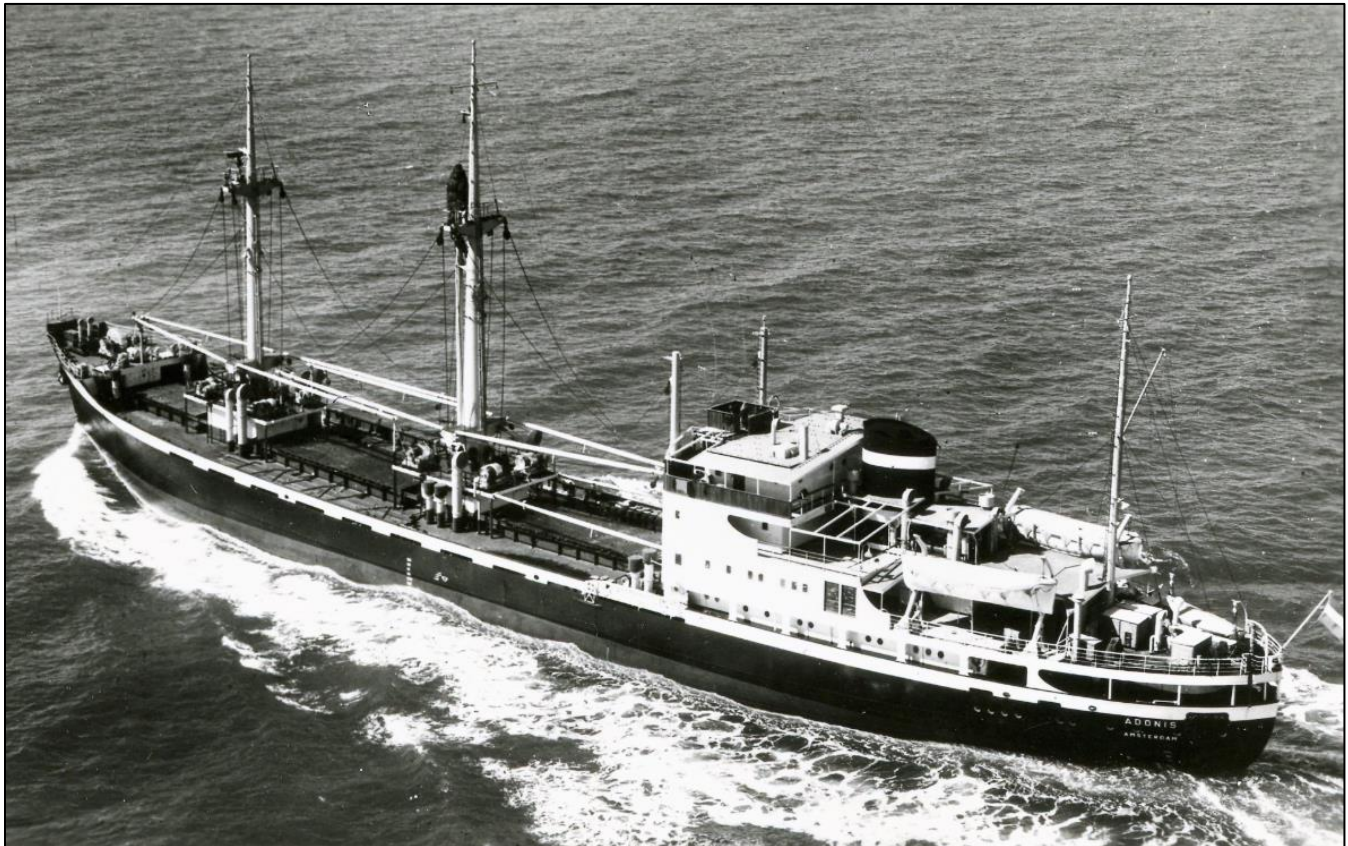
SHIPS IN PORT

THE ROYAL NETHERLANDS STEAMSHIP COMPANY

By Bill Miller

Back in the 1950s and '60s, the Port of New York was booming. Ships, from the big liners to cargo-filled freighters, seemed to be everywhere. Pier space was at a tight premium. It was said that a ship arrived or departed once every 24 minutes. Friday afternoons were the busiest times. Ships and their owners wanted to clear and get away before pricey weekend rates for the dockers kicked in. The late Allan Liddy, who ran a popular firm called Flying Camera and which specialized in aerial photography of the Port and its ships, once told me that Fridays were difficult for him. So many ships were departing and seemingly at the same time, it was difficult photographing one ship without getting another in view. Over the years, Allan photographed thousands of ships.

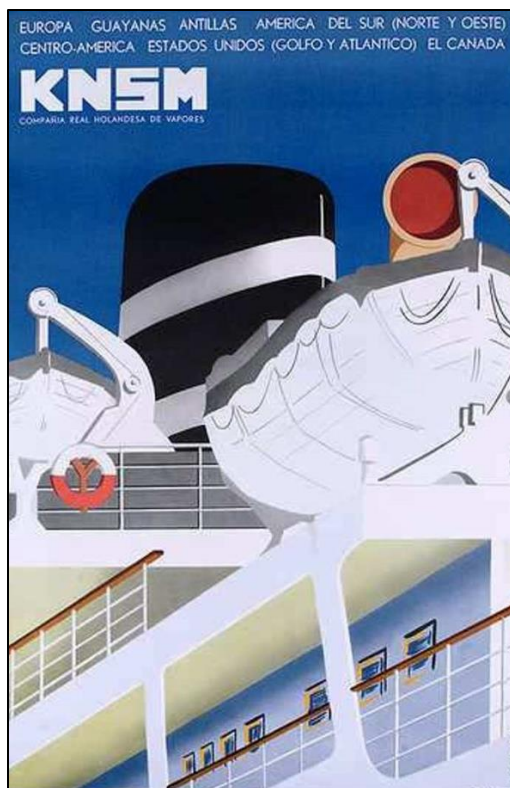
With a large fleet of mostly smaller cargo ships, Holland's KNSM, better known as the Royal Netherlands Steamship Company, had as many as 10 sailings per month to the Caribbean and South America from their terminal at 31st Street in Brooklyn. Their ships often departed late on Friday afternoons or early evenings. Ships such as the 4,000-grt ADONIS, which could carry up to 12 passengers, was used in a weekly service to Curacao, Aruba, La Guaira, Puerto Cabello, Maracaibo and Trinidad. Another weekly run was to Port au Prince and Ciudad Trujillo. An alternate but less regular service was to Dutch Guiana and still another to Cap Haitien and other Haitian ports.



Freighters such as the *Adonis* could carry up to 12 passengers in five doubles and two single berth cabins.

"In the 1950s and '60s, Holland America Line represented the passenger business of other Dutch steamship companies through their network of branch offices in the USA and Canada," recalled Laurens van der Laan, then employed by the Holland America Line in its offices at 29 Broadway and later on newly built Pier 40 at West Houston Street. "We had a department at Holland America in New York called Dutch World Services with a staff of seven. I handled KNSM Royal Netherlands, with its passenger service between New York and the Dutch West Indies. These ships sailed weekly from Brooklyn, so every Thursday and Friday, I took the subway to the 31st Street pier to attend the embarkation of passengers heading for Curacao, Aruba, ports in Venezuela and Georgetown in British Guiana and Paramaribo in Dutch Guiana. The ships were very popular and usually quite full. Some ships carried as few as 6 passengers – in two double and two single cabins."

(Below) A KNSM / Royal Netherlands baggage tag.
(Right) Company poster art.



In the 1970s, with the sweeping onset of the container cargo era, Royal Netherlands was merged into the huge Nedlloyd Group, also Dutch (and itself later gobbled-up by the even larger Maersk Line) and soon lost its identity. The Company's former headquarters in Amsterdam with its distinctive Art Nouveau styling has now been made over as a hotel.

(Images: Bill Miller Collection)

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SHIP'S LOG
SHIP'S LOG will return next month.

SHIP NEWS
Compiled by Pat Dacey

DISNEY TREASURE CHRISTENED ON THE HUDSON RIVER



DISNEY TREASURE with drone display on November 19th in NYC
(Photo: The Walt Disney Company)

On November 19, Disney Cruise Line christened its new ship, the DISNEY TREASURE, during a waterfront celebration on the Hudson River just off the Chelsea Piers complex in New York City.

The celebration included a lightshow with 1,000 synchronized drones illuminating the autumn sky with a tribute to Disney stories and characters set to a medley of Disney songs. The Walt Disney Company, the honorary godparents of DISNEY TREASURE, who bring Disney storytelling to life every day, recited a traditional blessing to bestow good fortune on the vessel and its travelers. The culmination of this maritime tradition had drones forming a 65-foot-tall champagne bottle that burst into a grand finale of light and sound, with Jordin Sparks performing a live rendition of “Live the Adventure,” the original anthem of the DISNEY TREASURE from the Chelsea Piers complex.

Bob Iger, chief executive officer of The Walt Disney Company, said: “Since the launch of the Disney Cruise Line in 1998, our ships have become brand ambassadors that bring our world-class storytelling and the immersive nature of our theme parks to new audiences in new places all over the world.”

“This is an unprecedented era of growth for Disney Experiences and a dramatic period of expansion at Disney Cruise Line,” said Josh D’Amaro, chairman of Disney Experiences. “We are more than doubling our fleet to 13 ships by 2031 so that we can bring Disney cruise vacations to even more families across the globe.”

The DISNEY TREASURE, sister ship to the DISNEY WISH (launched in 2022) and the DISNEY DESTINY (setting sail in Nov. 2025), all call on stories of Disney, Pixar, Marvel, Star Wars and Disney Parks attractions to offer new and guest-favorite experiences.

The new ship embarks on its maiden voyage on Dec. 21, 2024, followed by an inaugural season of seven-night itineraries from Port Canaveral, Florida, to the Eastern and Western Caribbean.

Below is the official link to the ceremony by The Walt Disney Company to an approximately 10-minute overview of the spectacular event in NYC.

[Disney Treasure Christening in New York City - The Walt Disney Company](#)

(Source: The Walt Disney Company)

CRYSTAL LOOKS TO EXPAND FLEET BY SIGNING ORDER WITH FINCANTIERI FOR THIRD NEW SHIP



An artist rendering of three proposed Crystal newbuilds. (Image: CRYSTAL)

On November 8th, Fincantieri finalized an order with Crystal for the construction of a new luxury cruise ship, following an option to expand the original two-ship agreement announced on June 27, 2024.

Like its planned sister ships, the 690-passenger, 61,800-gross-ton ship will feature a host of amenities and innovative designs, using the finest materials and the best craftsmanship.

A standout feature will be a promenade extending through the whole ship’s perimeter, like those on CRYSTAL SYMPHONY and CRYSTAL SERENITY, for leisurely strolls with stunning ocean views.

Culinary enthusiasts will be delighted by a variety of dining options, showcasing world-class cuisines including Umi Uma, the only Nobu at sea as well as Beefbar, by restaurateur Riccardo Giraudi.

The new ships will feature all-suite accommodations with private verandas as well as popular solo traveler single occupancy suites with private verandas. This commitment to comfort is complemented by one of the highest crew-to-passenger ratios in this segment.

“Exercising this option and agreeing to build a third ship together showcases the trust and partnership between my family and Fincantieri, dating back to Sitmar Cruises and evolving through Silversea to our present vision with Crystal,” said Manfredi Lefebvre d’Ovidio, Executive Chairman of A&K Travel Group.

(Source: Crystal)



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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