

FEBRUARY, 2018 VOLUME XXXV, # 2

Friday, February 23, 2018 - 6:00 PM
TRANS-ATLANTIC 1958

Presented by Bill Miller
Community Church Assembly Room, 40 East 35th Street, Manhattan

Trans-Atlantic liner travel was still booming in 1958. More passengers than ever were sailing to and from Europe. Cunard alone had over a dozen liners on their trans-ocean runs, and carried almost a quarter of all passengers. But then there was a bang, a big bang: that October, the first jet airliners began crossing the Atlantic. Historic Cunard was dismissive and quick to announce: "Flying is a fad – it will pass!"

But within six months, by mid-1959, the airlines grabbed as much as two-thirds of all trans-Atlantic traffic. By 1963, they had 98 percent. The Atlantic liner was all but doomed. After one crossing from Southampton in 1962, for example, the mighty QUEEN ELIZABETH steamed into New York harbor with only 125 passengers onboard being looked after by 1,200 crew. It wasn't economic anymore!

Bill Miller, who is writing a new book on the Atlantic liners in the Fifties and Sixties, will take us on a grand "fleet review" of passenger ships in and around 1958. So, the whistles are sounding, the lines are being cast and a sentimental voyage to Europe begins!



The s.s. UNITED STATES departing New York in the late 1950's.

(Bill Miller Collection)

NEXT EVENTS: Membership meetings: Thursday March 22, Friday April 27, Friday May 18, Friday June 22 (programs TBA).
Group cruise on the QUEEN MARY 2: September 23 or 30 (7 or 14 days) Group Cruise on the INSIGNIA: August 18, 2019

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MEMBER PHOTO OF THE MONTH



QUEEN ELIZABETH 2, departing the Port of New York for the last time, October 18, 2008.

(Bob Allen)

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
QUEEN MARY 2	New York	New York	Caribbean Holiday Cruise	Dieter Killinger	12/17
CARNIVAL PRIDE	Baltimore	Baltimore	Caribbean & Florida Cruise	Charles & Catherine Crawford	12/17
VEENDAM	Ft. Lauderdale	Ft. Lauderdale	Eastern Caribbean	Karl & Laurel Zimmermann	01/18
NORWEGIAN BREAKAWAY	New York	New York	Western Caribbean	Bob Brown	01/18
NORWEGIAN ESCAPE	Miami	Miami	Western Caribbean	Tom Cassidy	01/18
ANTHEM OF THE SEAS	Bayonne	Bayonne	Eastern Caribbean	Bob Brown	02/18

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 212-748-8600.

MYSTIC SEAPORT www.mysticseaport.org or 860-572-0711.

NEW SOUTH WALES WSS: Meetings are held at the Uniting Church Complex in Lord Street, Roseville. Contact the branch at PO Box 215, Strathfield, New South Wales 2135, Australia for additional information.

MERSEYSIDE WSS: Meetings are held at The Seafarer's Centre, Cambridge Road, Crosby L22 1RQ. Contact the Mersey Log editor for more information at johnthomas23@gmail.com or 01244 34702.

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.ssjohnwbrown.org or 410-558-0646. Visit or sail on the World War II vintage Liberty Ship, based in Baltimore, MD. Contact for dates and more information.

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 718-390-0040 – **PLEASE NOTE NEW PHONE NUMBER!** Contact for schedule of cruises and other events.

THE WORKING HARBOR COMMITTEE www.workingharbor.com or 212-757-1600. Cruises to both remote and well-travelled parts of New York Harbor - 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.

MEMBERSHIP DUES ARE DUE

If you have not already done so, please remember to send in your 2018 membership dues by February 28. WSS-PONY Branch has many interesting programs in the works for the year – don't miss out on the fun!

SHIP'S LOG

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

WORLD SHIP SOCIETY PONY IS CRUISING AND CRUISING!

The PONY World Ship Society has an unprecedented lineup of group cruises from which to choose. In 2018, we will be cruising on the magnificent Cunard Line flagship QUEEN MARY 2. Members can select a 7-day northbound voyage from New York to Quebec, a 7-day southbound voyage from Quebec to New York, or the entire 14-day cruise round trip from New York - without repeating any ports. Each itinerary also includes an overnight stay in beautiful Quebec City. For summer 2019, we have already reserved space on a very exciting cruise. For the first time, deluxe operator Oceania Cruises will be sailing 7-day round-trip cruises from New York to St. George's and Hamilton, Bermuda. We will be cruising on the luxurious, intimate 700-passenger INSIGNIA. Starting at only \$1,299 per person, this cruise is a remarkable value, and is sure to sell out quickly. Don't hesitate if you wish to have the best selection of cabins on any of these cruises. The QUEEN MARY 2 cruise flyer was sent last month; a flyer for the INSIGNIA cruise is included with this edition of The Porthole. For more information, call Brad Hatry at Worldview Travel, 212-265-8420, x 222, or 800-729-7472 x 222, or email brad@worldviewtravel.com.



QUEEN MARY 2 leaving New York

(Cunard Line)



INSIGNIA'S identical sister REGATTA in New York.

(Bob Allen)

ROME TO BARCELONA ON VIKING STAR

January 4 – 11, 2018

By David G. Hume

In early December, 2017, we booked a seven-night cruise on VIKING Cruise Line's VIKING STAR. This ship entered service in 2015 as the first ship of what is intended to be a custom-built fleet of ten 48,000 gross-ton ships. The first four ships bear names reminiscent of the ships of the now defunct Royal Viking Line. The VIKING STAR was followed by the VIKING SEA, VIKING SKY and VIKING SUN. The fifth ship in the fleet is named VIKING ORION and the sixth ship, to be named VIKING JUPITER, will enter service this year. The last four ships have not yet been built. Each ship is 745 feet long with a beam of 94.5 feet. They are designed with a top service speed of 20 knots. Each ship can carry 930 passengers and all staterooms have balconies. There are no interior cabins for passengers. The ships are designed as five-star luxury ships.

The target market is people 55 and older, although the minimum age is 16. Most of the people of our cruise were 70 or older, but there were some people in their 20's and 30's.

To begin our cruise, we boarded a Lufthansa flight from New York's JFK airport to Munich on January 3, 2018. At Munich, we transferred to a connecting flight to Rome's Fiumicino airport. Here we were met in the baggage pick-up area by several Viking representatives wearing red scarves or jackets. Our bags were collected from us and transported by truck to the ship. The passengers were driven by motor coach to the port of Civitavecchia. We arrived at the cruise terminal at about noon. A host of agents was ready to check us in.

We quickly boarded the ship and went directly to our stateroom on Deck 3, only to find the door ajar and a green plastic garbage bag in the entryway. We dropped off our carry-on bags and coats. I then found a stewardess and mentioned that we had found our door open. She informed us that the staterooms had not yet been fully cleaned and would not be ready until about 2:00 PM. She indicated that there would be an announcement when the staterooms were available. We decided to leave our carry-on items in the cabin, storing valuables in the safe, and then proceeded up to the World Café on Deck 7 for a leisurely lunch.

The World Café is the Viking equivalent of the lido restaurants on modern cruise ships. It had a very nice selection of food, some of which was made to order in the full-view kitchen in the middle of the ship. Similar food stations were set up on both sides of the ship, although ice cream was available only on the port side and pizza was available only on the starboard side. Of particular note, each day there was a different list of ten flavors of ice cream. Seating was along the sides and back of the ship. Those at the back opened up to the Aquavit Terrace on the stern. Here outdoor tables and loungers surrounded a hot tub and an infinity pool. A promenade deck surrounded the sides of the World Café and sliding doors opened up onto this promenade. These doors were not opened during our cruise, since the temperatures never rose above the mid 60 degrees Fahrenheit. This promenade was cantilevered out from the side of the ship on each side of the ship, overhanging Deck 6. This promenade only extended the length of the World Café and terminated at the midship pool area covered by the magrodome.

White and red wine, beer and soft drinks are provided free of charge during lunch and dinner in the restaurants and the World Café. The free wines offered were generally blends from Bordeaux. Varietal wines were available for purchase.

After lunch we explored the ship. We noticed people camped out on the reclining chairs and couches in the lobby area around the three-deck Atrium, waiting for an announcement about the availability of the staterooms. One woman, presumably tired from her overnight flight, was sleeping on one of the couches. Soon enough, the announcement came and we and everyone else headed to our staterooms. On our cruise, there were a total of 890 passengers and 461 crew.

One advantage to our cruise was that the ship remained in Civitavecchia overnight and did not leave until 5:00 PM on the following day. Thus, the new arrivals on board were able to recover from jet lag on the first day and enjoy one of the many tours of Rome on the second day.

Our cruise had originally been scheduled to visit Trapani in Sicily, La Goulette in Tunisia, Cagliari in Sardinia, Algiers in Algeria and Valencia in Spain, before arriving in Barcelona for disembarkation. However, approximately two weeks before the cruise, we were advised that the ports of La Goulette and Algiers had been scratched due to State Department warnings issued soon after President Trump's recognition of Jerusalem as the capital of Israel. This was a major disappointment to us, since the only reason we booked the cruise was to visit La Goulette and Algiers. We were told that two new ports, Naples and Palma de Mallorca, would be substituted for the scratched ports. While these ports have their own interesting sites, we were not consoled. One interesting effect of the change of ports was that a VAT of 22% was added to all purchases made in the on-board gift shops, since the cruise no longer would go to ports outside of the European Union. We did not see heavy use of these gift shops, which concentrated on jewelry, watches and perfumes, with precious little in the way of ship souvenirs. I saw only caps and tee shirts with the Viking logo.

While we were still in Civitavecchia, we were told that there had been yet another change to our itinerary. Because of strong winds forecasted in the area of Trapani in Sicily, the captain elected to dock in the port of Palermo instead. Fortunately, most of the tours which were originally planned for Trapani were available from Palermo, although at a greater driving distance. As expected, the free tours of Trapani were changed to free tours of Palermo.

Viking Ocean Cruises has built its product around destination immersion. One of the signature features of the Viking ocean cruise ships is that one or more free tours are provided in every port in addition to premium tours for which you pay an extra charge. We elected to take two tours for which there was an extra charge, one in Sicily to visit the Greek ruins in Selinunte and one in Palma to visit Son Marroig, an estate of the last Hapsburg emperor. In each case, the extra charge was low by cruise industry standards. In all of the other ports, including Rome, we took one of the free tours and found them to be very good. In Rome in particular, the free tour was six-hours long and included extended stops at the site of the Circus Maximus and at St.

Peter's Square in addition to driving by the Colosseum, the Arch of Constantine, the baths of Caracalla, the pyramid of Cestius, the Victor Emmanuel Monument and many other sites.

Among the other signature features of the Viking ocean cruise ships is free wi-fi for passengers and crew, free use of the indoor spa pool and free specialty restaurants, subject only to making a reservation, since space is more limited in these restaurants. We tried Manfredi's, an Italian restaurant and found it excellent. At the other free specialty restaurant, The Chef's Table, the chef determines the menus for the day based upon local ingredients. I assume that some passengers are curious to find out what the chef is preparing, but you have to make a reservation far in advance of the day on which the chef decides the theme for the day. These specialty restaurants are located on Deck 1, with The Chef's Table on the port side and Manfredi's on the starboard side.

There is a third specialty restaurant on Deck 1, The Kitchen Table. It is available only once or twice a cruise and there is a charge of \$199.00 per person. To start, passengers go ashore with the chef in the morning to shop for ingredients at a local food market. At dinnertime, the passengers help prepare the meal. Dinner is served with special wines selected by the sommelier.

The main restaurant, aptly named The Restaurant, is on Deck 2 aft. Entry is on the starboard side, but there are tables on both sides and at the stern. The Restaurant has open seating. There are no fixed dining times. When you request a table, the maître d' asks for your stateroom number. He then assigns you a table and you are escorted to the table. Each of the servers carries an Apple iPhone, on which is displayed the names of the passengers assigned to the table. The server will often greet you by name. Your order will be entered into the server's iPhone. Thus, the ship has a record of everything you eat in The Restaurant during the cruise.

The galley is in the middle of The Restaurant. There are no visible serving stations. All of the meals are served plated from the galley, although there may very well be serving stations within the galley area. This made The Restaurant seem more like a land-based restaurant than what is normally found on a ship.

The right side of the menu offers a good selection of food, although I found that there were somewhat less entrée selections than on Cunard Line and Holland America Line. However, as on Princess Cruise Line, the left side of the menu has selections that are available at all times, including steak, chicken and salmon, so any lack of choice on the right side is mitigated. The food and service were uniformly very good. The Restaurant is surrounded on three sides by the promenade deck, so you have good views of those walking by and they of you. This is reminiscent of the King's Court restaurant on Cunard Line's *Queen Mary 2*.

The dress code in The Restaurant was decidedly casual, not elegant casual as stated in the daily program. Jeans and sneakers were a common sight. One passenger wore a tee shirt which read "USMC" for two straight days. On the third day, he wore a tee shirt which read "Marines". There was very little sartorial splendor, very few jackets and even fewer ties.

The Atrium, in the middle of the ship, extends through three decks, Decks 1, 2 and 3. There is a broad staircase between Deck 1 and Deck 2 that is reminiscent of the staircase in the atrium on Celebrity Cruise Line's MILLENNIUM class ships. On the port side of Deck 1 of the Atrium, there are desks in one area for shore excursions and in another area for guest services. On the starboard side of Deck 1 of the Atrium, there are shelves with books, comfortable seating and a bar. There is no formal library, but there are several areas, including the lanais on each side of the Wintergarden on Deck 7 and the upper level of Explorers' Lounge on Deck 8 overlooking the bow which have bookshelves with a limited number of books. Most of these books deal with topics related to the various ports the ocean cruise ships visit. There are several books relating to Thor Heyerdahl and his journeys in the upper level of the Explorer's Lounge, together with models of Kon Tiki. Among some of the other ship models in this area is one of the Clipper Line's STELLA POLARIS from 1927.

At the entrance to the lower level of the Explorers' Lounge on the starboard of Deck 7 is a small food station called Mamsen's. This food station is open for early breakfast, lunch and afternoon snacks.

At the forward end of the port side of Deck 2 of the Atrium is a large model of the VIKING STAR. Behind it is the future cruise office, which will take reservations for ocean cruises and river cruises. A model of one of the river cruise ships is in this office.

There are two staircases and elevator banks on the ship. Just aft of the Atrium is a bank of four elevators. A separate staircase is aft of the elevators. The second elevator bank contains just two elevators and is located aft of the spa on Deck 1 and the theater on Deck 2. There is a staircase adjacent to this elevator bank.

At the forward end of the ship on Deck 2 is The Theater. This room extends the width of the ship and there are six rows of semi-circular tiered seating. In addition, there are seats against each wall and in two alcoves at the back end on the port and starboard sides. These alcoves can be closed off for use as cinemas to show movies. There are no structural beams in The Theater, so sight lines are excellent.

There is a spa area at the forward end of Deck 1. The spa includes massage treatment rooms, a small indoor pool, a sauna and a Snow Grotto, which did indeed have snow. The use of the pool, sauna and Snow Grotto is free to all, on a space available basis. There is a fitness center with a good selection of workout equipment and a salon aft of the spa on the starboard side.

There is a gift shop on the starboard side of Deck 1 just forward of the Atrium. Another two gift shops are located on either side of Deck 2 aft of The Theater. Also on Deck 2, forward of the Atrium, is Torshavn, a small cabaret lounge for after-dinner drinks and music.

In the middle of the ship on Deck 7 are the Main Pool and a hot tub, both covered by the magrodome. At the aft end of this room is a screen for showing movies under the stars in good weather and under the magrodome in cooler weather. Loungers surround the pool.



VIKING STAR docked in Cagliari, Sardinia, Italy.

(David Hume)

Forward of the pool on Deck 7 is the Wintergarden. This is a pleasant airy room, although permanently covered by the magrodome. Afternoon tea is served here from 4:00 PM to 5:00 PM, accompanied by either a pianist or the Viking classical trio. At afternoon tea, each passenger is given an individual pot of tea of his or her choosing and each couple receives a three-tiered plate stand containing four finger sandwiches on each of the lower plates and four pastries on the top plate. Scones with clotted cream and strawberry jam are brought around continuously by servers. Refills of tea and plates are provided upon request. While I prefer the afternoon tea service aboard Cunard Line ships, the tea service on the VIKING STAR was excellent.

The décor of the ship is, as to be expected, Scandinavian modern, with a lot of blond woods and blue, grey and beige carpeting and upholstery. However, there is a smattering of dark brown wood in the desks and bookcases in the shore excursion office and the guest services office. The overall impression is of understated elegance.

The promenade on Deck 2 is a continuous circuit of the ship, with four laps equaling one mile. However, this promenade is for walkers, since it is not overly wide and the forward end is especially narrow. On the enclosed forward end, there are three large windows looking into a room full of bollards, capstans and anchor chains. There are no deck chairs on the promenade. Joggers can use the aft end of Deck 8.

There is a Sports Deck on the forward end of Deck 9. This is more of an observation area than anything else, but there is a miniature golf putting green and a few exercise machines around the base of the forward mast.

There was not a lot of entertainment during the day, since the cruise was port intensive. Most passengers spent the early part of the day on tours. In the late afternoon, there was usually a lecture about an up-coming port. There were also movies shown in The Theater and in the Main Pool area.

Entertainment at night was also limited. During our first evening, there were four members of the Accademia in Rome who sang operatic arias. On the second night, the Captain's reception was held in The Theater. Captain Erik Saabye greeted each passenger individually. On the third night, there was a Beatles tribute band who performed on a stage in the Main Pool area. I enjoyed this very much, but it only lasted half an hour. The rest of the hour was filled in by the ship's resident singers, one male and one female. They were very good, but they did not continue with the Beatles theme. On the fourth and sixth nights, Petrina Johnson, a singer who has performed in musicals in London's West End, sang a variety of show tunes. On the fifth and seventh nights, movies were shown in The Theater. There were no production shows, dancers, comedians or magicians in the evenings.

Among the other signature features of Viking ocean cruise ships, there is no casino, there was no person taking pictures at any event or venue aboard the ship at any time and there were no sales of merchandise outside the shops or in the Atrium.

The passengers tended to eat early and go to their cabins after dinner. The bars were not crowded after dinner.

The stateroom was pleasantly decorated. The carpet was a grid of dark blue squares off-set by light gray centers. There was a blond wood desk against one wall. Part of the top lifted to expose a lighted vanity mirror. Two barrel chairs upholstered in off-white vinyl were against the opposite wall, in front of which there was a two-foot wide occasional table with chrome legs. This

table had an upholstered top, one half of which was black vinyl and one half of which was a striped fabric. A large flat screen television was on the wall directly opposite the bed. The stateroom contained a k-cup coffee maker. On the veranda were two straight-backed chairs in plastic wicker and an opaque glass table about two-feet square which was the perfect height and size for dining al fresco in warm weather. The bathroom was large, with heated floors. The shower enclosure was approximately 30 inches square, with a glass door. A small bench along one wall of the shower provided a place to put toiletries. Drawers on either side of the sink allowed us to store personal items we did not want to leave on the shelves or on the counter. The closet in the stateroom had sliding doors, so that when one side was open access was cut off to the other side. There was a limited number of hangers. Drawer space in the stateroom was limited. I was reminded of the limited storage space found on Cunard Line's QUEEN VICTORIA when it entered service, before they added large drawers under the bed. In my opinion, passengers would find it difficult to store clothes for a cruise longer than two weeks.

The television provided the usual cable news stations, but also offered a selection of free movies and various television series. We were able to pick and choose which episodes from the six years of Downton Abbey that we wished to see again.

The ship rode very smoothly through the water. We were fortunate that we did not run into any bad weather during our cruise. We enjoyed our time aboard this new and very stylish ship, although we were very disappointed that the ports of La Goulette and Algiers were cancelled.

SHIP NEWS

ON THE EDGE OF REALITY: The CELEBRITY EDGE, under construction at STX France, was floated out of her building dry dock in late January. Construction of the eagerly anticipated 129,500-ton vessel, which will have a capacity for 2,918 passengers, is ahead of schedule. Originally scheduled to debut in December, Celebrity recently announced that a series of preview cruises from Ft. Lauderdale, FL would commence in late November. The first of four sister ships, CELEBRITY EDGE will feature unique venues such as the Magic Carpet, a public space on an elevator suspended over the side of the vessel; Eden, a multi-purpose, glass-enclosed aft facing space, and "Infinite Verandah" staterooms. In other Celebrity news, the line hosted the first same-sex wedding at sea on January 29. The ceremony took place on board CELEBRITY EQUINOX, and was officiated by the vessel's captain.



CELEBRITY EDGE details are emerging. Clockwise from top left: Eden, a multi-use facility at the ship's stern; the Suite Lounge; the adults-only Solarium; the Rooftop Garden; the "Magic Carpet" positioned as an embarkation lounge; Luminae, the suite restaurant. (Celebrity Cruises)



CELEBRITY EDGE was floated out of her building dock at STX France in late January (Celebrity Cruises / STX France)

A SMALLER DIAMOND CRYSTAL: Crystal Cruises' long-anticipated Exclusive Class has been renamed and scaled back. The 100,000-ton, 1,000-passenger oceangoing vessels, Crystal's first since 2003, were announced in July 2015. An interesting feature, 48 "Crystal Residences," was planned on the ultra-deluxe ship's top deck, which was to have set sail in late 2018. In December, Crystal announced that the project has been scaled back. Renamed Diamond-Class, the vessels will be of approximately 60,000-tons with an 800 passengers capacity – approximately the same size as the current Crystal fleet. The penthouse private residence concept has been abandoned. The delay is due largely to Crystal's need to increase investment in shipyard ownership, part of the strategy to support their ambitious building program. Since Crystal was acquired by Genting Hong Kong, they have expanded into yacht, river and air cruises. The Diamond-Class vessels are now anticipated to sail in 2022.

FAREWELL, ST. HELENA: The R.M.S. (Royal Mail Ship) ST. HELENA departed England on her final round-trip voyage to her namesake island in the Atlantic Ocean for the last time on February 10. Since her 1990 maiden voyage, ST. HELENA will have completed 268 voyages when she is decommissioned. The 6,767-ton cargo liner can carry 156 passengers and 92 twenty-foot containers, and has been a vital link to the island, which until recently had no international airport. Even after the completion of the airport, serious wind shear problems precluded commercial flights. Now that those problems have been resolved, the hard-working, endearing ST. HELENA - the world's last "R.M.S." - will be retired.

NEW IN NEW ORLEANS: NCL'S NORWEGIAN BREAKAWAY will boost cruise capacity from New Orleans, LA when she begins seasonal service from the Gulf Coast port in November. The 145,000-ton, 4,000-passenger BREAKAWAY will be the largest ship ever based there, replacing the smaller, 2,400 passenger NORWEGIAN PEARL. She will be sailing 7-, 10- and 11-day cruises to the Caribbean. Competitor Royal Caribbean will offer seasonal departures from New Orleans on the VISION OF THE SEAS starting in December, while Carnival Cruises maintains a year-round presence from the port with the CARNIVAL TRIUMPH and CARNIVAL DREAM.

WEST COAST PANORAMA: Due in 2019, the CARNIVAL PANORAMA will be the first new ship Carnival ship to be based on the West Coast since the 1990's. She will sail from the newly renovated Long Beach Cruise Terminal, housed in the huge geodesic dome originally built to showcase Howard Hughes' SPRUCE GOOSE airplane. In addition to the newly renovated facility, CARNIVAL also announced a major infrastructure improvement in the Port of Ensenada, Mexico, a frequent port of call on Mexico cruises. The PANORAMA is the third ship in the VISTA-Class, following the CARNIVAL HORIZON into service. The 133,500-ton vessel can accommodate 4,977 passengers.

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