

MARCH, 2018 VOLUME XXXV, # 3

Thursday, March 22, 2018 - 6:00 PM

PRINSENDAM and VIKING STAR Elegance, Comfort and Style at Sea

By David G. Hume

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

Few modern-day passenger ships have earned as loyal a clientele as Holland America Line's 30-year old PRINSENDAM. Following in her wake in the small ship market is Viking Ocean Cruises' 3-year old VIKING STAR. Both ships were conceived as upscale, premium cruise ships with modern Scandinavian décor. Due to their relatively small size, 37,983 gross tons and 47,800 gross tons respectively, they are able to visit ports that are inaccessible to large cruise ships.

The PRINSENDAM entered service in 1988 as the ROYAL VIKING SUN, the last ship built by the Royal Viking Line. The ROYAL VIKING SUN was sold to Cunard Line in 1994 and initially kept its original name. However, in 1999 it was transferred to another Carnival Corporation subsidiary, Seabourn Cruise Line, as the SEABOURN SUN. In 2002, it was further transferred to Holland America Line, at which time it was renamed PRINSENDAM.

The VIKING STAR entered service in 2015, the first cruise ship built for Viking Ocean Cruises. This company was established in 2013 by Torstein Hagen, following the success of Viking River Cruises and based upon his prior experience as Chief Executive Officer of Royal Viking Line from 1980 to 1984. In fact, the first four ships of Viking Ocean Cruises, VIKING STAR, VIKING SEA, VIKING SKY and VIKING SUN, have names similar to the names borne by the ships of the Royal Viking Line. Another six sister ships will soon be entering service. Just this month, Viking Ocean Cruises announced that it has secured options for yet another six cruise ships, which would create a fleet of sixteen cruise ships.

Join us as we compare the stylistic differences and amenities of PRINSENDAM and VIKING STAR.



Bow views of two elegant ships: Holland America's PRINSENDAM (left) and Viking Ocean Cruises' VIKING STAR (right). (David G. Hume)

NEXT EVENTS: Membership meetings: 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



NORWEGIAN GEM at New York, March 6, 2018

(Bob Allen)

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
QUEEN ELIZABETH	Southampton	New York	Transatlantic	Paul and Marya Klee	01/18
HARSHA VARDHANA	Kolkata, India	Port Blair, Andaman Islands, India	Bay of Bengal	Tom Rinaldi	01/18

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. **Opening reception for a new exhibit, Stobart at Noble, featuring oil paintings and drawings by artist John Stobart, will be on March 22, 5:00 PM.** Contact the Noble Maritime Collection for additional information.

SHIP'S LOG - JANUARY

Chairman Marjorieann Matuszek welcomed us to our first meeting of the new year, after which she turned the deck over to Ted Scull, who would introduce us to the evening's speaker. After dropping the name of Tom Rinaldi's latest obscure destination (Port Blair in the Andaman Islands), Ted turned to our guest speaker, William Roka, historian and public programs manager of the South Street Seaport, describing the various places he had lived and studied in. His love of ships began with the TITANIC, and now he likes to study ocean liners and educate people about traveling in them.

Mr. Roka focused on the early 20th Century, which he considered representative of the age, and on First and Third Classes. He began by taking us back to that day in 1818 when the sailing ship JAMES MONROE departed New York at a scheduled time, fully loaded or not. A century later, vessels were carrying passengers in all directions.

We were treated to some social history, learning that the United States economy really came into its own in the mid-nineteenth century, creating some fabulously wealthy families, 86% of which hailed from New York. On the other hand, 75% of Third Class passengers arrived in and stayed in New York. Those one-percenters created a triangular social sailing pattern; from balls in New York to shopping in Paris and then to London for culture before returning home. Many American debutantes married into British royalty creating another reason for travel, and the 1911 coronation of King George V was a special attraction.

Sea travel at the time was not particularly comfortable, but those rich Americans expected a certain level of luxury, which the liners did their best to provide (thus setting our ideas of what we'd find aboard ship). With color pictures of the period, and using the IMPERATOR as an example, Mr. Roka pointed out the anomaly of the French décor on this German ship, and showed some of the amenities provided: restaurants (supplementing the dining rooms), hair salons, greenhouses (used as floating farms), and wireless services – not for only safety's sake, but to send messages home or to make shore side arrangements.

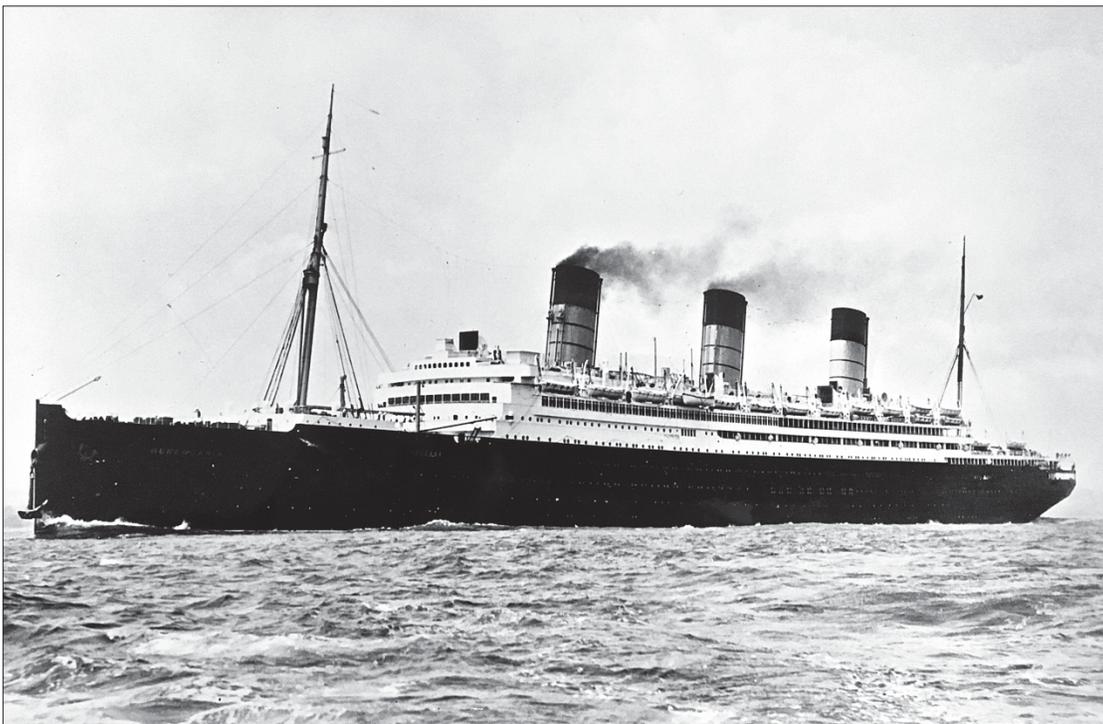
So much for life in First Class! At the other passenger extreme were the immigrants. Originating mainly from eastern Europe and Italy, they had to reach their embarkation ports via various other means of transportation, making ticketing rather complicated. They constituted 90% of all crossings, and the various shipping lines competed for their business. A cholera epidemic added to the migrating numbers, improving business, especially for the North German Lloyd and Hapag Lloyd Lines, who routed their travellers through Great Britain. Having undergone health inspections along the way, they had to have still more in Britain, since shipping companies were responsible for returning rejected passengers to Europe. Their accommodations were "old steerage," which consisted of four or five bunk beds stacked in dormitories, with genders separated. "New steerage," which came later, was more like Third Class.

On arrival in the United States the caste system continued: the mail was disembarked first, followed by the First and Second Class passengers. There was no passport control at the time, but there was Customs, which was the country's main revenue source. Customs charges on many of the items purchased on those Paris shopping trips led top some creative forms of tax avoidance. Third Class passengers disembarked last, after still another round of health inspections.

All of this came to an end in 1914 with the outbreak of World War I, although First Class travel continued to some extent. In 1921, the United States lowered the boom with a quota system based on 2% of a given nation's people already in the United States; these rules were tightened in 1924. This marked the end of an era, leaving the grand liners of the time as symbols of a floating society.

Many thanks to Mr. Roka for his enjoyable, enlightening and generally excellent talk.

Marge Dovman



HAPAG's IMPERATOR, seen here post-World War I as Cunard's BERENGARIA, was an important ship of early 20th Century migration. (Bob Allen coll. / Cunard)

BILL MILLER: “THANK YOU, WORLD SHIP SOCIETY!”

Like the ships themselves, time steams on. I've been a member of the Branch for almost 53 years, since the very beginning, the very first meeting in fact, and in March it will be 50 years since giving my very first talk (at World Ship and all about a cruise to Bermuda on the veteran liner QUEEN FREDERICA). Later, I was chairman from 1970 until 1976. Over the decades, the Society has been a golden door for me to many friendships, some still going, continuously meeting people of similar interests, building my own maritime speaking career, and in 1972 publishing my very first book (*Guide to North American Passenger Ships*). All the friendships, hundreds of lectures later and soon to reach my 112th book – and so, thank you very much to the World Ship Society - Port of New York Branch! A half-century or so of total pleasure and reward -- and dabbling in ships.

Bill Miller

SHIPS IN PORT: HOLLAND'S WILLEM RUY'S

The late John Gillespie was an ardent ship buff – he watched, documented, photographed and often visited countless ships in New York harbor. He once said, “In the Fifties and Sixties, there were so many ships and shipping activity in the Port that you couldn't quite take it all in!” Indeed, there was what John used to call “the regulars” – such as the weekly sailings of the Cunard QUEENS, for example, the Friday departures of the SANTA ROSA & SANTA PAULA, and on Saturday afternoons, the 3 o'clock sailings of the QUEEN OF BERMUDA & OCEAN MONARCH. But then there were what John called the “specials.” These were the ships that made only one or very few visits. Yes, they were special – and noted by the ship schedules in the *New York Times & Herald Tribune*.

In July 1959, I was eleven, and on a Friday afternoon, charmed my Grandmother to accompany me down to the small park opposite the Holland America Line piers at Hoboken's 5th Street. The reason: The WILLEM RUY'S, a very unusual caller, was departing at 3:00 PM. The twin-funnel ship with a dove gray hull, and quite unusually, lifeboats tucked along a lower deck, dated from 1947 and was on an extensive, east-about, around-the-world service in and out of Rotterdam. She was making an overnight visit on the 631-ft long ship's segment run from Port Everglades and Bermuda and then across to Southampton and Rotterdam. Holland America was the New York agent. Although it would be decades before we would meet, John was there that afternoon as well, his trusty camera in hand. He photographed the 23,100-ton WILLEM RUY'S in Hoboken.

But there was more. Much to my surprise, two Italian liners, the GIULIO CESARE and VULCANIA, were berthed nearby, at American Export Lines' Pier B and C. Italian liners never, ever berthed in Hoboken. So, yes, I was very surprised. But in fact, both were laid-up, idled by a long Italian seamen's strike and so unable to return to home waters. They remained in Hoboken for six weeks.

What a collection – in short space along the Hoboken waterfront on that summer afternoon now some sixty or so years ago, we had the WILLEM RUY'S, GIULIO CESARE & VULCANIA.

Bill Miller



Royal Rotterdam Lloyd Line's WILLEM RUY'S of 1947 rests at her Hoboken, NJ berth in 1959.

(John Gillespie / Bill Miller collection)

WORLD SHIP SOCIETY PONY IS CRUISING AGAIN!

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. 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.

THE LAST ROYAL MAIL SHIP – FINISHED WITH ENGINES

By THEODORE W. SCULL

A significant chapter in maritime history came to an end on the morning of February 15, 2018 when the RMS ST. HELENA, last Royal Mail Ship, tied up in the shadow of Table Mountain, Cape Town, South Africa. She had served her island namesake for 28 years, replacing a smaller, second-hand vessel that had intervened after the Union-Castle Line had ceased its passenger, cargo and mail-ship calls in 1977.

The island of St. Helena, a British Overseas Territory, is about as remote as anywhere on the globe, sited some 1,200 miles west of Angola in the South Atlantic. Ships trading between Europe and South Africa have to make a significant detour to call there.

When Britain needed secure confinement for the defeated French emperor Napoleon Bonaparte, the government chose the island, as it would be as escape proof as any place could be. The monarch spent six unhappy years confined to a tiny patch of France D' outre mer before dying in 1821. After 19 years interred on the island, his body was removed and eventually placed in a grave at Les Invalides in Paris.

St. Helena has had its economic ups and downs. Its once important role of providing fresh food to passing ships ended when the Suez Canal opened in 1869. Much later, producing twine for Royal Mail packaging also died away. Currently, its roughly 4,200 inhabitants – referred to as Saints - see partial employment locally, while many seek work off-island in Britain, on Ascension Island two days away, and in the Falkland Islands where British forces were beefed up in 1982 following the nasty war with Argentina.

Quite simply, everything the island needs has to come by sea. A dedicated single ship service was contracted for what turned out to be 41 years. Fuel oil, the sole exception, arrives several times a year by tanker.

When Curnow Shipping of Cornwall, headed by Andrew Bell, won the mail ship contract, the RMS departed from a port in England or Wales, called in at Tenerife, then sailed deep into the South Atlantic for Ascension and St. Helena. After discharging passengers and cargo at the latter, she made a shuttle run back to Ascension to handle Saints beginning or ending work or studies abroad. Returning to St Helena, she loaded passengers and cargo and sailed onto Cape Town. The complete journey took about three-and-a-half weeks.

My wife and I made such a southbound voyage in July, 1993 from Cardiff, Wales with 15 glorious days en route to St. Helena aboard the second, purpose-built RMS, a traditional passenger-cargo liner completed at the Hall, Russell Yard in Aberdeen, Scotland in 1990. Aboard were more than a hundred Saints, Europeans, and South Africans, plus one Australian and one American.

Our cabin was a two-berth with a window and private facilities. We dined with the chief purser, a lively character from Devon, who had worked for Union-Castle. The days just flew by reading, socializing, playing deck tennis on the forward hold with off-duty officers and others, and skittles with the cadets.

On this voyage, the ship carried 93 sacks of mail, frozen, refrigerated and canned food, pig feed, textbooks for the school, drugs and medical equipment, planks upon planks of a West African wood resistant to white ants that plague the island, nine vehicles and 400 pounds of postage stamps, an important source of island revenue. There was also a four-legged passenger: a Rhodesian ridgeback belonging to a father and son who sat at our table. They hoped to convert a farmhouse into a hotel.

After a brief call at Ascension to take on more Saints, we arrived two days later at St. Helena, a rugged volcanic island that rose from the sea. Soon the RMS dropped anchor off Jamestown, a largely 19th -century town tucked into a deep valley. We went ashore by tender and climbed out onto a stone pier. The less nimble were crane-loaded into what was known as "The Box" and deposited on the pier. Our weeks' arrangements were to occupy a recently converted cattle barn up in the hills owned by one of the island's leading families. We set up house and home and settled in, shopping daily for food and ordering bread one day and picking it up the next.

We rented a VW Beetle and invited friends off the ship who were staying at the Consulate Hotel in Jamestown to accompany us while we explored the island, hiked, enjoyed picnics overlooking the sea, visited Napoleon's Longwood House, and called at the governor's mansion to meet the island's longest-serving inhabitant, a now (2018) 187-year-old Seychellois tortoise named Jonathan. A last destination was Deadwood Plain, home to the island's indigenous wire bird and the eventual location of the island's airport.

The RMS remained at anchor for a few days unloading cargo, made a shuttle run to Ascension and returned a week later to reboard through passengers, two score of Saints, cargo and empty containers, for a final five-night passage to Cape Town. To this day, the ship and island remain at the top of our travel list.

As the years went by, fewer trips were made between Britain and St. Helena, and eventually the ship homeported at Cape Town for sailings north to St. Helena and Ascension and return. Once or twice a year, the RMS sailed west to Tristan de Cunha, also part of the British dependency, with fewer than 300 inhabitants. The only other link was by South African fishing vessels equipped with a few passenger cabins.

An airport for St. Helena airport had been talked about for years, and when construction was finally completed, it was due to receive its first weekly flight in May 2016. However, during the test flights planes experienced erratic wind shear, and the airport was not allowed to open. After much blame was passed around, a smaller, regional jet aircraft needing a shorter runway was found capable of coping with the wind conditions. Air service finally commenced in October 2017. Because of its reduced flying range, the once-a-week flight from Johannesburg has to set down at Windhoek, Namibia for refueling before continuing to the island. Cargo will be handled by a small ship renamed HELENA.

Hence the RMS ST. HELENA lived on borrowed time for an additional 17 months, and while the air service was inevitable, for the Saints, the RMS's withdrawal was like losing a family member. Saints crewed the ship, depended on its arrival and departure for everything that kept the island going, and accessed jobs, leisure trips, and more sophisticated medical facilities off-island.

Her send-off celebrations in early February lasted several days, and the video made on this occasion was both joyful and poignant. On her final arrival in Cape Town, she was de-stored and her funnel marking soon removed. Several weeks later, we wait to learn her fate: maybe another job as a maritime lifeline or simply the scrapyards, as there are not many places left with a significant population that lack air service and need a ship with this much passenger and cargo capacity.

A significant chapter in British maritime history that once saw scores of ships carrying the Royal Mail across the seas came to an end in February 2018.

N.B. QUEEN MARY 2 carries the designation "RMS," though she has transported but one official letter-- on her maiden voyage.



RMS ST. HELENA at Cape Town, South Africa in August 1993.

(Ted Scull)

SHIP NEWS

NORMANDIE PANELS TO SEE AGAIN: The stunning Jean Dunand panels from the immortal NORMADIE of 1935 will be seen at sea again – for the third time. Originally commissioned for the French Line flagship in 1935, they were removed before the tragic fire that ended her career in 1942. Celebrity Cruises purchased the red and gold lacquered wood panels, depicting hunting scenes, from an estate. They were reinstalled in the Normandie Restaurant on the SUMMIT in 2003, but were removed several years ago when the restaurant was demolished and replaced with the Tuscan Grille. In early March, Celebrity announced that one of four main dining venues on their new CELEBRITY EDGE will also be named the Normandie Restaurant, and the glorious panels will return to sea for the third time. One can only hope that EDGE's future sister ships will be adorned with Celebrity's collection of historical panels from OLYMPIC (1911), ILE DE FRANCE (1927), and UNITED STATES (1952). All were previously displayed in the specialty restaurants on Celebrity's MILLENIUM-Class ships. The other three main dining

rooms on the EDGE will be the Tuscan Restaurant, featuring Italian specialties; the Cyprus Restaurant, showcasing Greek and Mediterranean cuisine in recognition of Celebrity's Greek heritage; and the Cosmopolitan Restaurant, featuring a walk-through wine display. In addition, there will be numerous extra-tariff dining options, including steak, seafood and bistro-style venues.



Panels from the French Line's legendary NORMANDIE of 1935, see here on CELEBRITY SUMMIT, will return to sea on CELEBRITY EDGE. (Bob Allen)

PONANT PLANS PAIR: Ponant, the French expedition cruise line, has expanded their order of four Explorer Class vessels with two additional 10,000-ton, 180-passenger ships. LE BELLOT and LE SURVILLE will join the original quartet (LE LAPEROUSE, LE CHAMPLAIN, LE BOUGAINVILLE and LE DUMONT D'URVILLE), the first of which enters service later this year. The final ship in the series is scheduled to be delivered from Fincantieri's Vard division in 2020. The six sisters ships will feature an industry first: an underwater viewing lounge, with non-intrusive lighting and hydrophones to pick up sounds of the deep. Following the addition of an expedition icebreaker in 2021, the Ponant fleet will have grown to 12 vessels.



Clockwise from top left: Ponant's Explorer Class has grown to a six-ship order; PONANT ICEBREAKER will debut in 2021; the Explorer Class ships' lounge and dining room illustrate the sophisticated French décor to be found on these intimate exploration vessels. (Ponant Cruises)

EDEN FOR CRUISE & MARITIME VOYAGES: British cruise operator CMV, which has a diverse fleet of older vessels, will acquire the 1993-built PACIFIC EDEN (ex-STATENDAM) from P&O Cruises Australia in the spring of 2019. The 1,260-passenger, 55,820-tonner was the first of a new class of vessels for Holland America, and pioneered the line's return to European cruising in 1993. She was completely refreshed in a modern style in 2016 for her current service; modifications included enclosing the well in her two-deck dining room to create more intimate restaurant choices. CMV will assign the ship to the German market, under the TransOcean Kreuzfahrten banner. She will be based in Kiel and Bremerhaven for the European summer season, and reposition to Australia for summer in the southern hemisphere, operating out of Freemantle and Adelaide. CMV will continue the tradition of naming their fleet after famous explorers, and are polling past passengers and travel professionals to select one of these names for their sixth vessel: VASCO DA GAMA, PYTHEAS, HENRY HUDSON or AMERIGO VESPUCCI.



PACIFIC EDEN, ex-STATENDAM, as she will appear in CMV livery in 2019 (left). Her interiors have been renovated in a very modern style, much changed from her traditional look as a Holland America liner of the 1990's (right). (CMV / P&O Cruises Australia)

SWEET SIXTEEN, VIKING STYLE: Still several years away from completing a massive shipbuilding program that will yield ten identical vessels, Viking Ocean Cruises has announced expansion plans. The agreement with Italian shipbuilder Fincantieri includes the development of a modified design for six new vessels, to be introduced between 2024 and 2027. Sixteen vessels completed by one shipyard for a single operator will be a record, noted Fincantieri CEO Giuseppe Bono. Clearly, Viking is pleased with the design, quality and performance of their growing fleet. The announcement was made at the Seatrade Cruise Global Conference in Ft. Lauderdale, FL in early March.

DISNEY DREAMS BIG: Disney Cruise Line will continue their expansion with a new trio of vessels in 2021-2023. The 140,000-ton, 2,500-passenger vessels will about 10,000-tons larger than the DISNEY DREAM Class, introduced in 2011. To be built by Meyer Werft in Germany, the new ships will be Disney's first to be LNG-powered. The rendering shows a very similar profile to the DREAM, but with two extra decks over the bridge and cabin blocks gently curving outward, in approximate alignment with the ship's two funnels. Disney Cruise Line promises even more Disney-themed entertainment and characters on the new cruise ships.



Disney Cruise Line will continue building twin-funnel cruise ships with traditional lines; even the rendering has a retro quality. (Disney Cruise Line)

GENTING GOING GLOBAL: Genting Hong Kong has announced a change of deployment for their new Global Class vessels. They will join the fleet of recently formed Dream Cruises, rather than previously announced Star Cruises, which has been in operation in Asia for several decades. Cruising out of China in summer and Australia, New Zealand and Southeast Asia in winter, they will reach ports as far as the West Coast of the United States. The yet unnamed ships will be the world's second largest cruise ship class (after RCCL's OASIS Class), measuring 204,000-tons with double-occupancy capacity for 5,000 passengers. Utilizing additional berths (uppers, etc.) in family staterooms, the ships will be able to accommodate 9,500 passengers – easily a record. Construction began in early March in MV Werften Yards - components of which are located in both Wismar and Rostock, Germany – and the first vessel will enter service in 2020.



Global reach: Genting Hong Kong's Dream Cruises is building twin 204,000-ton vessels with a passenger capacity approaching 10,000. (Dream Cruises)

CRYSTAL CLEAR: RIVER CRUISING IS GROWING RAPIDLY: Crystal Cruises' fourth river vessel, CRYSTAL DEBUSSY, was delivered in March and will begin plying the Rhine and Moselle Rivers on April 9. The 109-passenger DEBUSSY, built in Germany by MV Werften, will be joined by CRYSTAL RAVEL in May. Sister river vessels CRYSTAL BACH and CRYSTAL MAHLER entered service in 2017. The larger CRYSTAL MOZART was the luxury line's first river vessel, introduced in 2016. She was built as RIVER MOZART, for now-bankrupt Peter Deilmann Cruises. Crystal Cruises, formed in 1990 by Japan's NYK Line, is currently owned by Genting Hong Kong.



CRYSTAL BACH's dining room is typical of the high quality interior design for which Crystal Cruises' vessels are known.

(Crystal Cruises)

World Ship Society-Port of New York Branch

2017 Income and Expense Summary

January 1, 2017 through December 31, 2017

Amounts in \$

INCOME	
Interest	35.46
Membership Fee	7,170.00
Special Activities	13,115.00
Ocean Liner Bazaar ❶	2,537.00
Miscellaneous	100.00
Donation	100.00
	<u>23,057.46</u>
EXPENSES	
Rent	5,175.00
Printer- <i>The Porthole</i>	1,025.68
Postage & Copies	327.14
Website	1,520.00
Honorarium	600.00
Refreshments	438.18
Miscellaneous	641.09
Ocean Liner Bazaar ❶	3,199.50
Special Activities	8,737.45
Contributions	250.00
Accountant's Fee	-
Insurance	878.28
	<u>22,792.32</u>
Income minus Expenses	265.14

❶ Income: includes credit in the amount of \$1,370 for cancellation of a check written in 2016 to The Colonial Dames of America which was lost and thus uncashed

Expense: includes re-issue of payment to The Colonial Dames of America in the amount of \$1,370 in 2017

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 Vice Chairman: David Hume*
 Branch Secretary: Doug Newman
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