



THE NEWEST CARNIVAL CRUISE LINE DESIGN INNOVATIONS PRESENTED BY GLENN APRILE

WEDNESDAY, OCTOBER 22, 6:30 PM (ET) ZOOM MEMBER MEETING



(Photo: Carnival Cruise Line)

Join us for an exclusive behind-the-scenes look at the innovative design and development journey of Carnival's groundbreaking Excel Class ships. Explore the nostalgic charm and storytelling behind *The Golden Jubilee* lounge aboard CARNIVAL CELEBRATION, and get a first glimpse at the exciting new features set to debut on CARNIVAL FESTIVALE in 2027, including immersive music zones, expanded family experiences, and Carnival's largest water park at sea.



Glenn Aprile is Assistant VP, Brand Experience and Product Development, responsible for the development of marketable product offerings that enhance the guest experience on Carnival's ships and port destinations. Glenn played a pivotal role in the master planning and guest experience development of Carnival's largest and most innovative new builds including the Carnival Excel Class and Carnival's new, exclusive destination on Grand Bahama Island, Celebration Key.

Glenn has earned a reputation for his extensive knowledge of the industry by virtue of his experience cruising on or visiting over 140 different cruise ships across more than 30 different brands in addition to his years of work in the commercial and operational aspects of the business.

Glenn's passion for cruise ships began early. He joined the World Ship Society – Port of New York Branch at the age of 13!

YARMOUTH CASTLE BURNING PRESENTED BY ERIC TAKAKJIAN

FRIDAY, NOVEMBER 21, 6:30 PM (ET) ZOOM MEMBER MEETING

MEMBER PHOTOS



NCL NORWEGIAN ESCAPE coming into Pier 88 with a Moran Tug assist, Sept. 2025. (Photo: Justin Zizes)



AMERICAN EAGLE on her voyage up the Hudson River, Sept. 2025. (Photo: Justin Zizes)



Virgin's BRILLIANT LADY in New York Harbor, Sept. 2025. (Photo: Justin Zizes)



Oceania Cruises' newest ship, ALLURA on her maiden New York City call, Sept. 2025. She will be homeported in Miami for her inaugural Caribbean season. (Photo: Stuart Gewirtzman)



Ponant's LE CHAMPLAIN in Sault Ste. Marie, Michigan, Sept. 2025. (Photo: Pat Dacey)



NORGOMA, built in 1950, was the last passenger vessel with overnight sleeping cabins on the Great Lakes. Photographed in Sault Ste. Marie, Ontario, awaiting scrapping. (Photo: Pat Dacey)



Cunard's QUEEN MARY 2 tied up at the Brooklyn Cruise Terminal, Sept. 2025. (Photo: John Baxter)

SPECIAL MEMBER EVENT – EARLY NOTICE
WSS-PONY BRANCH HOLIDAY PARTY AT TONY'S DI NAPOLI
UPPER EAST SIDE LOCATION
1081 3RD AVENUE BETWEEN 63RD and 64TH STREETS
SUNDAY, DECEMBER 28, 12 - 3PM



Price fixe lunch with salad, pasta, entrée, dessert, and coffee/tea.

\$35 per member and \$50 per guest with a maximum of one guest per member.

Cash bar. Taxes and gratuities included.

An invitation and registration link will be emailed to all PONY Branch members.
Take advantage of this early registration opportunity to join us for
an afternoon of holiday festivities with your fellow members!

FROM OUR FRIENDS AT NS SAVANNAH
HISTORIC NUCLEAR SHIP SAVANNAH UPCOMING PUBLIC SITE VISIT
SATURDAY, NOVEMBER 15

Come experience a time capsule of the atomic age. The world's first nuclear-powered merchant ship, the Nuclear Ship SAVANNAH will host a free public site visit on November 15.

SAVANNAH was built as part of President Eisenhower's Atoms for Peace program and served as a floating ambassador promoting the safe and peaceful use of nuclear power between 1962 and 1970. The ship will be open from 10am to 3pm. Experience its mid-century modern interiors with atomic motifs, engine and control rooms, and other spaces, just as passengers and visitors did during its operation. In addition, you can take a self-guided tour of the containment vessel, which housed the nuclear reactor – truly a unique experience!

SAVANNAH is located at 4601 Newgate Avenue, Pier 13 Canton Marine Terminal. *Please note:* The ship has limited accessibility for those with disabilities and open-toed shoes are not permitted.

For more information and to RSVP go to: <https://www.ns-savannah.com/upcomingevents>

**“FALL FOLIAGE OKTOBERFEST CRUISE AUTUMN ON THE WATER”
ABOARD NYC WATER CRUISES’ GRANDE MARINER
SATURDAY, OCTOBER 25, 10:15AM - 2:30PM**



Experience the autumn splendor with a festive and historic twist! Set sail on Saturday, October 25, for the ultimate autumn adventure on this no-host “Fall Foliage Oktoberfest Cruise Autumn on the Water” aboard the GRANDE MARINER. During the 4-hour scenic cruise, enjoy the vibrant colors of fall as you cruise along the Hudson River and New York Harbor on the GRAND MARINER which was built in 1989 by Blount Boats. Originally sailing for American Canadian Caribbean Cruise Line, the ship features unique designs including a retractable pilothouse, bow ramps, adjustable pitch props and a shallow draft for beach landings. The retractable pilothouse design enabled the ships to cruise under low bridges where others might not be able to pass.

With a lively Oktoberfest atmosphere, this cruise features festive live music, authentic bratwurst, sides, other seasonal treats and beverages as well as an incredible selection of craft beers for purchase.

- **Reservations are \$99 per person and must be made and paid in advance at [Sightseeing Cruise in New York | NYC Water Cruises Inc.](#)**
- When registering add under “Additional Information: Are you celebrating a special occasion or have any special requests?” Enter “WORLD SHIP SOCIETY MEMBER” to receive a 10% refund that will be provided after registering and payment. Also, if attending, please email wsspony@gmail.com to let us know you will be joining the fun and to help us connect while onboard.
- **Boarding begins at 10:15AM. Tour departure at 10:30AM sharp.**
- **Embarkation/Debarcation location:** Pier 36, 299 South St, New York, a convenient Manhattan location, with easy access via public transit.
- Dress in layers to enjoy both the cozy climate-controlled interior and outdoor decks.

COLLECTOR'S CORNER
THE FRENCH LINE – POST-WWII MEDALLIONS
BY ALAN ZAMCHICK



VILLE D'ALGER (1948) - Her postwar "refurbished" Maiden Voyage medallion. Bronze and cornucopia imprints appear on the rim. The obverse side has a relief of the now single-stacked ship at sea as well as reliefs of the port of Marseille and the port of Algiers. The reverse has a warrior on a horse overlooking Algiers but the date of France's conquest of the port that appeared on the 1935 Maiden Voyage medallion has been removed. The words COMPAGNIE

GENERALE TRANSATLANTIQUE appear at the top and the two ports are separated by "MER MEDITERRANEE." At the bottom "VILLE D'ALGER 1948." Engraver Raymond Delamarre (1890-1986) and it continues to carry his original engraving date of 1935. 5.3oz, 6.7cm diameter.



DE GRASSE (and with apologies, the DE GRASSE should have appeared in the Summer Porthole, with her Maiden Voyage having taken place August 1924, her postwar initial voyage was in 1947). This smaller MV medallion features the bronze and Paris Mint imprint on the rim. The obverse is a relief of DE GRASSE looking over the sea in full naval uniform. The reverse has a lion coat-of-arms representing courage, strength, nobility, royalty and valor surrounded by Cie Gle

TRANSATLANTIQUE, FRENCH LINE, PAQUEBOT DE GRASSE. Engraver Maurice Delonnoy's (1885-1972) name very lightly appears on the obverse side. 1.90oz, 5cm diameter.



ILE DE FRANCE (1949) - Issued to coincide with the ILE's return to service after WII. A beautifully done medallion. The obverse features a port side view of the now two-stacked ship, a ship's porthole with seagulls flying outside, and the ports of New York and Le Havre outlined in relief on each side. Cie Gle TRANSATLANTIC circles the top and "ILE DE FRANCE FRENCH LINE" appears at the bottom.

The reverse has a reclining "FRANCE" in female form leaning on an enlarged ILE DE FRANCE twelve province coats-of-arms and surrounded by the other twelve provincial coat-of-arms. A galleon sails westbound on her right arm in which she holds an olive branch. The points of the compass encircle the edge. The engraver's name, Marcel Renard (1893-1974), appears with the 1949 date of issue. 2.80oz, 5.3cm diameter.

Take the opportunity to visit our website: [World Ship Society – Port of New York Branch | Est. 1965](http://www.worldshipsociety.com)



LIBERTE (1950) maiden voyage medallion - The rim carries the bronze and Paris mint imprint. The obverse is a near complete port view of LIBERTE with COMPAGNIE GENERALE TRANSATLANTIQUE "LIBERTE" LE HAVRE - NEW YORK with French Line in logotype. The reverse shows FRANCE again in female form representing France freed from the shackles of war with chains hanging from each wrist, surrounded by two porpoises around in a large shell. The engraver's name, Jean Vernon (1897-1975), appears on the edge. 1.85oz, 5cm diameter.



COLOMBIE (II) (1950) - Her "refurbished" return to service Maiden Voyage medallion. The bronze and Paris Mint imprint appears on the rim. The obverse features a fine port-side relief of the ship with her new single stack and COMPAGNIE GENERALE TRANSATLANTIQUE over a sailing ship with the "French Line" and "Linea Francesa" appearing in logotype and a block-lettered "COLOMBIE" below the ship atop a gleaming Caribbean sun. The reverse is illustrated with an island woman balancing foods of the region on a tray atop her head surrounded by native plants. The background includes the islands of Martinique, a "minimized Dominica," and Guadeloupe – two of which have remained integrated with France as "overseas departments." "MER CARAIBE" makes it clear where her intended service will be focused. The engraver Marcel Renard's name also appears on the reverse. 3.60oz, 5.9cm diameter.



FLANDRE (1952) maiden voyage medallion - The rim is stamped with the bronze and Paris Mint imprint. The obverse includes a port-side view of the ship with local marine life appearing below the French Line corporate name. A French Flanders regional woman in local dress appears on the reverse side. She is dressed in the traditional clothing of the region, which at one time included parts of Belgium and the Netherlands. Hence, we also have representation of a windmill, lacemaking, and a lighthouse along with a lion emblazoned Flemish shield – all of which could be considered from the region in earlier times. Grain and fish represent the fishing and agricultural strengths of the region. 1.85oz, 5cm diameter.



ANTILLES (1953) maiden voyage medallion - The bronze and cornucopia imprint of the Paris Mint appears on the rim. This attractive medallion for the FLANDRE's white liveried sister ship highlights her main cruise service to the West Indies from France. The obverse includes a detailed starboard view of the ship set on a background of tropical Caribbean flora and fauna. The reverse features elegantly dressed French island maidens saluting a galleon as it leaves a tropical harbor. 2.70oz, 5.4cm diameter.



CGT SERVICE MEDALLION – This large silver (ARGENT appears on the rim) medallion was awarded to longtime employees for their CGT SERVICES POSTAUX DE L’ATLANTIQUE ET DE LA MEDITERANEE (Postal services of the Atlantic and Mediterranean) as the banner on the reverse heralds their company service. You can see this particular medallion is inscribed specifically for “M. ALEXANDER

LENZI” “EN SOUVENIR DE SES BONS ET LOYAUX SERVICES 1934-1959 (In Memory of his Good and Loyal Services). The obverse features a figure of Mercury (representing the postal service) and a female figure (this is usually France represented by Marianne or “Liberte”) surrounding a raised relief of the LA BOURGOGNE (1885), the first CGT steamer with four masts and two smokestacks and the old format CGT logo (pre-1900). The figures are flanked by a steam railroad locomotive and the Statue of Liberty. At the bottom appears E & I Pereire.Fondateurs (Emile & Isaac Pereire founded the Compagnie Generale Transatlantique in 1855). It appears the designer & artist’s name was Pagnier (the name appears on both sides). With the existence of a miniature version of this medallion we can date its origination from 1900. This is the largest of all French Line medallions at 5.90oz, 6.8cm diameter.



FRANCE (III) (1962) maiden voyage medallion - The bronze and Paris Mint cornucopia imprints appear on the rim. The obverse is a fine port bow relief of the ship with the GARE MARITIME in the background and the year of issue. The reverse has a raised relief profile of Marianne representing France wearing a Phrygian cap set against the sea and a star-filled sky surrounded by the words “ELLE POURSUIT SON ESSOR,

TECHNIQUE, ECONOMIQUE ET SOCIAL.” (“It continues its technical, economic and social development”) “FRANCE” 1962, COMPAGNIE GENERALE TRANSATLANTIQUE, LE HAVRE-NEW YORK, FRENCH LINE.” 2.50oz, 5.3cm diameter.

A note and examples of miniature French Line medallions: The French Line issued several miniature medallions of which I have had two in the collection:



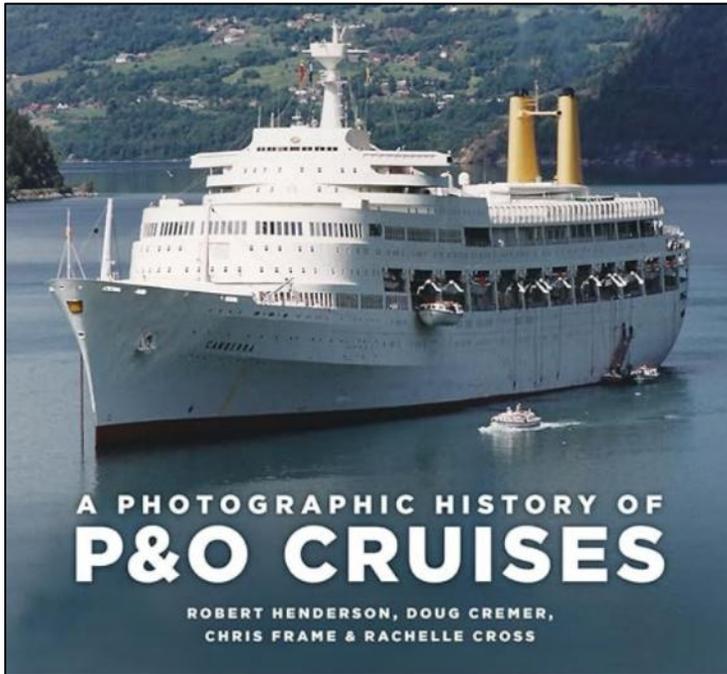
CGT SERVICE MEDALLION type - This dime-sized keychain mini-medallion with loop has the argent and cornucopia Paris Mint imprint on the rim. Instead of being inscribed to a loyal employee the reverse says, “CIE GLE TRANSATLANTIQUE HAVRE, NEW YORK 1900.” 0.10oz, 2cm diameter.



LIBERTE type: Argent and cornucopia imprint on rim. An exact miniature duplicate of the original LIBERTE Maiden Voyage medallion. 0.45oz, 3mm diameter.

(Photos: Alan Zamchick)

SHIP'S LOG
A PHOTOGRAPHIC HISTORY OF P&O CRUISES BY CHRIS FRAME
RECAP BY BOB ALLEN



Our earlier May meeting broadcast live from Australia was a fascinating history of the great British steamship line P&O, courtesy of PONY Branch member, Chris Frame. Chris has been a Cunard lecturer since 2008. He is also the host of *Cruise News and Ship History* on YouTube. With his writing partner Rachel Cross, Chris has authored 18 books. Chris' engaging presentation to our members was based upon his recently released book (*left*), with the same title.

P&O traces its history all the way back to 1823, when London-based ship broker Brodie McGhee Wilcox and Arthur Anderson, a sailor from the Shetland Islands, formed Wilcox and Anderson Co. Their sailing ships and early steamships were used to transport cargo, mail and passengers around the British Isles and later the Iberian Peninsula. A mail subsidy followed, and the company reorganized as Peninsular Steam Navigation Co. (PSN.Co.). Its first steamship was the 1829-built WILLIAM FAWCETT, a paddle-wheel propelled vessel. By 1837, the company set its sights on expanded service to the Mediterranean and onward to the Far East. A new name, Peninsular and Oriental Steam Navigation Company, or P&O - indicated the line's expanded area of operations. Chris told us that over the decades, some have mistaken the name P&O for Pacific and Orient or Peninsular and Orient.



WILLIAM FAWCETT (1829) was the first steamship of PSN.Co., which evolved into P&O in 1837. (Image: Simplon Postcards)

The ships of this era were of wood hull construction, with boilers fed by hand-stoked coal; sails offered supplemental propulsion under favorable conditions. About 200 feet long, the ships had very limited passenger amenities in this time before electric lighting, refrigeration and shipboard plumbing. Once fresh provisions were consumed, livestock provided eggs and fresh meat, and a cow supplied milk. Chris showed us interesting period renderings of shipboard life in this period, using images from the Henderson & Cremer Collection. (Henderson, Chris informed us, saved some of the Australian P&O archive from destruction in the 1960's). Life at sea in very hot weather on un-air-conditioned or ventilated ships was spent largely on deck, with canvas awnings rigged to protect passengers from the sun's blistering rays.

In the 1840s, P&O ships became larger and featured more passenger facilities. Arthur Anderson, ever the entrepreneur, had for years dreamed of using passenger ships for a "Grand Tour" to see the world. Unlike cruise lines of today, P&O shuffled passengers between various vessels to cover the designated itinerary. Although steamships in the mid-1840's still had significant safety issues, lacked radio communications and were certainly not luxurious, P&O advertised voyages strictly for pleasure - it was the beginning of the cruise industry.

P&O's Australian connection began in the 1850's after a gold rush and increased colonization from the UK created the necessary demand. Government subsidies were also crucial in the operation of these early mail services. Sailing ships were replaced by modern steamers; the CHUSAN, a screw-driven vessel inaugurated P&O's Australian service in 1852. Chris told us that the new P&O service was greeted with tremendous enthusiasm. In honor of the ship's first voyage, a special "Chusan Waltz" was commissioned and performed upon departure from England and upon arrival in the Australian colony.

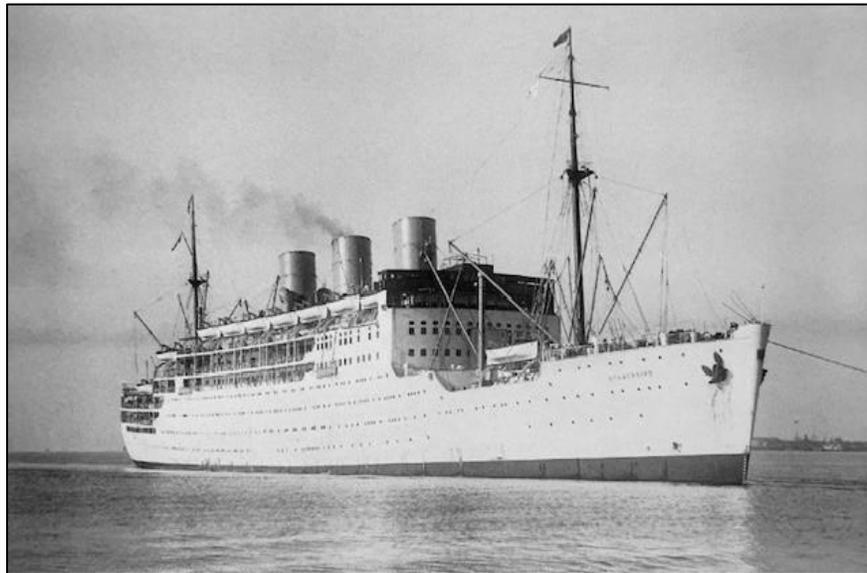
Chris explained to us that one of the most remarkable periods in P&O history involved the opening of the Suez Canal. P&O had built massive and very costly infrastructure in the Egyptian cities Alexandria and Suez to transport passengers and cargo across land before the canal was built. This eliminated the need to sail around Africa to reach the Far East and Australia. Once the canal opened in 1869 and linked the Mediterranean and Red Seas, the infrastructure was redundant and had to be written off. P&O's competitors could use the new canal, but did not have the burden of useless infrastructure, as P&O did. P&O's government's subsidies were reduced since the overland portion of the trip was no longer necessary, setting off a financial crisis that nearly bankrupted the company. P&O survived only due to Thomas Sutherland, its new managing director in the early 1870's. Sutherland was a financial expert, one of the founders of the Hong Kong Shanghai Banking Corporation (HSBC). He negotiated with government bureaucracies and worked out a fair deal for P&O's survival.

The 1880's and 1890's saw tremendous change for P&O. It was a period when passenger vessels became equipped with electric lighting, modern plumbing and greater propulsion reliability. Just like counterparts on the North Atlantic, the vessels of this period could be called comfortable and even luxurious in first class. In 1901, the Australian colonies federated, becoming the Commonwealth of Australia. This fueled huge growth, and P&O needed to expand to meet the high demand for passenger and mail services. The safer, more comfortable ships also resulted in increased demand for pleasure cruising. Chris told us of an important event in 1911, which highlighted P&O as a prestigious member of the British merchant marine. Its new liner MEDINA was chartered as the Royal Yacht for the new King George V and Queen Mary.

World War I resulted in devastation for many of the world's passenger fleets, including P&O. A large portion of the fleet was requisitioned for use by both the Imperial and Australian navies, and 25 vessels

were lost to enemy action. Even with these setbacks, Chris explained that by the 1920's, P&O was booming again. In addition to rapid growth in the postwar era, P&O took control of competitor Orient Line in 1918, greatly increasing fleet size and dominance on the UK - Australia routes.

The crowning achievement of the post-World War I building program was "The White Sisters," also known as the "Strath" ships - STRATHNAVER (1931) and sister STRATHAIRD (1932) and near-sisters STRATHMORE (1935), STRATHEDEN (1937) and STRATHALLAN (1938). These 23,000-ton liners carried approximately 1,000 passengers between the UK and Australia. Chris explained that these vessels offered the most modern amenities including an indoor pool with expansive ocean views, luxurious lounges and dining rooms for First and Tourist class. The interior decor featured stunning Art Deco design and furnishings. New exterior livery was developed for these ships - clean white hulls topped by buff funnels, which became the P&O look for the next 70 years. P&O management decided to use the STRATHAIRD, introduced during the Great Depression when traffic was decreasing, as a cruise ship in 1932. She sailed on P&O's first round-trip cruise to international waters from Sydney, signifying the beginning of Australia-market cruising.



*STRATHAIRD (1932) was the first P&O ship operating round trip cruises from Sydney.
(Photos: The Pictures Collection, State Library of Victoria)*

As with World War I, the Second World War was equally disastrous for the P&O fleet. Another massive rebuilding program was needed. Remarkably, four of the five "Straths" survived the war; only the unfortunate STRATHALLAN was lost in 1942. The first pair of sisters, elegant looking with three funnels, were modernized after the war to a single-stack profile; two funnels were dummies. The later trio were built with a single stack. Chris told us that new ships of both P&O and Orient Line were built with practically identical hulls, while the superstructures were modified by each brand. With larger, more luxurious ships, the postwar fleet took on the look and feel of modern cruise ships. They featured observation lounges and bars filled with plush furniture and spacious dance floors, festive pool decks and wide promenades. Some of these great ships are remembered today: ORCADES, ORONSAY and ORSOVA (members of the Orient Line fleet) and P&O's HIMALAYA, CHUSAN, ARCADIA and IBERIA.

By 1961, competition from the jet airliner was far too great to ignore. P&O and Orient Line merged to become a single company, P&O-Orient Line. Chris pointed out that the full name was therefore the

awkward sounding Peninsular and Oriental-Orient Line. Each line commissioned one last, magnificent ship. Orient Line's ORIANA debuted in late 1960 and was almost immediately merged into the new fleet, while CANBERRA, the last true P&O liner, made her maiden voyage in June 1961. The P&O-Orient name eventually reverted to just P&O.

Mergers and acquisitions continued to be necessary for P&O's survival. The American-based company Princess Cruises was purchased in 1974. Its revolutionary new build ROYAL PRINCESS arrived in 1984, with all outside cabins on the upper decks, and lounge space below - a reversal of traditional layout. Chris showed the dramatic comparison in a photo of ROYAL PRINCESS next to P&O's SEA PRINCESS, which was originally the Atlantic liner KUNGSHOLM of 1966. In 1989, P&O purchased Sitmar Cruises and merged it with Princess. Sitmar's Australia based FAIRSTAR continued cruising from Sydney, paving the way for a fleet of casual-styled cruises for the Australian market. P&O's UK based fleet offered a more formal cruise style for the British market.



*The legendary CANBERRA (1961), the final P&O vessel built for line voyages.
(Image: Henderson & Cremer Collection)*

In 2003, P&O was purchased by cruise giant Carnival Corporation, becoming one of its many brands. Eleven years later in 2014, the P&O buff funnels disappeared in favor of blue with a rising sun logo. Carnival financed new ship construction but also moved ships between brands like chess pieces. In 2020, Australian cruising completely shut down due to the pandemic, since the Commonwealth's borders were closed. P&O cruising from Australia restarted in 2022, and Chris told us the future then looked bright. However, the ships were clearly not generating the profits Carnival expected, and P&O's Australia cruise division was terminated in 2024. Ships were dispersed to other operators and Carnival brands, with Carnival Cruises continuing to operate in Australia.

Chris lamented the demise of a P&O presence in Australia that began in 1852 - decades before Australia was a nation, and 92 years of joyful P&O cruising for the Australian market came to a sad end. P&O was part of Australian culture, and now Chris regretfully told us, it's just a fond memory. We thank Chris for his excellent, superbly illustrated and delivered program.

(Images: Chris Frame Collection and as noted.)

SHIPS IN PORT THE GREEN GODDESS – THE CARONIA BY BILL MILLER



A classic New York gathering -- the HOMELAND (top left), CARONIA, QUEEN ELIZABETH, ILE DE FRANCE, UNITED STATES, AMERICA and SATURNIA. (Photo: Moran Towing)

On a dark, rainy morning in the fall of 1967, a group of WSS-PONY Branch members stood, waved and felt tinges of sadness as we said farewell to a favorite ship in New York – Cunard Line’s green-colored CARONIA. Off on its final voyage, a six-week trip to the Mediterranean ending in Southampton (but also including first class accommodations home to New York on an alternate Cunard sailing), the 715-ft long ship was eased into the mid-Hudson by two Moran tugs. A few passengers waved from the outer decks. Dressed in flags, they did not flutter, but hung limp in the heavy rains. Streams of black smoke rose from the single funnel. Once in midstream, the CARONIA all but disappeared in the otherwise darkness of that autumn day. It seemed very sad. Many of us were still feeling the loss of the great QUEEN MARY, which had set off on its final Atlantic crossing just weeks before.



The beautiful CARONIA berthed at Auckland, New Zealand.

After World War II, in 1945-46, Cunard Line began planning for yet another major liner, smaller than the two QUEENS, the illustrious QUEEN MARY and QUEEN ELIZABETH, but more compatible and similar in size with the somewhat smaller MAURETANIA, which was seen as something of a loner in the Company’s otherwise large passenger ship fleet. But then, in a flash of inspiration, Cunard directors caught a glimpse of the future – a new liner designed almost totally for cruising. This ship emerged in late 1948 as the CARONIA, a luxurious liner designed to sail any ocean, any latitude and for any length of time. Alternatively, with a few doors closed and notices posted, the ship could serve

on the regular North Atlantic passenger run should the occasion arise. The keel plates were laid in 1946, and in October of the following year 21-year-old Princess Elizabeth and the Duke of Edinburgh traveled to the John Brown shipyard at Clydebank for the launching. Notably, the 34,000-ton CARONIA was the biggest liner to come off the ways since the end of the War, and the British Government used the occasion as a symbol of national recovery (even if the country was actually still suffering from food rationing and material shortages).

The 930-passenger ship had a number of design innovations. No other larger Cunarder had toilet facilities adjoining all the passenger cabins, a feature which was particularly dear to wealthy American cruise passengers. It also had an outdoor pool, an amenity cherished in the tropic waters. Internally, it was a scaled-down (in size) version of the QUEEN ELIZABETH, but managed a sort of clubby comfort. The exterior was sleek – a towering tripod mast and one huge funnel on an otherwise serenely balanced hull. Uniquely, the entire ship was painted in four shades of green (which inspired the ship's best remembered nickname, "the Green Goddess"). The color was allegedly selected for heat resistance (again in tropic climates), but possibly more so in an attempt at distinction.



(Left) Preparing to sail from Pier 90, New York. (Right) Grand cruising, dated 1953.

A WSS-PONY member, the late Captain Eric Ashton-Irvine recalled the secrecy surrounding the decision to paint the newest Cunarder in green. "Early in 1948, I quite accidentally came across a maritime artist, who had a special commission from the chairman of Cunard. It was the new ship, then still building up on the Clyde. I was one of the very few to see the special coloring. The worried artist asked that I



CARONIA, laid-up & idle as the renamed CARIBIA.

immediately forget what I had seen. I suspect the painting was something of a test, just to see what an all-green liner would look like." Captain Ashton-Irvine also remembered seeing a prototype model of the CARONIA in the Company's Liverpool headquarters. The model had, however, a traditional black hull and white superstructure.

The late Brenton Jenkins, then a junior purser, was aboard the twin-screw, 22-knot CARONIA for its sea trials off Scotland in the autumn of 1948. "On the speed trials, we had the Duke of

Edinburgh aboard. He was representing Princess Elizabeth, who was about to give birth to Prince Charles in London. Already, much publicity surrounded the ship, particularly about its standard of luxury and intended schedule of worldwide cruising. The CARONIA was soon dubbed "the millionaires' yacht'."

(Images unless otherwise credited: Bill Miller Collection)

SHIP NEWS COMPILED BY PAT DACEY

FLEET EXPANSION FOR ARANUI CRUISES



Artist rendering of the ARONOA. (Image: Aranui Cruises)

In September, Aranui Cruises announced additional deployment details for the maiden season of its new ship, ARONOA, which is scheduled to set sail on its Maiden Voyage on March 6, 2027. Originally scheduled for a 2022 delivery, construction was delayed due to the COVID-19 pandemic. Additionally, the ship was designed as a traditional cruise ship, but later designs shortened the overall length of the ship by 79 feet and added forward cargo decks.



*Artist original rendering of then pre-construction named ARAMANA (or ARANUI 6).
(Images: Aranui Cruises)*

ARONOA will join fleet mate, the 2015 built ARUNUI 5, sailing to remote destinations in the South Pacific with both vessels designed for and operating as combination cargo and passenger ships. According to Aranui Cruises, ARONOA will expand its operations to the Austral Islands and help develop the archipelago by providing new economic opportunities, fostering inter-island trade, and promoting its landscapes and culture. The ship will also sail to Pitcairn and Gambier, as well as the Tuamotu Islands and the Marquesas Islands.

ARONOA is currently under construction at Huanghai Shipbuilding Co (Weihai, Shandong China). The 7,000-ton, 198 guest vessel will offer 91 guest staterooms and public areas, including a lounge and a bar. The ship will be equipped with the latest technology to minimize its environmental impact.

THE RETURN OF ST. HELENA



ST. HELENA in a rendering of her new livery. (Image: Terra Nova Expeditions)

After a career of 28 years serving the residents of the British Overseas Territory of St. Helena, Aberdeen built, ST. HELENA (locally referred to as the RMS, so as not to confuse it with the island) was withdrawn from this service in 2018. In the next two busy years, ST. HELENA was purchased by MNG Maritime and entered service as a vessel-based armory in the Gulf of Oman named MNG TAHITI to supply weaponry to ships travelling through the High-Risk Area of heightened pirate activity in the Indian Ocean. The vessel was resold to St Helena LLC, Jersey, and in 2019 the ship was refitted to act as a mobile hub for the race events of the Extreme Electric SUV racing series. She was used to carrying all equipment, including the cars, to the race locations. Now, ST. HELENA is working on her next career.

Terra Nova Expeditions, an Australian based company, has announced that it will launch operations for the 2026-27 Antarctica season with the charter of ST. HELENA. According to the founder and CEO of Terra Nova Expeditions, Greg Carter, while other companies try to fit as much as possible into the shortest amount of time when cruising, Terra Nova plans to allow its guests the opportunity to experience and explore ports at their own pace to be complemented by many onboard ship activities. Carter explained that the startup is focusing on the Antarctic Peninsula and offering longer cruises that are considered “slow travel, while emphasizing spending quality time in lesser-known places.”

Using the 1989-built ship has its benefits. Carter explained, “Expedition ships have their own character, whereas a lot of the new ships look the same, and you really lack that uniqueness and that sense of character.” Another strong point of the 36-year-old ST. HELENA is its guest capacity which can accommodate up to 150 people but only a maximum of 98 passengers will be taken onboard. With the extra space offered, Terra Nova will take the opportunity to add many “cool toys and kayaks and all sorts of wonderful equipment” for their expedition explorations.

Carter also explained, that an older ship needs a bit more care than a new ship, but importantly, the £10 million interior and Class 1D ice strengthening refits completed just two years ago were also an opportunity to save about 10x carbon emissions for a comparable new ship build.



ST. HELENA when under ownership of Andrew Weir Shipping 2001-2018. (Image: CruiseMapper)

Terra Nova’s guest markets will be the United Kingdom, the United States, Australia, China and Europe, in line with Antarctica’s current tourist target markets as well as the potential to add the South African market associated with the ship’s special history and connection to her earlier African St. Helena, Ascension Islands and Cape Town operations.

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.

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*	William Roka
Membership Sec.:	Stuart Gewirtzman	Programs:	Pat Dacey*	Mario De Stefano	Ted Scull*
Treasurer:	Marjorieann Matuszek*	Special Events:	Pat Dacey*	Stuart Gewirtzman	Alan Zamchick
*Past Chairperson		Website:	Stuart Gewirtzman		CAPT James Zatwarnicki