



Friday, March 31, 2023

**LIVE at the National Opera Center,
330 7th Ave. at 29th Street, 7th Floor, Manhattan AND via ZOOM at 6:30 PM**

LORD OF THE HIGHLANDS

By PAT DACEY

On Friday, March 31st join PONY Branch Vice-Chairman Pat Dacey at the National Opera Center for a presentation on the maiden voyage of the Hebridean Island Cruises LORD OF THE HIGHLANDS as it navigates a voyage from Oban to Kyle of Lochalsh, Scotland to include the Caledonian Canal. The canal which opened in 1822, connects the Scottish east coast at Inverness with the west coast at Corpach and was designed by the noted Scottish engineer Thomas Telford. Explore the history, design and experience of this unique vessel which was once a Turkish ferry and emerged into a luxury river cruise ship after a three-year conversion.



LORD OF THE HIGHLANDS passing through Corpach.

(Hebridean.co.uk)

NEXT EVENTS Membership Meetings: **Friday, March 31** - LORD OF THE HIGHLANDS by Pat Dacey.
Friday, April 28 - 100 YEARS OF OCEAN VOYAGES by Bill Miller.

ADDRESS: PO Box 384, New York, NY 10185-0384

E-MAIL: wsspony@gmail.com

WEBSITE: www.worldshipny.com

Members may submit the following for consideration for publication in the Porthole: member photos, members' arrival and departure dates, and articles that may be of interest to your fellow members. Please direct submissions to wsspony@gmail.com. Please note published articles subject to editing and are not necessarily the opinion of the WSS-PONY organization.

MEMBER PHOTO OF THE MONTH



Holland America's ZUIDERDAM leaving Glacier Bay, Alaska on June 26, 2022.

(Pat Dacey)

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
QUEEN MARY 2	Singapore	Sydney	Asia & Australia	Pat & Denise Dacey	02/23



FRIDAY, APRIL 28, 2023, LIVE AT THE NATIONAL OPERA CENTER AND VIA ZOOM AT 6:30 PM
SHIPS OF SPLENDOR: 100 YEARS OF OCEAN LINEWRS by BILL MILLER

They were the floating palaces, castles of the sea, ocean-going resorts. Bill Miller has recently written an all-color book titled SHIPS OF SPLENDOR. His selected passenger ships range from the likes of the MAURETANIA & MAJESTIC a century ago, in the 1920s, to the age of the UNITED STATES and QE2 in 1950s & 1960s.

Tonight, in something of a grand review, Bill will comment on some of these ships. In photos from the book, they will "sail by" in revived voyages.

So, the whistles will soon be sounding -- join us for SHIPS OF SPLENDOR: 100 YEARS OF OCEAN LINERS.



New York's Luxury Liner Row seen in March 1937 - from the left: EUROPA, REX, NORMANDIE, GEORGIC & BERENGARIA.
(Bill Miller Collection)

SHIP'S LOG will return in the April issue of The Porthole

SHIPS IN PORT: SAILING WITH THE ITALIAN LINE

By Bill Miller

"They were all great ships, grand ladies, the fine liners of the Italian Line. It was a luxurious time, a different world in many ways, but now decades ago. It is now gone, totally vanished. It makes me sad. I feel nostalgic." So recalled Rosalbo Lottero, who served aboard the passenger ships of the well-known Italian Line for fourteen years. Known professionally as "Bino," he was part of an orchestra that traveled all around Europe in the early 1960s when an advertisement in a Genoa newspaper changed his career and his life. "The Italian Line offered jobs for 'show business types' with multi-lingual abilities," he added. "There were 300 applicants. I was one of ten to be selected."

We met Bino in 1995 aboard a then more current Italian passenger ship, the MONTEREY of MSC Cruises, and on which he was cruise director. Bino took time (over coffee in his office) to recall what he called "the golden days". Back in 1963, his first posting was to the 29,200-ton CRISTOFORO COLOMBO, which carried some 1,250 passengers on the Italian Line's "express run" to New York from Naples, Genoa, Cannes, and Gibraltar. "I was then the 'Director of Social Activities' – not a cruise director in those days – who organized games and performances in the ship's three classes (first, cabin and tourist). We had three separate orchestras, but we rotated the performers. Of course, we paid a little more attention to first class. At that time, we had closed-circuit television in the lounges and broadcast the news. It was telex news we received from AP and UPI."

"First class was very luxurious, very sophisticated," he recalled. "We had Maria Callas, Elizabeth Taylor, the Rockefellers. The King of Arabia traveled with us and used to reserve an entire deck for his many wives, ministers, servants, and guards. And, of course, we had all the Italian celebrities – Sophia Loren, Marcello Mastroanni, Renata Tebaldi, Silvana Mangano, Virna Lisni, Monica Vitti, and Gina Lollobrigida. And we had all the cardinals and the bishops and their entourages from the Roman church. Toward the end (aboard the MICHELANGELO), in 1965, we had the widowed Duchess of Windsor. She came to dinner each evening, but sometimes she was confused. She was then very old and very frail. Cabin class was more for tourists – traveling professional people: doctors, lawyers, professors, and technicians. In tourist class, we still had many, many Italian immigrants, but it was not exactly like earlier time, say the 1920s. In the '60s, the immigrants were more knowledgeable. They were going to the 'unknown,' but were helped by family and friends already in America. Altogether, our biggest and most serious competitor was the American Export Lines and their two big liners, the INDEPENDENCE and CONSTITUTION."



Saturday afternoon for the CRISTOFORO COLOMBO from Pier 90 with the bow of the BREMEN to the left.(Bill Miller Collection)

POSTSCRIPT: The 700-ft long CRISTOFORO COLOMBO, first commissioned in 1954, ended its Italian Line service in 1977 and went on to become a workers' hotel ship at Puerto Ordaz in Venezuela until 1981. The ship was then sold to Taiwanese shipbreakers, but later moved to Hong Kong (1982-83) and offered for resale. Nothing materialized and the then 29-year-old ship returned to Taiwan and finally was scrapped. The slightly larger LEONARDO DA VINCI (of 1960 and 33,300 tons) made the very last Italian trans-Atlantic crossing in the spring of 1976 and afterward sailed only on cruises for the newly formed Italian Line Cruises International. Largely unsuccessful, it was laid-up in 1978, but then burned and capsized at La Spezia in Italy in July 1980. The remains were broken-up a year later. The 1,775-passenger sister ships MICHELANGELO and RAFFAELLO saw only a decade of Italian Line service. Commissioned in 1965, they were withdrawn from service in 1975, laid-up for two years and then sold to the Iranian Government for use as military accommodation ships. Moored at Bandar Abbas, the MICHELANGELO became the longest lasting of these four ships when she scrapped in Pakistan in 1992. Docked in Bushire, the RAFFAELLO was sunk in an Iraqi missile attack in February 1983.



Maiden arrival of the splendid LEONARDO DA VINCI in July 1960.

(Bill Miller Collection)



Noontime sailing for the 760-ft long LEONARDO DA VINCI. (Bill Miller Collection)



Winter afternoon: The LEONARDO DA VINCI & CRISTOFORO COLOMBO are together at Pier 90—with the BREMEN on the left.
(Flying Camera Inc.)



Italian superliners: The MICHELANGELO & RAFFAELLO together at

(Bill Miller Collection)



Rare occasion: The MICHELANGELO (left) & RAFFAELLO together at New York in a view dated August 1973.

(Bill Miller Collection)

SHIP NEWS

By Bob Allen

LIMITLESS LUXURY LINES: The rapidly growing luxury cruise market will introduce unusual and diverse vessels over the next few years. Legendary train operator Orient Express will re-enter the cruise market in 2026 with ORIENT EXPRESS SILENSEAS, to be built in France by Chantiers de l'Atlantique. Orient Express and Chantiers have developed "SolidSail" rigs to aid in the ship's propulsion. The 1,500-square-meter sails will be hoisted upon 100-meter-tall masts, allowing the ship to operate utilizing wind power only under suitable conditions. When necessary, a hybrid liquefied natural gas engine will supplement wind power. The engine will be designed for eventual conversion to green hydrogen fuel when the technology is approved for passenger ships, creating a highly sustainable propulsion system. Carrying 108 passengers, the 22,300-ton SILENSEAS and her planned sister ship will feature two swimming pools, two restaurants and a speakeasy. Orient Express explained the ships' theme: "Inspired by the Golden Age of the French Riviera, ORIENT EXPRESS SILENSEAS will echo the glorious era when writers, artists, painters, princesses and movie stars spent time between Monte-Carlo, the beaches of SaintTropez, Cap d'Antibes, Cannes and its famous Croisette and discovered a refinement tinged with exquisite insouciance and joie de vivre, inviting them to extreme escapades."



Stretching 722 feet in length, ORIENT EXPRESS SILENSEAS will enter service in 2026 as the world's largest sailing ship.
(Orient Express)

Four Seasons Yachts will debut in 2025 with the launch of its first yet-unnamed vessel. It will be a joint venture of Four Seasons Hotels and Marc-Henry Cruise Holdings, a company led by cruise and real estate entrepreneurs, including Larry Pimentel (formerly of Azamara, SeaDream, Seabourne and Cunard) and Philip Levine, former mayor

of Miami Beach. To be built at Fincantieri in Trieste, Italy, the 690-foot ship will carry 190 passengers in 98 spacious suites. An eye-catching feature will be the four-deck, 9,600 square foot “Funnel Suite.” Other planned features are the cruise industry’s first “transverse marina,” and an aft pool area that transforms into an outdoor theatre or a private event space. The suites will be remarkably spacious – more than half will be over 800 square feet, and passenger-to-crew ratio will be 1:1. Pimentel stated, “We are creating a new category of luxury lifestyle travel that appeals to discerning guests. We are bringing together the very best across industries to create the pinnacle yachting offering through world-class design, curated experiences, and truly exceptional service.” According to Pimentel the new cruise product will be an “unprecedented luxury lifestyle project” and there will be “nothing else like it on the open seas.”



Four Seasons Yachts debut vessel will feature an unusually large funnel, housing a 9,600-square foot four-level suite. (Four Seasons Yachts)

Ritz-Carlton Yacht Collection is another company entering the cruise business with connections to a luxury hotel chain. It recently started operations with its first vessel EVRIMA, and in late March laid the keel of a second ship, ILMA, at Chantiers de l’Atlantique in Saint-Nazaire, France. The 25,400-ton EVRIMA (from the Greek for “discovery”) carries 298 passengers, while ILMA (“water” in Maltese) will have capacity for 456 and be of 46,750-tons, clearly indicating that Ritz Carlton is encouraged by the response to its new cruise product. ILMA will operate on liquefied natural gas and will likely have other modifications based upon Ritz-Carlton’s experience with EVRIMA.



Although branded as a yacht, ILMA will be 46,750-tons, equivalent in size (but not passenger capacity) to major 20th Century Atlantic Ocean liners such as AQUITANIA and MICHELANGELO (above, left). EVRIMA’s Living Room (above, right) and ILMA’s Pool House (below, center) are typical of the understated décor chosen for the Ritz-Carlton vessels. (Ritz-Carlton Yacht Collection)

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Per the guidelines of the Constitution of the World Ship Society, Port of New York Branch, below is the 2021 Statement of Income and Expenses. This financial summary is published for our membership yearly in the March edition of The Porthole.

World Ship Society - Port of New York Branch
Income and Expense Report for 1/1/2022 through 12/31/2022

All amounts in dollars (\$)

INCOME

Interest	20.90
Membership Fee	3,462.95
Special Activities	2,167.71
Ocean Liner Bazaar	-
Miscellaneous	605.00
Donation	4.37
	<hr/> 6,260.93

EXPENSES

Auditorium Rental Fee	1,740.00
Printer	-
Postage & Copies	189.28
Website and Technology	2,016.63
Honoraria	700.00
Refreshments	-
Miscellaneous	987.43
Special Activities	1,539.22
Ocean Liner Bazaar	-
Contributions	400.00
Accountant's Fee	-
Insurance	-
	<hr/> 7,572.56

TOTAL

(1,311.63)