



Friday, June 28 - 6:00 PM

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

## Planning and Executing Expedition Voyages By Ben Lyons

As traditional harbors in the Caribbean and Mediterranean have become more crowded, more and more ships and super-yachts (some as big as small cruise ships) are venturing “off the beaten track.” Destinations once rarely visited are routinely reached - from the ice of the Northwest Passage to the culturally rich nation of Papua New Guinea.

Yet reaching these destinations requires special skills and local expertise. Operating safely in often harsh or dangerous climates carries risks, and despite the inherent flexibility of an expedition, the planning begins months, if not years, in advance.

Ben Lyons, former Chief Officer on QM2 and Captain of National Geographic Explorer, will speak to us in his role as CEO of EYOS Expeditions. EYOS plans, organizes and guides expeditions for the most adventurous superyachts in the world. Having just disembarked from The World on its EYOS-led expedition to the White Sea, he will discuss the planning that expeditions require, and the challenges of operating in different regions, and will share anecdotes from his time serving on National Geographic Explorer.



HANSE EXPLORER

(EYOS Expeditions)

**NEXT EVENT:** PONY group cruise to Bermuda on the NORWEGIAN BREAKAWAY, September 1 - 8

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**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](mailto:oceanvoyag@aol.com) or via the PONY mailing address.

## SHIP'S LOG

For the first part of the May program, Chairman Ted Scull introduced Greg Fitzgerald, Branch Secretary, who gave a short, enthusiastic review of his two-night inaugural cruise out of New York earlier in the month aboard the Norwegian Breakaway. We saw some excellent photography of the interiors, cabins and open decks. Greg found the ship to be most attractive, and he liked the many dining options. His favorite design feature was The Waterfront, where several restaurants and bars open out onto the side promenade with outdoor seating under cover, facing the sea.

The new ship has been chosen for the PONY Branch cruise to Bermuda over Labor Day, and Greg was able to answer some of the members' questions about the Norwegian Breakaway.

Theodore W. Scull

For the second part of the program, on May 31<sup>st</sup>, 2013, WSSPONY Chairman Ted Scull took us across the world and back in time, on the run from Southampton to Sydney onboard P&O's SS *Canberra*. His presentation on his combined six months living onboard the famous "Great White Whale" as a port lecturer brought the entire audience into the magic of life on the Australia run in the 1970s and 1980s.

Ted began by giving us background on the route. He made an interesting comparison between the North Atlantic and Australian runs, especially concerning speed. While on the North Atlantic, a fast new generation of ships cut the crossing time of her predecessors by a day or so, the difference on the Australia route could be a week with each equivalent development. While the fastest normal crossing of the North Atlantic was about four days, *Canberra* did the Australia run in three weeks – an improvement of about a week over her predecessors.

*Canberra* wasn't the fastest ship in the P&O fleet, however, especially after the completion of the merger with Orient Lines in the early 1960s. Her Orient Lines fleetmate *Oriana* (on which Ted detailed his experiences in an October 2010 presentation to WSSPONY) would be slightly faster throughout their careers, usually doing the Southampton-Sydney run a knot or two faster. *Canberra* was designed for these speeds; however, due to her engines' revolutionary extreme-aft position, she was very light in the bow during trials, and had to be heavily ballasted with concrete, reducing her hydrodynamic qualities.

Ted then brought us onboard *Canberra* for a run from Southampton to Sydney, a composite of several trips he did over the years on the Great White Whale. We left Southampton for Down Under, and as shipboard life settled into its fashion, Ted settled into his "court cabin" – a special design wherein six cabins were tiered around an outside-facing vestibule, with each cabin having a slim window facing the vestibule to let natural light in. The vestibule became its own social center, with extra fresh flowers placed on the table and small informal parties for its occupants.

Ted then showed us some of the other entertainment staff who would join him on many of these voyages, from an exiled Burmese princess turned crafts teacher to *Canberra's* resident dance instructors. We also were introduced to the various demographics within the crew; from British officers to Indian deck crew and British and Goanese hotel staff. *Canberra* certainly had her share of characters onboard, and as Ted emphasized along the way, they were far more prevalent on her line voyages than on her ex-Southampton cruises.

The depiction of life onboard the Great White Whale made those of us who never sailed on her yearn to experience those waning glory days of ocean travel. His depictions of deck life showed us a joyful ship, where the swimming pool was a stadium for cruel competitions between crew and passengers and where the Crow's Nest lounge was the overlook for many a beautiful southern sunset. Ted closed by showing us a shot of *Canberra* with *QE2*, two beloved British icons and war heroes, and noted that he could not pick a favorite between the two because both had such a major role in his life in different ways.

*Canberra* may have gone to the breakers in 1997 (a huge loss for her Pakistani breakers, who took far longer than expected to cut up her strong Belfast-built hull), but for one night in New York City, she came back to life.

Greg Fitzgerald



CANBERRA interiors: First Class Dining Room (above left) and Meridian Room (above right). (P&O-Orient Lines / Bob Allen collection)

## ARRIVALS AND DEPARTURES: January, 2012 – June, 2013

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
MARINA	Papeete	Callao (Lima)	Transpacific	Karl and Laurel Zimmermann	04/12
OOSTERDAM	San Diego	San Diego	Mexico	Charles and Marjorie Zuckerman	04/12
MARINA	Dover	Copenhagen	Scandinavia	Charles and Marjorie Zuckerman	07/12
CELEBRITY SHILHOUETTE	Rome	Ft Lauderdale	Transatlantic	Charles and Marjorie Zuckerman	12/12
NORWEGIAN BREAKAWAY	New York	New York	"Nowhere"	Ron Brodie & John Kennedy	05/13
SAGA RUBY	Dover	Dover	N. Europe	Dan Amatuzzo & George Chandler	05/13
QUEEN VICTORIA	Southampton	New York	Transatlantic	Robert Hoffman	01/13
MAJESTY OF THE SEAS	Miami	Miami	Bahamas	Robert Hoffman	02/13
CELEBRITY CENTURY	San Diego	Honolulu	Transpacific	Robert Hoffman	04/13
CELEBRITY SUMMIT	New York	New York	Bermuda	Robert Hoffman	05/13
NORWEGIAN BREAKAWAY	New York	New York	Bermuda	Charles & Catherine Crawford	05/13
ENCHANTMENT OF THE SEAS	Baltimore	Baltimore	Chesapeake Bay instead of Bermuda, due to Hurricane Sandy	Charles & Catherine Crawford	10/12

### SHIP'S MAIL

To the Editor:

We often hear the phrase "the golden age of transatlantic liner travel" but more often than not it was not "golden" at all. Certainly not for the passengers who could not afford first class. My travel in Cunard's old Queen Elizabeth was decidedly plain with food not much better. A rather nondescript décor. None of those plush carpets and rare wood veneers or menus fit for some royal palace to be found in first class!

Travel across the Atlantic Ocean was a difficult journey in that "golden age" for most everybody. The often tumultuous weather. The lack of stabilizers. The bathroom down the hall. The smell of dust and coal. People not in first class had rather limited deck space. But for people not in first class there was none of the luxury to ease the difficulties of the travel!

For millions of people immigrating to the United States the issue was fear of what was to become of them and not what was to be served on fine English bone china as was the want in first class.

The Cunard Line in particular seems to think that this "golden age" may be continued but what is offered is superficiality. Cunard seems to believe that if it calls its main theatre "The Royal Court Theatre" and its ballroom "The Queen's Room" and names the higher priced cabins "Princess Grill" or "Queens Grill" that somehow the passengers can think themselves members of nobility or even royalty. And Cunard makes a strong point of it to emphasize the connection between it and the British royal family, a fact which should be of no great importance to Americans.

The Cunard Line, I know having sailed on Cunard passenger ships since 1955, has apparently taken the advice of Prime Minister Benjamin Disraeli with regard to flattering British royalty. "Lay it on with a trowel" and that Cunard does to the point that there is discomfort on the part of my wife and me about all the royal this and the royal that aboard. And to the point that on one Memorial Weekend cruise to Halifax and Boston there was hardly a nod to the American War of Independence. But on our cruise to Southampton for the Diamond Jubilee there was a huge banner on the superstructure "Thank you, Ma'm" and the entertainment director requested that we sing the British national anthem and give three "Hip Hip Hoorays" in honor of the British Monarch!

The Cunard Line built the Queen Mary 2 as a throwback to that "golden age of travel". And indeed the ship does have the grandeur and majesty of such famous liners of that time as the Normandie, the Ile de France, and the original Queen Mary. But what Cunard has done is faux because it is not possible to create what for the majority of passengers in the "golden age" was not luxurious or deluxe or first class or "White Star service".

Part of the public fascination with the Titanic tragedy is being drawn back into what the public perceives or wants to perceive as some golden time evidenced in Titanic movies. The formal attire. The jewelry. The may course dinners. The orchestra playing sweet nothings. The bowing and scraping of officers and crew.

But history is not some fairy tale where Cinderella gets to wear the crystal shoe and ends up marrying the prince. History is the struggle of people to find a life for themselves and that often meant traveling on harsh conditions on the famous ocean liners and the not so famous ocean liners across the dark and unknown ocean to a fate about which they most likely knew not a thing.

This emphasis on the glamour of that time now long gone by does a disservice to the millions of people for which there was decidedly no glamor at all in the ocean liners peopled on top by the makers and shakers of the world or those who inherited the wealth sufficient to permit first class passage.

The May 2013 issue of "The Porthole" is glowing about Holland America's Nieuw Amsterdam, 1938-1974. We marvel at the photographs provided of the First Class Dining Room and Lounge with their "exquisite craftsmanship and supreme luxury".

How interesting to read about this aspect of this ship but how much more interesting and important it would have been to be provided information about life way down below where luxury was something about which a person could only dream.

That "golden age" was for the few and the very few.

Very truly yours,  
Stephen Schoeman, Ph.D.  
Westfield, NJ  
Member of WSSPONY



Table for six: The Tourist Class Dining Room on the QUEEN ELIZABETH (1940), although an improvement over typical 3<sup>rd</sup> Class dining rooms on pre-World War II liners, certainly was less than luxurious. The polished wood veneers and crisp white tablecloths are appealing, but notice the pronounced sheer (the room was just forward of the number one funnel uptake), low deck head, open-back chairs, simple surface-mounted ceiling fixtures, plain linoleum flooring, and lack of natural light. With a seating capacity of approximately 400 (mostly at rectangular tables for 4, 6, or 8), two seatings were usually required. This room was serviced by its own small galley - the larger main galley was amidships, separating the First and Cabin Class restaurants.

(Cunard-White Star Line / Bob Allen collection)

### **A WONDERFUL BAZAAR**

On the bright spring morning of June 8, PONY members and friends enjoyed the annual Ocean Liner Bazaar at the Abigail Adams Smith House on East 61<sup>st</sup> Street in Manhattan. Liner memorabilia dealers gathered to display and sell their treasures, ranging from a set of Swedish America Line cufflinks and tie bar to a framed print of the NIEUW AMSTERDAM. As usual, it was great fun not only to see (and buy) wonderful ephemera, but to chat with other PONY members about liner artifacts, summer cruise plans, and anything else that came to mind on a carefree Saturday morning in New York!



Memorabilia dealers setting up treasure-laden tables at the Ocean Liner Bazaar at the Abigail Adams Smith House in Manhattan on June 8; Bill Miller and David Hume pose for a photo before the throngs of "linerana" shoppers and viewers entered the auditorium. (Marjorieann Matuszek)

## YOUR DAILY PROGRAMME

**SOUTH STREET SEAPORT MUSEUM** [www.southstreetseaportmuseum.org](http://www.southstreetseaportmuseum.org) or 917-492-3379. Now part of The Museum of the City of New York. Due to repairs required after Hurricane Sandy, the Galleries at 12 Fulton Street closed as of April 7. For additional information on the reopening of exhibits, ship visitation and other events, contact the museum.

**VANCOUVER WSS & VANCOUVER MARITIME MUSEUM** [www.worldshipsocietyvan.ca](http://www.worldshipsocietyvan.ca) for information or if you visit, contact Glenn Smith: 604-684-1240, email [glenn.smith@worldshipsocietyvan.ca](mailto:glenn.smith@worldshipsocietyvan.ca). **SEPTEMBER MEETING - Wednesday September 11; OCTOBER MEETING – Wednesday, October 9.** Programs TBD. Meetings are held at the Vancouver Maritime Museum at 1905 Ogden Avenue (Kitsilano Point).

**NEW SOUTH WALES WSS: JUNE MEETING - Thursday June 20, 2013** - "Cruising the South Pacific" by Peter Plowman; **JULY MEETING - Thursday July 18, 2013** – CAPE DON Restoration, by Daniel Callendar; **AUGUST MEETING – Thursday August 15** – Annual General Meeting. 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 NATIONAL LIBERTY SHIP MEMORIAL, INC.** [www.ssjeremiahobrien.org](http://www.ssjeremiahobrien.org) or [liberty@ssjeremiahobrien.org](mailto:liberty@ssjeremiahobrien.org) or 415-544-0100. 1275 Columbus Avenue, Suite 300, San Francisco, CA 94133-1315. See the SS JEREMIAH O'BRIEN at Pier 45 at Fisherman's Wharf, San Francisco, CA, or join one of the day cruises under the Golden Gate Bridge and around San Francisco Bay. 2013 sailing dates are: October 12 – San Francisco Fleet Week Cruise and Parade of Ships; October 13 – San Francisco Fleet Week Cruise. Contact the museum for prices, sailing time and tickets.

**PROJECT LIBERTY SHIP** [www.liberty-ship.com](http://www.liberty-ship.com) or 410-558-0164 On the East Coast, sail on the restored Liberty Ship JOHN W. BROWN from Baltimore on a cruise along the Chesapeake Bay, September 7 and October 5. Contact the museum for prices, sailing time and tickets.

## NEW YORK HARBOR CRUISES

**NEW YORK WATER TAXI**, [www.nywatertaxi.com](http://www.nywatertaxi.com) or 866-989-2542. Harbor cruises departing from both South Street Seaport Pier 17 and Pier 84 at West 44<sup>th</sup> 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](http://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](http://www.circleline42.com) or 877-731-0064. Circle Manhattan and other harbor cruises, departing from pier 84 at West 44<sup>th</sup> Street. Contact via website or telephone for departure times and prices.

**NEW YORK WATERWAY**, [www.nywaterway.com](http://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.

## THE PONY BRANCH OF WORLD SHIP SOCIETY IS CRUISING AGAIN!



NORWEGIAN BREAKAWAY departing New York, May 12, 2013

(Stuart Gewirtzman)

Join the WSS Pony Branch on a group cruise from New York to Bermuda on NCL's new m/s NORWEGIAN BREAKAWAY, the largest ship ever to be based in New York City. We will be sailing from New York to Bermuda on a 7-day Labor Day Weekend Cruise, departing Sunday, September 1, 2013. For more information, please contact Brad Hatry at Pisa Brothers Travel in New York City at 212-285-2340

### IT HAPPENED IN BELFAST

A new two-man off-Broadway play about life working at the Harland & Wolff Shipyard in Northern Ireland has opened to glowing reviews. "The Boat Factory" features two actors, Dan Gordon (also the author) and Michael Condron, playing a wide variety of characters within and around the famous shipyard, birthplace of the TITANIC, STATENDAM (1917) CANBERRA, and many other liners and ships of all types. For tickets, contact 59e59Theatres, 212-279-4200 or 59e59.org. Hurry, this play closes on June 30!

### SHIP NEWS

**SHIP DISASTER OF THE MONTH:** Royal Caribbean's GRANDEUR OF THE SEAS (1996) is the latest major cruise ship to suffer an accident at sea, this time a fire in the far aft Deck 3 mooring area. The 74,000-ton vessel was on a 7-night cruise from Baltimore to the Bahamas, and was only a few hours from arrival at Royal Caribbean's private island Coco Cay. Passengers were summoned to muster stations after the discovery of the fire at 2:50 AM on May 27, but were permitted to return to their cabins when the fire was extinguished about two hours later. The ship diverted to Freeport for damage evaluation, and it was decided that the remainder of the cruise would be canceled. All passengers and crew were accounted for and there were no injuries, and passengers subsequently were flown home.

**QUANTUM #3:** Despite their recent misfortune, Royal Caribbean is a very successful cruise line, as evidenced by the recent order for a third QUANTUM-Class ship. The yet unnamed 167,800-ton, 4,180-passenger vessel will join sisters QUANTUM OF THE SEAS and ANTHEM OF THE SEAS in 2016; there is an option for a fourth sister as well.

**RETURN OF THE TRIUMPH:** CARNIVAL TRIUMPH emerged from drydock and resumed cruise service in early June, four months after a debilitating fire left her adrift in the Gulf of Mexico, in the glare of international media. Repairs included improvements to safety systems, part of a fleetwide program initiated by Carnival following the fire. New dining venues and bars were added while the TRIUMPH was in drydock for repairs.

**RETURN OF DICKINSON:** Former Carnival President and CEO Bob Dickinson, one of the most highly regarded figures in the cruise industry, is returning to the Carnival Corporation as a special consultant. Dickinson, 69, was with Carnival from just after its founding in 1972 until 2007, and was also a board member until April of this year. He will be focusing on the company's relationship with the travel agent community, and with keeping the spotlight on the cruise products' high level of consumer satisfaction – a message that has been blurred by frequent industry accidents and the deadly COSTA CONCORDIA sinking. Dickinson will be providing consulting services for the Carnival Corporation's Holland America, Princess, Seabourn and Carnival brands.

**FROM AIRPORT TO SEAPORT:** Hong Kong's Kai Tek Airport was world famous for its harrowing approach, requiring a sharp turn around mountains, followed by a final descent virtually between high-rise buildings, then landing on a runway jutting far into Victoria Harbor. The airport was replaced in 1998, but on June 11 the MARINER OF THE SEAS became the first ship to dock at the new Kai Tek Cruise Terminal. Built near the end of the abandoned runway, the \$1 billion facility was designed by internationally renowned British architect Norman Foster, who also designed the replacement airport. The new cruise terminal, which is being opened in phases, will feature a roof garden with spectacular views of the Hong Kong skyline and Victoria Harbor. Along with competitor ports like Singapore, which opened a new cruise terminal last year, Hong Kong aims to become a major cruise hub for the fast-growing Asian cruise market.

### A SLOW – BUT ENERGIZING – BOAT TO HAWAII

By Karl Zimmermann, previously published in the Los Angeles Times



The QUEEN ELIZABETH

(Karl Zimmermann)

"Here, take this one," Elisa said, lifting an orchid lei from her shoulders and draping it on Laurel's. "Aloha."

My wife, Laurel, and I were in the tender queue with Elisa, our "port shopping specialist," at Lahaina on Maui, waiting to be shuttled to Cunard Line's QUEEN VICTORIA for the final six nights of our 14-night round trip from Los Angeles to the Hawaiian Islands. Laurel had put off buying a lei and the vendors sold out, so Elisa had generously given hers—a typically Hawaiian act of sharing.

The VICTORIA is a world traveler and won't return to Hawaii soon. But Celebrity, Holland America, Princess and Carnival regularly offer round trips similar to ours, fall through spring. Whichever ship you choose, you'll be sailing in the metaphorical wake of the Matson and American President lines, great West Coast steamship companies that served Hawaii and the Far East in the heyday of passenger shipping.

A dozen years ago, Laurel and I had made a weeklong circuit of the Hawaiian Islands on another classic ship, the INDEPENDENCE, a voyage now offered by [Norwegian Cruise Line](#), but that only scratched, not stopped, the itch to reach Hawaii by sea. Finally, in February 2012, we sailed west from Los Angeles, Hawaii-bound. We would get there the slow-paced, traditional way: walking the deck, reading, staring at the sea, dining well, sipping martinis to the soothing sounds of cocktail piano. The sea air both relaxed and energized us. When we arrived, we were ready for the ports.

Our first was Hilo, on the Big Island of Hawaii, but the traditional landfall I'd long anticipated came next: Honolulu, on Oahu. We arrived in the freshness of early morning, with blankets of gray clouds a good background for the city skyline, bathed in low sunlight and punctuated by the 1926 Aloha Tower. This aptly named 10-story-tall lighthouse and clock tower, built in a style known as Hawaiian Gothic, is Honolulu's version of New York City's [Statue of Liberty](#), welcoming immigrants and tourists alike.

We prefer to strike out on our own rather than take ship-sponsored tours, so we chose the hop-on, hop-off Waikiki Trolley (an open-air bus gussied up to look like a streetcar, and not inexpensive at \$32 online for a day pass). On a cruise, every day is a holiday, so we had overlooked the fact that we'd be touring on Presidents Day — and that the trolley would be packed with locals, meaning long boarding lines. We did get to see much of the island this way, passing through Waikiki, nearly as much a high-rise city as downtown Honolulu, on the way to Diamond Head, Oahu's iconic promontory.

By the time we returned to downtown, we had concocted a plan to rent a car the next day on Kauai. At Nawiliwili, our port for that green, volcanic island, the dock is a short walk from the airport, where our car cost about \$200 for the day. It was significantly more than if we had booked in advance, but still a bargain when split with a couple from Munich, Germany, we had met on the ersatz trolley, and we were free to set our own itinerary.

We drove along sparkling beaches to Hanalei Bay on the north shore, and through a lush valley ringed with jagged mountains and floored with taro ponds. This was the Hanalei National Wildlife Refuge, where the ponds are managed as waterfowl habitat, a necessity since the demand for poi, made from taro roots and once a Hawaiian staple has plummeted. We ended our day at Waimea Canyon, where we walked among the clucking feral chickens abundant on Kauai to the lookout. Waimea means "reddish water," and in coloration the canyon is reminiscent of the Grand Canyon, only smaller.

As a habitual collector and "completist," I had a mission on Maui. I'd ridden trains in 48 states, and this cruise gave me a chance to nail down No. 49 (leaving only Oklahoma). Hawaii never was much of a railroad state, except for its substantial collection of plantation railroads, none still serving that original purpose. But the narrow-gauge Lahaina, Kaanapali & Pacific Railroad, which markets itself as the Sugar Cane Train, for the last 30 years has hauled tourists six miles from Lahaina (once the site of the Pioneer Mill, which processed the cane) to resorts in Kaanapali, with beaches for swimming and sunning. "It's just a slow, boring ride," said the taxi driver, who rushed us to the train station. The haste was needed because our tender had died halfway to the pier in Lahaina, so we'd bobbed around in that oven-like cocoon for an hour before another tender rescued us. But the open-air cars of the Sugar Cane Train were breezily cool, and the ride behind the chugging and whistling Myrtle, a diminutive industrial steam locomotive built in 1943, was pleasant — especially for a train buff like me.

Then came more relaxed, contemplative deck-chair days as we headed back to Los Angeles. Though we hope to visit Hawaii again, we had skipped a ritual dating to Matson Line days: tossing leis overboard to guarantee your return. We'd done that from the INDEPENDENCE, when leis were all natural, and it had worked. Laurel's orchid blossoms were strung on plastic, typical today, I suppose, so another tradition passes.

Happily, though, the tradition of sailing to Hawaii is alive and well.



The Aloha Tower, Honolulu, Hawaii

(Karl Zimmermann)

**MEMBER PHOTO OF THE MONTH**



Oceania Cruises' 2011-built MARINA on her second visit to New York, May 26, 2013

(Bob Allen)

**SHIP OF THE MONTH**

Ship of the Month will return with the September issue of The Porthole.

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