



AN EVENING OF SHIP VIDEOS IN NEW YORK AND SOUTHAMPTON

by Tee Adams

Friday, January 25 - 6:00 PM

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

Our presenter, Tee Adams, has had a camera in his hands since he was four years old. He continued his passion for photography through school and college, spending many hours in their dark rooms. Starting in 2007, he began taking a video camera along and as the gear's size came down, he went to a pro HD camera and now owns three. His day job focuses on school and college marketing, shooting for folders, and video productions for institutions across the country, then making those images into the final product.

His interest in ships came about when the family took him out of school (4th grade) to sail aboard the QUEEN ELIZABETH 2's third eastbound crossing on June 5, 1969. On the bridge tour, Tee was one of the few passengers able to steer the vessel, with close officer supervision he would like to add. Tonight he will show a video compiled of QUEEN MARY 2 sailing in and then out of Manhattan. While shot over the last several years, at different locations, he feels this provides a good view of the transit to the traditional Manhattan piers and what a job it is to get her docked, compared to the ease of backing her out. The inward shots were taken from the ship and a hill in Weehawken, New Jersey. The outward views are from the ship, Stevens Institute in Hoboken and from Staten Island as she passes under the Verrazano-Narrows Bridge. In the opening segment of the viewing, we will see Cunard, P&O and other cruise ships taken at Southampton while docked, from the Hythe Ferry and locations ashore along Southampton Water and an upper floor of Jury's Inn.

Our speaker comes to us from Devon, PA along Philadelphia's Main Line, is a member of the National and local WSS groups and a longtime ship shooter along the Hudson.



QUEEN MARY 2 arrives in New York

(Tee Adams)

NEXT MEETINGS: Friday, February 22; Friday, March 22; Friday, April 28; Friday, May 31; Friday, June 28 (programs TBD).

ADDRESS: PO Box 384, New York, NY 10185-0384 **E-MAIL:** wsspony@gmail.com **WEBSITE:** www.worldshipny.com

THE PORTHOLE, published by the Port of New York Branch, World Ship Society, welcomes original material for publication. Address to the editor, Bob Allen, at oceanvoyag@aol.com or via the PONY mailing address.

SHIP'S LOG

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

ARRIVALS AND DEPARTURES

Arrivals and Departures will return in upcoming issues of The Porthole. Please send information about your 2012 cruises to The Porthole PO Box or email the editor.

GETTING TO KNOW YOU

The results of the elections of officers of the World Ship Society, Port of New York Branch are in. The voting was administered by the Honest Ballot Association, and 213 completed ballots were received. The vote tally was as follows:

Chairman:	Ted Scull	194	(unopposed)	
Vice Chairman:	David Hume	120	Marge Dovman	93
Branch Secretary:	Greg Fitzgerald	197	(unopposed)	
Membership Secretary:	Mario De Stefano	195	(unopposed)	
Treasurer:	Alan Borthwick	196	(unopposed)	

Here are brief biographies of the new officers:

Chairman, Ted Scull

Ted was born in Bryn Mawr, Pennsylvania; moved to New York 1964; worked for Holland America Line's Passenger Department, St. Bernard's & Trinity Schools as a teacher, guidance counselor and principal; currently a self-employed writer/lecturer primarily on maritime, rail and New York City subjects. Education: Trinity College: B.A. History; La Sorbonne, Paris: Certificate; University of London: MA History; Bank Street College: MS ed. Ship interests: passenger carrying vessels. Married to Suellyn Preston Scull, retired educator. Past Chairman of the Port of New York Branch and past President of the Steamship Historical Society of America. Spent over 5 years on ships at sea.

Vice Chairman, David Hume

I am an attorney specializing in commercial bank lending and debt trading. I am a past Chairman of the World Ship Society and the current Vice Chairman. I took my first voyage in 1976 while on a tour of Greece. My next voyage was an eastbound transatlantic in 1980 on the QE2. My third voyage was in the Caribbean in 1985 on the Norway. From that time on, I have taken two or three cruises a year on a variety of different ships. Along the way, I developed an interest in collecting ocean liner memorabilia. I enjoy organizing the Ocean Liner Bazaar each year.

Branch Secretary, Greg Fitzgerald

Greg Fitzgerald is a resident of Somerset County, New Jersey and a recent graduate of Fordham University at Lincoln Center. He works as an Advertising/Promotion Associate at The Book Report Network in Manhattan. He enjoys passenger ships, the maritime history of New York Harbor, railroads, lighthouses (of which he has visited over 350), and travel of all sorts.

Membership Secretary, Mario De Stefano

Mario De Stefano, formerly a botanist and today a ship broker, came to New York City from Messina, Italy in June 1975 to marry Carol Miles (a past Chair of the WSS) and is still married to her. Mario has been working in the USA in the shipping industry for 37 years, currently for Overseas Marine Services Inc., a NYC ship brokerage firm that specializes in the ocean transportation of chemical fertilizers. Mario is a ship buff interested in both commercial and passenger vessels. He has enjoyed several transatlantic crossings on QE2 and QM2, CELEBRITY MILLENNIUM's maiden crossing and many cruises.

Treasurer, Alan Borthwick

Alan graduated with an AB in Mathematics from the University of Rochester and worked for NCR, UNIVAC and then IBM supporting computer systems in customers' back offices. IBM brought Alan to New York City in 1968 where he has been ever since, but with various employers in several industries. Alan's first transatlantic crossing was in 1961 and his first cruise was with the family in 1971. With his family, Alan frequently visited ship

sailings without awareness that the use of ships for purely passenger transportation had ended. At one pier, Alan and his wife, Mary, talked with World Ship member Tom Grant, who recommended joining World Ship.

YOUR DAILY PROGRAMME

SOUTH STREET SEAPORT MUSEUM www.southstreetseaportmuseum.org or 917-492-3379. Now part of The Museum of the City of New York, SSSM reopened in December with six new exhibits -- A Fisherman's Dream: Folk Art by Mario Sanchez; Romancing New York: Watercolors by Frederick Brosen; Timescapes (a 22-minute film on the history of New York City); Street Shots / NYC; Compass: Folk Art in Four Directions; Handheld Devices (a display of historical tools); Remains of the Stay (a look at remains of an old seaport area hotel). A carving by Mr. Sanchez, The Old Man and the Sea, was inspired by his Key West neighbor Ernest Hemingway's novella, and was once owned by Spencer Tracy. The 1958 film "The Old Man and the Sea," starring Mr. Tracy, will be screened at the Seaport (12 Fulton Street), on January 29 at 5:30 PM. For additional information on exhibits, ship visitation and other events, contact the museum.

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. **JANUARY MEETING — Wednesday January 9, 2013** — A talk by W.B. (Bruce) MacDonald, author of *The Good Hope Cannery: Life and Death at a Salmon Cannery*, which is the story of the people who built it, worked in it, fished for it, maintained it, and welcomed guests to it. MacDonald looks into the personalities and everyday lives, and sometimes tragic deaths, of the colourful characters of the Good Hope Cannery. Meetings are held at the Vancouver Maritime Museum at 1905 Ogden Avenue (Kitsilano Point).

NEW YORK HARBOR CRUISES

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 44th 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. Contact via website or telephone for departure times and prices.

CIRCLE LINE, www.circleline42.com or 877-731-0064. Circle Manhattan and other harbor cruises, departing from pier 84 at West 44th Street. Contact via website or telephone for departure times and prices.

NEW YORK WATERWAY, www.nywaterway.com or 800-533-3779. Trans-Hudson ferry service and special-event cruises. Contact via website or telephone for departure times and prices.

MEMBER PHOTO OF THE MONTH

Share your favorite ship photos taken within the last year by sending them for publication in The Porthole!



Cruise & Maritime Voyages' 1965-built MARCO POLO, ex-ALEXANDR PUSHKIN at Amsterdam, Netherlands in October, 2012 (Bob Allen)

PLEASE SEND YOUR STORIES AND PICTURES!

We know that many of you have great photos, stories about your cruises, maritime interests, collections and other topics of interest to WSS PONY members. To contribute to the Porthole, just contact Bob Allen at a meeting or via email at oceanvoyag@aol.com. If possible, please send stories in Microsoft Word format. Hardcopy stories should be mailed to the WSS P.O. Box.

SHIP NEWS

In the year since The Porthole was last published, there has been a wealth of ship news, ranging from hopeful to tragic. Here are a few of the highlights:

New Buildings:

The Carnival Corporation has announced the construction of two entirely new vessel classes. The smaller, at 99,000-tons with a capacity of 2,260 passengers will be for Holland America Line, celebrating their 140th anniversary in 2013, and will be the largest ships ever operated by the company. The larger class will be for Carnival Cruise Lines, at 135,000-grt with a 4,000-passenger capacity, and will also be their largest ships to date.

Costa Cruises has ordered a pair of 132,500-ton, 3,700-passenger ships for delivery in 2014. It is likely that these vessels will be built on the same platform as the recently announced Carnival ships. The 114,500-grt, 3,780-passenger COSTA FASCINOSA was delivered during the spring.

Norwegian Cruise Lines announced a new vessel code named "Breakaway Plus," and enlarged version of the now-building NORWEGIAN GETAWAY and New York-based NORWEGIAN BREAKAWAY. Scheduled for completion in October 2015, the 163,000-grt ship will carry 4,200 passengers. There is an option for a sister ship, with a spring 2017 delivery. The 146,600-ton BREAKAWAY will be named in New York on May 8 by the Rockettes before commencing her maiden voyage to Bermuda.

Royal Caribbean Cruise Lines has three ships on order. A pair of sister ships, code named "Project Sunshine," will be of 158,000-grt, and carry 4,100 passengers. This makes them on par with the FREEDOM-class vessels of the late 2000's, yet they are to be of an entirely new design. A third sister ship for the OASIS class (with an option for a fourth) will be built in France, and will be of identical size - 224,000-grt, with accommodation for 5,400 passengers. The unnamed vessel, due for completion in 2016, will share the title of the world's largest passenger ships with her sisters.

MSC Cruises has purchased and is now completing the PREZIOSA, originally ordered as PHOENICIA by the Libyan State Shipping Company. French-built at STX Yards, she is of the same design as the 138,000-ton, 4,000-passenger DIVINIA, which recently entered service for MSC.

Aida Cruises recently added the German-built 71,000-ton, 2,500-passenger AIDamar, and will soon take delivery of sister AIDastella, the final ship in the line's "Sphinx" series. Currently under construction is a new class of vessels for Aida which, at 125,000-grt and accommodating 3,250 passengers, will be their largest. The unnamed vessels (two of which are currently on order) are being built in Japan by Mitsubishi.

Luxury river cruise operator Viking River Cruises has developed a new deep-sea cruising division, Viking Ocean Cruises. They recently placed an order with STX France for a pair of 45,000-grt, 988-passenger ultra-luxury vessels, with an option for a third. The maiden voyage for the first ship is scheduled for late-2014. Viking River Cruises is currently expanding their fleet with six new 190-passenger, German-built river cruisers.

Another newly-formed company, Xiamen International Cruise Company, has ordered a 2,000-passenger, 100,000-ton liner, which will be China's largest and first "megaship." Her delivery is scheduled for October 2018.

Scrappings and other losses / layups

Two of the most famous and important liners of the late 20th Century are currently being scrapped. The 1971-built SEA VENTURE became world-famous as "The Love Boat" PACIFIC PRINCESS on the long-running television series of the 1970's and 1980's. Built for Norwegian cargo operators Oivind Lorentzen and Fearnley & Eger in Emden, West Germany, she and 1972-built sister ISLAND VENTURE were luxury vessels of 20,000-grt and carried 676 passengers. Their Norwegian owners created Flagship Cruises to operate the ships out of New York to Bermuda and the Caribbean. Financially unsuccessful after a few years, both were sold to P&O / Princess Cruises where their fortunes reversed, and had many very popular years. PACIFIC PRINCESS became Pullmantour's PACIFIC and operated in the Spanish market after 2002, and then was sold to Brazilian CVC. Her final owner was Quail Cruises, who were unable to complete a planned renovation or to continue operating the ship in recent years. Fortunately, sister ship ISLAND PRINCESS is currently being renovated for service with Cruise & Maritime Voyages as DISCOVERY, the name she has had for the past 10 years in service for Voyages of Discovery. Both of these operators have the same corporate parent, and cater to the British market.



SEA VENTURE (as seen from the ROTTERDAM's observation deck) departing New York, November 1974. (Bob Allen)

The legendary 39,000-ton, 1,600-passenger OCEANIC, completed in 1965 for the Home Lines, is also being scrapped. She was originally conceived as a two-class transatlantic liner for service between Cuxhaven (Hamburg), Germany and Montreal, Canada with easy conversion to single-class winter cruising from New York. Her owners realized during construction that the jet airliner had all but conquered the transatlantic passenger market. They made the bold decision to place OCEANIC on a year-round cruising program from New York, which had never been attempted with such a large ship. Shortly after her New York debut in the spring of 1965, OCEANIC was a sensation, instantly developing a reputation for superb service (with an all-Italian crew), excellent cuisine and stunning modern interiors -- innovative, yet with abundant warmth and charm. Most remarkable was the Lido Deck, stretching along the top of the vessel between the mast and the funnel, with full height glazing port and starboard. A vast 10,000-square-foot expanse of flagstone and tile, this unique recreation deck contained two swimming pools, wading areas, and secluded alcoves filled with café tables and sun loungers, all covered by a glass and steel sliding "Magradome." Although sliding glass roofs had been seen on earlier vessels (notably the Grace Lines' quartet SANTA PAULA, SANTA ROSA, SANTA LUCIA and SANTA ELENA of 1932/1933), nothing of this scale had been built, and it generated tremendous publicity and acclaim. After 20 years of impeccable service, mostly out of New York to Nassau, Bermuda and the Caribbean, OCEANIC became STARSHIP OCEANIC for Premier Cruises, who at the time operated short Bahamas cruises from Port Canaveral, FL with a Disney tie-in, before Disney had their own cruise line. Although her sleek profile remained unaltered for 47 years, Premier had her exquisite Nino Zoncada-designed interiors completely gutted (except for stairwells) and replaced with décor more suitable to families and young children who comprised the new passenger lists. In 2002, she was sold to Pullmantur for the Spanish market, and finally to the Japanese Peaceboat Organization in 2009, serving her final 3 years in global circumnavigations before sadly steaming off to the shipbreakers.



Home Lines' OCEANIC (with Costa's FLAVIA, formerly Cunard's MEDIA) at Nassau, Bahamas, June 1977 (Bob Allen)



OCEANIC's semi-circular Italian Hall, seen here in 1975, had a great arc of windows overlooking the bow. Typical of her stunning interior design, the lounge was eliminated to make room for a theatre when the ship was purchased by Premier Cruises in 1985. (Bob Allen)



The Lido Deck, under the sliding glass and steel "Magradome," was unlike anything previously seen on an ocean liner. (Bob Allen collection)

Several other noteworthy liners were also sold for scrap in 2012. ITALIA (12,263-grt, 563-passengers) was built in Trieste, Italy for little-known Crociere d'Oltremare of Cagliari, Sicily and completed in 1967. Soon after, she was chartered to Princess Cruises, and then sold to Costa Cruises in 1973. In the 1980's, she sailed for Ocean Cruise Lines as OCEAN PRINCESS, and then for Paquet Cruises in the early 1990's. Later in the 1990's, she was PRINCESA OCEANICA operating for Louis Cruise Lines, and then chartered to Thompson Holidays as SAPPHIRE. She was laid up in Greece for several years before being scrapped. Thompson Holidays also disposed of the THE EMERALD (26,428-grt, 1,000-passengers), built in Newport News, VA as SANTA ROSA for the Grace Line's New York – South and Central America service in 1958. Laid up in 1971, she was sold to Greek interests and emerged as the thoroughly rebuilt RAINBOW in 1992, and became Regency Cruises' REGENT RAINBOW in 1993. After the demise of Regency Cruises, REGENT RAINBOW was sold to Louis cruises, renamed THE EMERALD, and spent the next decade in service for both Louis and on charter to Thompson. She also spent several inactive years before being scrapped. COSTA ALLEGRA (28,430-grt, 1,000-passengers) was built as the containership ANNIE JOHNSON in 1969, before she was converted by Costa Cruises into a cruise ship in 1992. Remaining with the Costa fleet (except for a few short-term charters) for the past 20 years, COSTA ALLEGRA suffered an engine room fire off the Seychelles Islands on February 27, 2012 and was subsequently sold for scrap.

The most significant loss of the year was the COSTA CONCORDIA (114,147-grt, 3,780-passengers), which partially capsized and was abandoned after striking huge submerged rocks near Isola Del Giglio, Italy, on January 13, 2012. The

incident, falling just 90 days before the 100th anniversary of the sinking of the TITANIC, generated international headlines and drew inevitable comparisons to the earlier disaster. Tragically, 32 passengers and crew were killed, although the accident occurred just a few hundred yards from the island's shore. The ship's captain and others are facing criminal prosecution, and related court cases are expected to continue for some time. The wreck is in the process of being righted and demolished, which is a very complex, expensive, and dangerous procedure. It is expected to be cleared from the pristine shores of Giglio by late summer 2013, allowing that small island to once again be known as a popular vacation destination, rather than the site of an infamous shipwreck. COSTA CONCORDIA is by far the largest passenger liner to be lost in an accident.

MSC Cruises' MELODY (35,143-grt, 1,064 passengers) was recently laid up, despite the publication of a schedule for 2013. She was built in France in 1982 as Home Lines' ATLANTIC, serving on the New York – Bermuda route until sold (along with the entire Home Lines) to Holland America Line in 1988. She was immediately sold to Premier Cruises, then rebuilt as a cruise ship for the family market, and rejoined former fleet mate OCEANIC in Bahamas service from Port Canaveral, FL. In 1997 she was sold to MSC for Mediterranean service, mostly from Italian and Spanish ports.

Financial troubles have caused Classic International Cruises to cease operations. Their fleet of five small older vessels, should they not sail again, will be very much missed by ship buffs worldwide. PRINCESS DANAE and PRINCESS DAPHNE (ex-PORT MELBOURNE and PORT SYDNEY) of 1955 were rebuilt from cargo liners into luxury cruise ships in 1977; ARION was originally the Yugoslavian liner ISTRAN of 1965; FUNCHAL of 1961 was used for service between Portugal and Madeira, and also on occasion as the Portuguese presidential yacht; and ATHENA of 1948, formerly STOCKHOLM, was the vessel that rammed and sank the ANDREA DORIA in 1956.

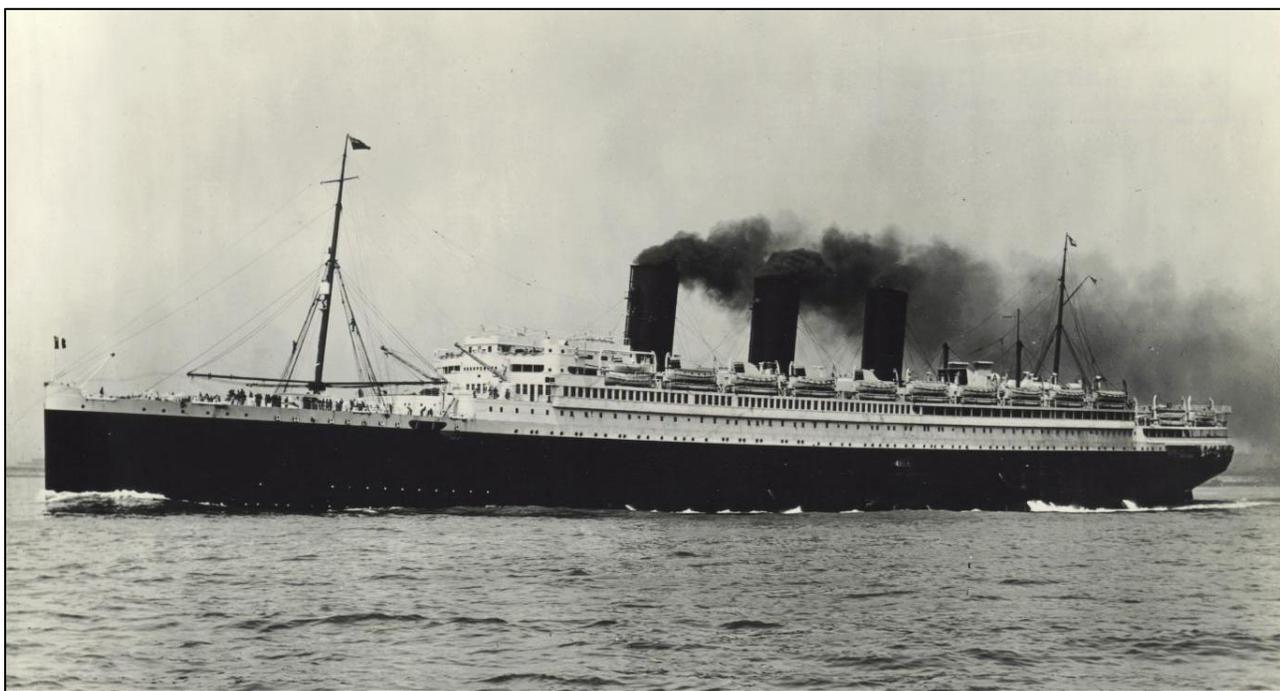


ATHENA, ex-STOCKHOLM of 1948, seen here in New York in September 2006, was the world's oldest passenger ship in active service until her layup in October. (Bob Allen)

Various media reports in late December indicated that the QUEEN ELIZABETH 2 (65,873-grt, 2,025 passengers) of 1969, laid up at Port Rashid, Dubai, may be soon sold for scrap. The former Cunard Line flagship has languished at dock for over four years, with plans for renovation into a conference center and hotel on perpetual hold. It has also been recently reported that a consortium of British business interests have offered the current Dubai owners 70 million British Pounds for the vessel, and have plans to develop QE2 as an attraction moored in the Thames River in London. No doubt, the story of this great ship will continue to intrigue us.

Hurricane Sandy:

The ferocious Hurricane Sandy came ashore on the New Jersey coast on October 29, causing 253 deaths along its path through seven countries, and an estimated 66 billion dollars in damage. The Port of New York was closed for days, and the storm surge at Battery Park reached a record 13.88 feet. Seven subway tunnels flooded, as did the Brooklyn Battery Tunnel and the Holland Tunnel. The South Street Seaport sustained severe flood damage, estimated at \$22 million, to infrastructure of most of its buildings. Amazingly, the museum was up and running by mid-December, in part due to donations of almost \$1 million received after the storm. In early January, an anonymous donor gave an additional \$500,000. In related news at the Seaport, the dated Pier 17 "festival marketplace" building will be thoroughly redeveloped into a more modern facility. The building, which is located on pilings above the East River, was spared significant storm damage because it was built at a sufficiently high elevation above the water.

**s.s. PARIS**

(Compagnie Generale Transatlantique/French Line)

A classic and popular liner of the 1920's and 30's, CGT's PARIS had a short and somewhat accident-prone career, between the two world wars. She was the follow-up vessel to the highly successful, four-funneled FRANCE of 1912, 40 percent larger but with just three funnels. Her construction began in 1913, just one year after the debut of the FRANCE, but the advent of World War I delayed her completion. Launched in 1916 to make room at the shipyard for military vessels, her construction did not resume until after the November 1918 Armistice. Finally completed in the late spring of 1921, she departed Le Havre for her maiden voyage to New York on June 15, 1921. As with her earlier fleet mate FRANCE, no expense was spared in making the PARIS a floating statement of French decorative arts. But unlike other liners of this period, PARIS borrowed less from styles of the past, and had interiors in First Class that gleamed with the fresh look of Art Nouveau. Intricate curves and organic forms were integrated into carved wrought-iron railings in the Foyer, topped with a spectacular Moorish-themed dome. The Dining Salon (Salle a Manger) had similar treatment in the railings (which included animal motifs), with a vast illuminated glass dome above; stylized sailing ship hulls topped the carved wood columns. The Smoking Room (Fumoir) featured a grand staircase connecting two levels, and a vast dome with a fish-scale effect topped by a skylight. A more traditional venue was the Tea Room (Salon de The), with slender Ionic columns and a delicate sky lit glass ceiling. After settling down to reliable service in the mid 1920's, the mishaps began. In 1927, PARIS rammed and sank a freighter in New York Harbor; six died. In 1929, she grounded twice – once in New York Harbor, then off Eddystone Lighthouse near Plymouth, England. Finally, on August 20 of that year, PARIS caught fire at her berth in Le Havre and was seriously damaged. Had the fire not occurred during 1920's economic prosperity, she might have been scrapped. CGT had introduced the wildly popular Art Deco-themed ILE DE FRANCE in 1927, so they took this opportunity to modernize the PARIS to be more compatible with the newer ship. After renovations, her Salon de The would boast a colored glass grid dance floor, illuminated from below, and rows of dark, rectangular columns. The Fumoir gained a staggered light-up glass ceiling to replace the unique fish scale look. Although these modernized rooms were sleek and striking, they must have looked somewhat out of place amid those curvaceous Art Nouveau interiors. Interestingly, after World War II ILE DE FRANCE was also rebuilt, with questionable results. PARIS left Le Havre on her first post-renovation voyage on January 14, 1930, just weeks after the stock market crash, and was soon suffering the reduced passenger lists of the Great Depression. CGT responded (as did other steamship lines of the era) by sending PARIS cruising during the low season for transatlantic travel. FRANCE was retired in 1934, and with the arrival of the giant flagship NORMANDIE in 1935, PARIS became the smallest and oldest of the CGT's major liners, yet she went on. On April 19, 1939, while she was docked in Le Havre, fire broke out and consumed the vessel. Fireboats pumped too much water on board, and the 18-year-old PARIS capsized, with only a small portion of the liner remaining above water. The wreck stayed in place throughout World War II, as there were more urgent priorities at the port. In 1946, the German EUROPA, which had been handed to France as reparation for the NORMANDIE (also lost to fire and capsized), was being rebuilt as the new CGT flagship LIBERTE. A storm ripped the ship from her moorings, and she crashed into the submerged hull of the PARIS and sank, but fortunately in an upright position. LIBERTE was raised and eventually rebuilt, while the wreck of the PARIS, clearly a menace in war-torn Le Havre harbor, was finally scrapped in 1947. It was a very sad ending for a fine ship.

Owner: French Line (CGT), Paris, France
Builder: Penhoet, St. Nazaire, France
Route: Le Havre-Southampton-New York
Service speed: 21 knots
Passenger capacity: 563 First; 460 Second; 1,092 Third

Dimensions: 764' x 85.3'
Gross Tonnage: 34,569
Maiden Voyage: June 15, 1921
Last Voyage: April 8, 1939
Demise: Burned and sank at dock April 19-20, 1939 at Le Havre, France; scrapped in place, 1947

OFFICERS

Chairman: Ted Scull*
 Vice Chairman: David Hume*
 Branch Secretary: Greg Fitzgerald
 Membership Secretary: Mario De Stefano
 Treasurer: Alan Borthwick

EXECUTIVE BOARD

TBD

COMMITTEE HEADS

TBD

* = Past Chairman