



Friday, February 27, 2015 - 6:00 PM

Community Church Assembly Room, 40 East 35th Street, Manhattan

SS UNITED STATES: American-Made Excellence by John Maxtone-Graham



The s.s. UNITED STATES passes lower Manhattan in this 1960's postcard view.

(Bob Allen collection)

There is no ocean liner that defines American excellence more than S.S. *United States*. At the peak of the Cold War, she was a weapon wrapped in crisp white linen; one of the finest liners on the North Atlantic, and a speed demon designed to outrun Soviet torpedoes as a troopship. She didn't just steal the speed record from *Queen Mary* on her maiden voyage in July 1952; she shattered it. Never again would a passenger ship surpass her Blue Ribband achievement on a revenue voyage.

The pride of the American Merchant Marine has had a rough life since her blazing speed was surpassed by the blistering speed of the Boeing 707, however. Retired suddenly in 1969 due to severe revenue losses, she has since gone from layup to layup; stripped of her fixtures and fittings in Newport News, stripped of her bulkheads in Ukraine, and stripped of her dignity rusting away at the pier side in Philadelphia. Yet just when it seems that it's over for the "Big U," she always seems to find a new salvation – one that the S.S. United States Conservancy is now hard at work to make permanent - in a mixed-use, static role.

John Maxtone-Graham, author of the "ocean liner bible" *The Only Way to Cross*, among other definitive works, will speak to the World Ship Society – Port of New York Branch about his latest work, a magnum opus tribute to the "Big U" in the style of his previous books *Normandie* and *France/Norway*. A lavish volume - packed with detailed information and luscious images, *SS United States* is the fruit of several years of intense research by Maxtone-Graham. This promises to be an unforgettable evening for all ship lovers.

NEXT EVENTS: Membership Meetings, March 27; April 24; May 29; June 26, programs TBD. Luncheon on NORWEGIAN BREAKAWAY, March 1

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WEBSITE: www.worldshipny.com

MEMBER PHOTO OF THE MONTH



SEA DREAM II at Gustavia, St. Barts on December 15, 2014.

(Bob Allen)

MUSEUMS, LECTURES AND HARBOR CRUISES

CONTACT THESE INSTITUTIONS BY EMAIL OR PHONE FOR CURRENT EVENTS AND ADDITIONAL INFORMATION:

SOUTH STREET SEAPORT MUSEUM www.southstreetseaportmuseum.org or 917-492-3379. **MYSTIC SEAPORT** www.mysticseaport.org or 860-572-0711.

VANCOUVER WSS & VANCOUVER MARITIME MUSEUM www.worldshipsocietyvan.ca for information or if you visit, contact Glenn Smith: 604-684-1240, email glenn.smith@worldshipsocietyvan.ca. The next meeting is on Wednesday, March 11, 2015.

NEW SOUTH WALES WSS: Meetings are held at the Uniting Church Complex in Lord Street, Roseville at 8:00 PM. Contact the branch at PO Box 215, Strathfield, New South Wales 2135, Australia. The next meeting is February 19, 2015 – Cruising PNG and the Solomons by Peter Plowman.

THE NATIONAL LIBERTY SHIP MEMORIAL, INC. www.ssjeremiahobrien.org or liberty@ssjeremiahobrien.org or 415-544-0100. 1275 Columbus Avenue, Suite 300, San Francisco, CA 94133-1315.

PROJECT LIBERTY SHIP www.liberty-ship.com or 410-558-0164

NEW YORK WATER TAXI, www.nywatertaxi.com or 866-989-2542. Harbor cruises departing from both South Street Seaport Pier 17 and Pier 84 at West 44 Street. Hop on – hop off service throughout New York Harbor is offered as well. Contact via website or telephone for departure times and prices.

CIRCLE LINE DOWNTOWN, www.circlelinedowntown.com or 866-989-2542. Harbor cruises on the ZEPHYR from April to December, and aboard New York Water Taxi from January to March, departing from Pier 17, South Street Seaport.

CIRCLE LINE, www.circleline42.com or 877-731-0064. Circle Manhattan and other harbor cruises, departing from pier 84 at West 44 Street.

NEW YORK WATERWAY, www.nywaterway.com or 800-533-3779. Trans-Hudson ferry service and special-event cruises.

THE NATIONAL LIGHTHOUSE MUSEUM www.lighthousemuseum.org or 855-656-7469. Contact for upcoming schedule of cruises and events.

THE WORKING HARBOR COMMITTEE www.workingharbor.com or 212-757-1600. Cruises to both remote and well-travelled parts of New York Harbor, such as the Hudson River to view tugboat races, Gowanus Bay and Erie Basin in Brooklyn, and a circumnavigation of Staten Island.

THE NOBLE MARITIME COLLECTION, www.noblemaritime.org or 718-447-6490. Maritime lectures and art exhibits at the Sailor's Snug Harbor Cultural Center on Staten Island, NY

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
AMSTERDAM	Ft. Lauderdale	Auckland, NZ	South America / Polynesia	Bob and Wendy Reilly	01/15

SHIP'S LOG - JANUARY

Ship's Log will return in the March issue of The Porthole.

WORLD SHIP IS CRUISING AGAIN!

**JOIN WORLD SHIP SOCIETY-PORT OF NEW YORK BRANCH AND PRINCESS CRUISES
CO-CELEBRATING THEIR 50TH ANNIVERSARIES
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**OCTOBER 10th, 2015 7-NIGHT, ROUNDTrip NEW YORK
SAILING TO NEW ENGLAND AND CANADA**

See the flyer enclosed with this month's Porthole, and reserve your cabin before it's too late!

SHIP NEWS

CRUISE INTERRUPTED: An engine room fire broke out on Fred Olsen Cruise Lines' BOUDICCA off the coast of Casablanca, Morocco on January 25, 2015 at approximately 4:00 AM. BOUDICCA, considered a modern classic in the world's cruising fleet, was built in Helsinki, Finland for Royal Viking Line as ROYAL VIKING SKY, the second of three sister ships. She began her maiden voyage in May 1973, and was enlarged with the insertion of an amidships section in 1982. Fred Olsen acquired the 28,000-ton, 800-passenger vessel in 2005, and she was re-engined before entering their service in 2006. The fire, which was contained in the engine room, left the vessel in darkness and with a slight list. Fortunately, all hotel services resumed within five hours and passengers were not required to wear life jackets or appear at muster stations during the event. BOUDICCA proceeded to Tenerife in the Canary Islands for damage assessment, at a greatly reduced speed of about eight knots. Due to the extent of the damage, the decision was made to cancel the cruise and the 784 passengers were flown back to Southampton at company expense, where the 18-day cruise originated. All passengers received a full refund for the aborted cruise, and a 50% discount on a future cruise.

NO LONGER A TV STAR: The financial problems at Germany's deluxe cruise operator Peter Deilmann Reederei reached crisis proportions in January. Attempts to sell their luxurious 1998-built DEUTSCHLAND to potential investors failed, leaving the line no choice but to suspend operations and cancel all future cruises. Office staff were laid off, while a 50-person skeleton crew will continue to maintain the vessel, which was last reported to be idle off the coast of Gibraltar. DEUTSCHLAND is a unique 22,500-ton vessel, lavishly decorated in an early 20th Century style reminiscent of the great ships of the Hapag Lloyd and Norddeutscher Lloyd Lines. Since 1998, she was also the star of the TV series "Das Traumschiff," said to be a German version of "The Love Boat." The highly popular TV series will continue with a new star, Phoenix Reisen's 1991-built AMADEA.

QUEEN GREET'S QUEEN: Cunard Line staged another in a continuing series of gala ocean liner gatherings on February 5, 2015. The 2011-built QUEEN ELIZABETH became the first Cunard liner to dock in Long Beach CA, since the QUEEN MARY (1936) arrived there as a permanent attraction in 1967. She tied up just a few hundred yards from the QUEEN MARY, and guests on both ships enjoyed a festive fireworks display timed for the QUEEN ELIZABETH's evening departure. Her visit to Long Beach is part of her 112-day 2015 World Cruise from Southampton, England. On the same day, a new model gallery opened on the QUEEN MARY's Promenade Deck. Part of a revitalization program of onboard exhibit and retail spaces, the gallery's attractions include the spectacular 20-foot, Bassett-Lowke builder's model of the QUEEN MARY, on loan from the South Street Seaport Museum in New York. Models of the TITANIC, NORMANDIE, LUSITANIA, QUEEN MARY 2, QUEEN VICTORIA and QE2 are on exhibit as well.



Send us your best shot...of a ship, that is.

Have a standout photo of a ship in a sun-drenched port or on wind-swept, turbulent seas? Then enter it in the 2015 Photo Contest sponsored by the World Ship Society-Port of New York Branch to celebrate its 50th anniversary. We want full-length, color photos of passenger ships taken by our members from 1965 until 2015.

**Winning entries will be featured in a 2016 calendar distributed by the PONY Branch.
Winning photographers will receive a free calendar.**

Can't decide on which exceptional photo to send us? You're entitled to 3 email entries: 1 photo per entry. Deadline for submission is May 31, 2015. See below for more details.

World Ship Society-Port of New York Branch 50th Anniversary Photo Contest Rules

Sponsor

The World Ship Society-Port of New York Branch is the sponsor of its 50th Anniversary Photo Contest.

Term and Deadline

The World Ship Society-Port of New York Branch 50th Anniversary Photo Contest runs from February 2, 2015 until May 31, 2015. The deadline for all entries is **May 31, 2015 at 11:59 PM ET**.

Who May Enter

The contest is open to current members of the PONY Branch. Each photo submitted must have been taken personally by the PONY Branch member.

Number of Entries Allowed

Members may submit up to 3 ship photos. Each entry will consist of one photo and must comply with the photo content, format and orientation requirements.

Content

Exterior, full-length photo of any ocean-going passenger ship taken in color between 1965 and 2015. Photo can feature the ship in any port or locale, at sea or in a shipyard.

Photo Format and Orientation

Photos must be submitted in digital format (JPEG or JPG). Photos can be taken with a digital camera or they can be scans of slides or photographic prints. All photos must be horizontal (landscape), color image of the ship. Vertical images (portrait orientation) and black-and-white-images will be rejected.

How to Enter

Send an email message with a photo file attached to: **wsspony50@gmail.com**. The subject line should be "photo contest."

The message should include: member's full name, email address, name of ship, locale, date when photo was taken. (If the specific date is unknown, then the year taken will suffice.)

Additional Rules

Minor cropping and color correction is acceptable. Watermarked entries will be rejected. Contest judges reserve the right to examine photo source material to confirm compliance with these rules.

By entering the contest, the member/entrant acknowledges and warrants that the photograph submitted has been taken by the entrant, and that no other party has any claim, right or title to the photograph.

License

Each member/entrant grants the World Ship Society-Port of New York Branch, as sponsor of the contest, an irrevocable, perpetual, non-exclusive license to reproduce and distribute, at its discretion, any image submitted for use during the 50th anniversary celebration of the Branch or in any creative works, such as its newsletter and its website. All images shall receive photo credits.

Data Privacy

Email addresses of members are a requirement of contest entry only. Member email addresses will not be shared or made public by the PONY Branch.

Judging

All photos submitted will be judged based upon the following criteria: 1) compliance with contest rules and 2) photo quality.

In the event of a tie, the winning entry shall be chosen by a tie-breaking judge. Decision of the judges is final.

Winning Entries

Winners will be chosen on or about June 30, 2015.

Once the judging has completed, all entries will be assigned photo credits. Winners will be notified by email. Names of winning members will be published in the October, 2015 issue of The Porthole.

Email your ship photo today to wsspony50@gmail.com

SHIP OF THE MONTH

by Bob Allen



s.s. NORWAY

(Norwegian Caribbean Lines)

When the s.s. FRANCE was laid up in the fall of 1974, the modern cruise industry was in its infancy. With few exceptions, the world's cruise fleet consisted mainly of older point-to-point ocean liners, some refitted for one-class cruise service, others not. In the late 1960's, entrepreneur Knut Kloster of Norwegian Caribbean Lines (later renamed Norwegian Cruise Line) was operating small, purpose-built ships in the 10,000 to 16,000-ton range in the modestly growing business of cruises from Miami. A variety of Norwegian ship owners during the late 1960's and early 1970's created new cruise lines - Royal Caribbean Cruise Line, a direct competitor of NCL; Flagship Cruises, which negotiated the Bermuda service contract from New York (with winter Caribbean cruising), and Royal Viking Line for the worldwide luxury market. None of these companies built a ship in excess of 22,000 tons, or a passenger capacity above 1,000. Also in the Caribbean market, Ted Arison (a former partner of Kloster) created Carnival Cruise Lines in 1972, first rebuilding the Canadian Pacific Liner EMPRESS OF CANADA as MARDI GRAS and later the EMPRESS of BRITAIN as CARNIVALE for cruise service. These ex-Atlantic liners were slightly larger, in the 25,000-ton, 1,100-passenger range. By the late-1970's, the cruise industry had grown substantially, largely due to the enticing depiction of cruise vacations on the hit American television series "The Love Boat," and the development of convenient, low priced air-sea packages to bring travelers from their home towns to the ships' gangways. In a dramatic and technologically daring move, Royal Caribbean cut their original ship, SONG OF NORWAY, in half and inserted a new amidships section to increase capacity in 1978. That same year, Carnival expanded their fleet by adding Union Castle Line's laid-up TRANSVAAL CASTLE, renamed FESTIVALE.

None of this growth prepared the cruising public or industry watchers for the next major development. In June 1979, NCL head Knut Kloster announced that his company was purchasing the laid-up 66,000-ton FRANCE for rebuilding as a Miami-based Caribbean cruise ship, for year-round, 7-day service. Projected to set sail in late spring 1980 as NCL's 2,000-passenger flagship NORWAY, she would be by far the world's largest cruise ship, dwarfing the competition of 10,000 to 30,000-ton Miami and Ft. Lauderdale based vessels. There were no other full-time cruise ships of that size in the world in 1980; the slightly smaller QE2 only spent the winter season cruising, and was otherwise in the deluxe market sailing worldwide itineraries. Other large vessels in the US cruise market were Holland America's ROTTERDAM and Home Line's OCEANIC, both about half NORWAY's size, with passenger capacities of around 1,200. P&O Line was operating the 2,000-passenger ORIANA and CANBERRA in the budget-oriented worldwide market. Neither had private facilities in more than half of the passenger cabins and were therefore effectively excluded from the US market. A contract for NORWAY's rebuilding was signed with Hapag-Lloyd Werft in Bremerhaven, West Germany, where she arrived in late August and the conversion began.

NORWAY emerged virtually a new vessel from Lloyd Werft weeks ahead of schedule on April 30, 1980 - a true cruise ship, no longer a transatlantic liner. Kloster hired renowned Danish marine architect Tage Wandborg and celebrated New York interior designer Angelo Donghia for the project, and the results were remarkable. To achieve the transformation, Wandborg made three brilliant design decisions. First, he rethought the function of the two levels (First and Tourist) of glass enclosed promenade decks - on the FRANCE they were lined with deck

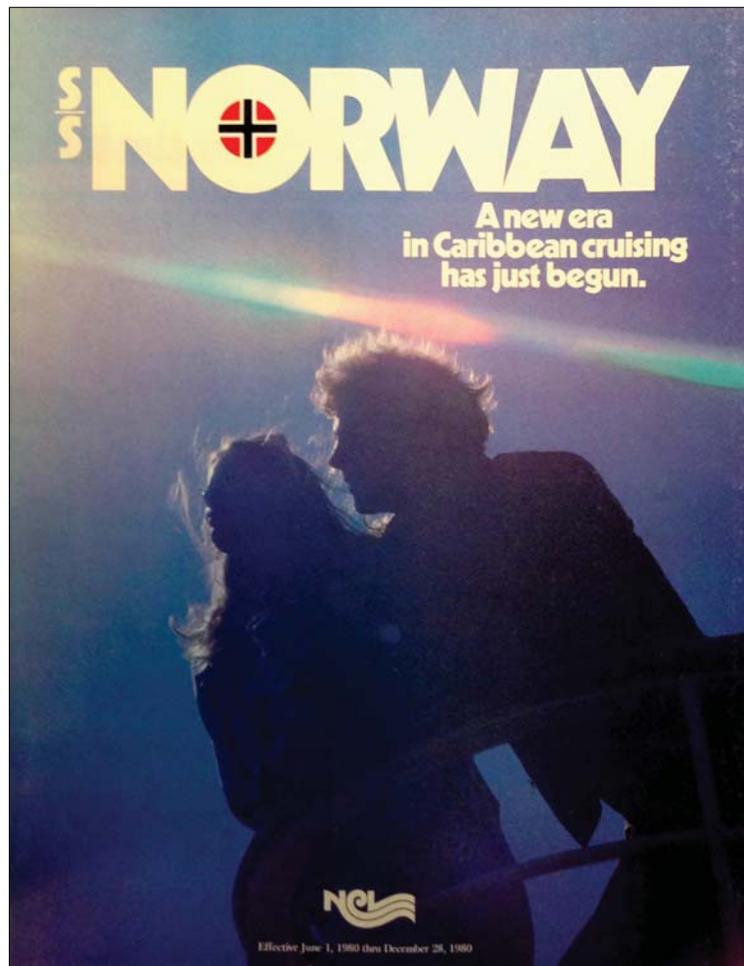
chairs, meant to shelter passengers from the cold Atlantic winds; public rooms were accessed only from internal passageways and stair towers. On NORWAY, these First Class promenades became air-conditioned pedestrian "streets" with openings cut directly into the former Lounge and Smoking Room. Named Fifth Avenue on the port side and Champs Elysees on the starboard, they were furnished with café tables, plush seating, smoked-glass lighting fixtures and lots of potted palms. Shops and bars were added as well, creating festive multi-function spaces with spectacular ocean views for daytime and nighttime enjoyment. Behind the huge windows of the Tourist promenade one deck below, Wandborg created lavish suites offering dramatic ocean views through the floor-to-ceiling glass. The main public spaces in the center of the ship on this deck – the Theatre, Casino and shops - required no natural light. Aft of the suites, the spacious North Cape Lounge spanned the full width of the ship, absorbing the aft portion of the old Tourist Promenade. Next, Wandborg added all-important facilities to expose sun-worshipping cruise passengers to the balmy Caribbean weather, by building a huge lido deck and swimming pool covering the NORWAY's stern. This new deck extension maintained the ship's full beam, cantilevered over the narrowing form of the hull below. A large terrace and outdoor restaurant was built one deck above, with wide connecting stairs. Beautifully designed to complement the elegant profile of the FRANCE, the new extension was hardly noticeable and did not mar the ship's exquisite appearance. On the highest decks above these new stern venues, spacious balcony suites were added. These changes opened the aft section of the ship to the sea and sky, confirming that the new NORWAY was indeed a cruise ship, as in sync with tropical rhythms as any afloat. In addition, a small recessed patio located between the ship's twin funnels was filled in with a new swimming pool, creating a quieter amidships venue for sun worshippers. Finally, Wandborg had to resolve a major logistical problem: how could 2,000-plus passengers be landed weekly at Caribbean ports and NCL's tiny private Bahamian island, when the NORWAY was too deep-drafted to approach existing docks? The solution was for NORWAY to carry her own massive tenders on her long forward deck, launched by tremendous yet sleek davits, which amazingly did not detract from her flowing lines. Similar in design to World War II landing craft, the tenders could sail right up to the beach, their bows unfolding onto the sand, allowing passengers to step ashore without getting their feet wet.

After a gala celebration in Oslo, Norway and a transatlantic positioning voyage, NORWAY sailed on her first 7-day cruise from Miami on June 1, 1980. She was an instant sensation. So much larger and more spectacular than the competition, NORWAY - cruising's first true megaship - was widely covered by the travel media and received rave reviews. She was solidly booked a year or more in advance, and became the most popular cruise ship afloat, achieving occupancy figures well above 90% year-round through most of the 1980's. Besides the usual cruise ship diversions, NCL's entertainment department created an abbreviated version of "Hello, Dolly!" staged in the ship's theatre (the largest afloat), and booked top name personalities – on par with those appearing in Las Vegas – to perform on board. In 1983, the NORWAY brochure listed the following star acts: Jack Jones, Rita Moreno, Vic Damone, Diahann Carroll, Robert Goulet, The Smothers Brothers, Shirley Jones, Sergio Franchi, The Fifth Dimension, Phyllis Diller, Shields and Yarnell, Al Martino, Norm Crosby, Sandler and Young, Bert Convy, Jack Carter and Jerry Van Dyke. 1984 saw NORWAY return to Europe for a series of summer cruises, departing from Philadelphia. She couldn't sail from New York because the harbor had not been dredged for a ship as deep-drafted as the NORWAY. By the mid 1980's, the competition started catching on. Carnival launched their HOLIDAY-class, a trio of "superliners," and Princess, Sitmar, and Home Lines introduced major new cruise ships. Royal Caribbean ordered a new vessel in 1985 designed to exceed the NORWAY's size and capture the attention of the cruising public. Introduced in late 1987, SOVEREIGN OF THE SEAS was about 3,000-tons larger than NORWAY, and was followed by 2 sister ships in the early 1990's. NCL, awash with cash following their success with NORWAY, expanded differently. In 1984, they bought Royal Viking Line, which they operated as an upscale division. In 1986, they ordered a single new vessel, the 42,000-ton SEAWARD (delivered in 1988), but she was far smaller and less impressive than NORWAY. In 1989, NCL's parent company purchased family owned Royal Cruise Line, a destination-intensive boutique operation with 2 ships. By the end of the 1980's, NCL had a disparate fleet of mismatched ships from the 1960's, 1970's and 1980's, servicing overlapping cruise markets. Competitors were building a series of megaships, and NCL, which pioneered the concept of the giant cruise ship as destination in 1980, was falling behind.

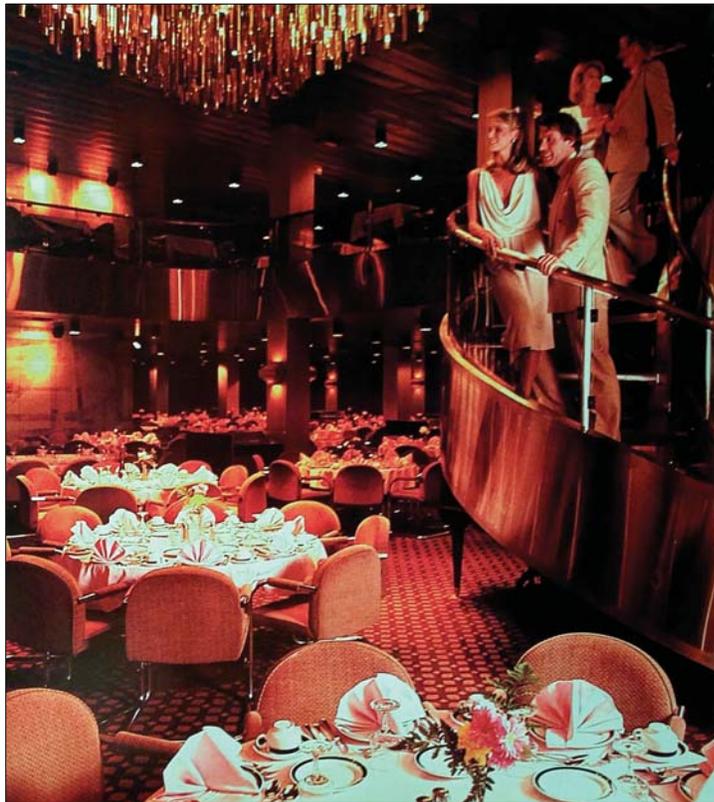
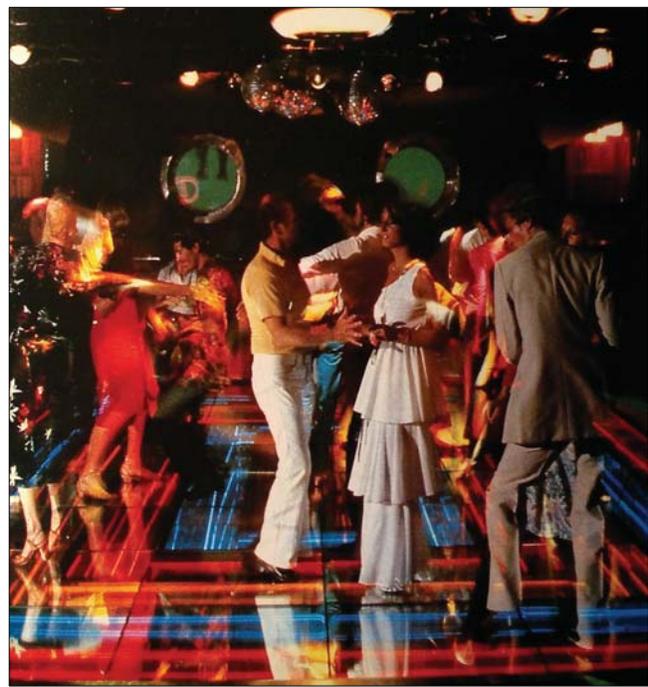
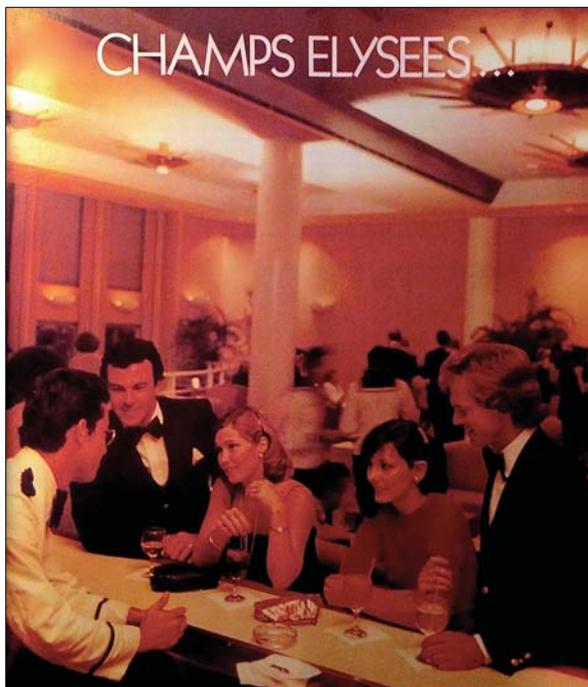
In 1990, NCL announced that they were returning the NORWAY to Lloyd Werft in Bremerhaven for a modernization program to keep her competitive in the coming decade, and to recapture the title of world's largest cruise ship. 124 new cabins, most with full-height panoramic windows or balconies, were added on her top decks. A new a la carte restaurant was created, and the indoor pool was replaced by a lavish spa. She returned to Miami in October 1990 with a new, bulkier profile that was severely criticized by admirers of her original form, but the \$41 million renovation achieved its purpose. The NORWAY was again the world's largest cruise ship, and one of the most popular and profitable as well. NCL continued expanding, building 2 new mid-sized ships in 1992-1993 (DREAMWARD and WINDWARD). However, they decided for financial reasons to sell Royal Viking Line to Cunard in 1994, and continued to have a wildly mismatched fleet, acquiring numerous ships built for disparate lines over the next 5 years. In 1996 the decision was made to modernize the NORWAY again, this time to comply with the 1997 SOLAS regulations, and a nostalgic transatlantic voyage was arranged en route to the shipyard in Southampton. NORWAY sailed to New York for the first time since 1980, where she boarded passengers for a sold-out crossing to Le Havre, her first return to France since 1979. She received a tumultuous welcome, and then proceeded to Southampton for the renovation. The crossing was such a success that it was repeated the following year, and in 1998 she started summer European cruise programs.

But time was starting to run out for the NORWAY. She was supplanted as NCL flagship by the 77,000-ton NORWEGIAN SKY in 1999, by which time NORWAY had already lost the title of world's largest cruise ship to the 1996-built SUN PRINCESS. Public areas were starting to look shabby and dated, and some were repurposed; the lovely library, still with much of her FRANCE interior design intact, became a perfume shop and the chic Checkers Cabaret became the Sports Illustrated Bar. Yet NCL, despite missteps, was still an innovator in the cruise business. In 1999 they were developing their "Freestyle Cruising" concept, which offered passengers varied dining options in multiple sunlit restaurants. NORWAY's two main dining rooms had no windows or portholes, and the buffet restaurant was completely outdoors, so she was not included in the new dining program. NCL's new parent company, Star Cruises of Malaysia, planned to shift the NORWAY to shorter budget cruises from Miami in 2001, but then decided to transfer her to the Far East instead. Another nostalgic, final transatlantic crossing and a series of farewell cruises were scheduled, and they began in September 2001. However, following the 9/11 terrorist attacks, Star returned the NORWAY to 7-day cruises from Miami, anticipating that the American public would be seeking holidays closer to home.

On May 25, 2003, shortly after NORWAY docked in Miami at the conclusion of a routine 7-day cruise, a tremendous boiler explosion occurred. Eight crewmen were horrifically killed, and NORWAY never sailed again. Investigations concluded that deferred and inadequate boiler maintenance was the cause of the accident, and NCL pleaded guilty to "gross negligence." In late June she was towed to Bremerhaven, Germany for "repairs" according to Star Cruises, but they never happened. In May 2004 she was towed again, this time to lay-up at Port Kelang, Malaysia. In the spring of 2006, NORWAY was renamed BLUE LADY and late that summer was towed for a third time, to Alang, India and was beached for demolition. At first Indian authorities refused to let demolition take place due to the excessive amounts of asbestos on board, but scrapping of the BLUE LADY, ex-FRANCE, ex-NORWAY took place in 2007. It was a tragic end for a ship with two legendary careers on the North Atlantic and the Caribbean, which brought joy to countless passengers over four decades.



NORWAY'S inaugural brochure did not exaggerate – a new era in Caribbean cruising really did begin on June 1, 1980 (top). This rendering of the starboard promenade deck, renamed Champs Elysees, shows just how imaginative NORWAY's designers were (bottom). (NCL / Bob Allen collection)



Life on NORWAY in 1980, showing transformed FRANCE interiors, clockwise from top left: The Club Internationale, once the First Class Smoking Room, with tuxedoed gentlemen and elegantly gowned ladies enjoying a cocktail; "Saturday Night Fever" at sea in A Club Called Dazzles, built above the former Tourist Class pool tank, which allowed plenty of space for under-deck lighting; chrome palm trees decorate Checkers Cabaret, in the former First Class Lounge; a shimmering chandelier floats above a spiral staircase connecting the upper and lower levels of the former Tourist Class Dining Room. (NCL / Bob Allen collection)

Owner: NCL (Norwegian Caribbean Lines), Miami, FL
Rebuilder: Hapag-Lloyd Werft, Bremerhaven, West Germany
Route: Caribbean Cruising from Miami, FL
Service speed: 17 knots
Pass. capacity: 2,181 (1980); 2,560 (1990)

Dimensions: 1,035' x 110.5'
Gross Tonnage: 70,202 (1980); 76,049 (1990)
Maiden Voyage: June 1, 1980; (May 2, 1980 repositioning voyage)
Last Voyage: May 18, 2003; incapacitated by a boiler explosion, May 25
Demise: Scrapped at Alang, India, 2007

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