

Friday, September 21, 2018 – 6:00 PM

THE ULTIMATE OVERLAND AND OVERSEA JOURNEY

By Ted Scull

**NEW LOCATION: National Opera Center / Opera America, Placido Domingo Hall
330 Seventh Ave (SW corner of 29th St. & 7th Ave.) 7th Floor**



Ted Scull relaxing on deck, and posing at the bow of the DWARKA, during his 1974 classic overland and sea journey.

(Ted Scull)

At the beginning of a lifetime of travel, Ted Scull put together complex itineraries that stayed on the surface of the globe, wherever possible by train and ship, that were both fun to create and often resulted in adventures that could not be experienced by flying over the world and landing here and there. Naturally not everything went as planned, with both positive and negative results, and ratcheting up the drama. Back then, borders were easier to cross, civil unrest was less prevalent, and rail and ship services were, in many cases, better operated than now, if they exist at all today.

44 years ago, Ted undertook the granddaddy of classic overland and sea journeys from Europe to Southeast Asia, a rite of passage for adventure travelers. Today most of that classic route no longer exists for a whole host of reasons that will be discussed during an account that begins at London Victoria Station and ends at the port of Murara in the Sultanate of Brunei on Borneo's north coast. Transport involved four ships, five trains, one bus, and one flight with many passenger vessels seen en route.

For planning purposes, essential tools of the trade were the Thomas Cook Continental Timetable, ABC Shipping Guide, and Passenger Shipping Guide, plus whatever rail and steamship brochures could be found in the racks of travel agencies and national tourist offices or requested by mail.

Addendum: Getting to the National Opera Center

The exact address of the National Opera Center/Opera America is: 330 Seventh Ave (at the SW corner of 29th St. and Seventh Ave.). At the entrance, an attendant will point you to the elevators for seventh floor. Transit: One block from IRT #1 station at 28th and Seventh Ave.; Two and one-half blocks from R, W station at 28th St. and Broadway; One block from buses M20 and M7 at 28th St. and Seventh Ave; 5 blocks from BxM2 at 34th St. and Seventh Ave. The National Opera Center is also close to Penn Station.

NEXT EVENTS: Membership meeting: Friday, October 26. Group cruise on the QUEEN MARY 2: September 23 or 30 (7 or 14 days) Group Cruise on the INSIGNIA: August 18, 2019

ADDRESS: PO Box 384, New York, NY 10185-0384

E-MAIL: wsspony@gmail.com

WEBSITE: www.worldshipny.com

MEMBER PHOTO OF THE MONTH



MEIN SCHIFF 4 docking at St. Petersburg, Russia, July 1, 2016.

(Bob Allen)

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)	DATE
QUEEN MARY 2	New York	Southampton	Transatlantic Crossing	Paul and Marya Klee	06/18
QUEEN MARY 2	Southampton	New York	Transatlantic Crossing	Ted and Suellen Scull	06/18
QUEEN MARY 2	Southampton	New York	Transatlantic Crossing	Paul and Marya Klee	08/18
GRAND CLASSICA	West Palm Beach	West Palm Beach	Bahamas Cruise	Pat and Denise Dacey	08/18

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.

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.

PROJECT LIBERTY SHIP www.ssjohnbrown.org or 410-558-0646. Visit or sail on the World War II vintage Liberty Ship, based in Baltimore, MD.

SHIP'S LOG – MAY

On a pseudo-spring evening in May, following chairman Marjorieann Matuszek's announcements, Doug Newman introduced the speaker of the evening, Tom Rinaldi, with a description of his work background. The two books he's written, Doug noted, reflect Tom's interest in history. He also informed us that Tom had a list of obscure ships he wanted to sail on, many of which are disappearing. And so Tom set out for the 44-year-old HARSHA VARDHANA, worrying whether the ship would still be there, and whether he'd get to it in time. Upon seeing pictures of the vessel, Tom said, "Something about the ship spoke to me."

He described his attempts to prepare for his trip. With little information to go on, he started tracking the ship's schedule a year in advance, using apps and the Internet. There was the question of how to get a ticket, as Tom showed us a picture of the chart of all his unsuccessful attempts at contacting the shipping company by every conceivable means. He ended up traveling to India with no guarantee of getting aboard. Once he arrived, the next project was to get to Kolkata (formerly Calcutta), his prospective port of departure.



The HARSHA VARDHANA awaits passengers and cargo before another crossing of the Bay of Bengal.

(Tom Rinaldi)

Some background from Tom: Shipping Corporation of India bought some ships from British India, which was in the process of winding down. One of them was the HARSHA VARDHANA, named for a historic Indian king, and is the only vessel Tom knows with that name. He could find no historical information except for one newspaper ad, which he showed us (photographically) and read to us, which gave a thorough description of a voyage on-board.

Tom found Bombay, the HARSHA VARDHANA's homeport, to be a maritime city, showing appropriate pictures as well as some examples of Bombay's historic architecture. There was a sequence of photographs of the train that carried Tom and 1500 or so (Tom's estimate) passengers across India. It was considered to be the only punctual train in the country (and the longest in Tom's experience and according to his photo), and arrived in Kolkata "pretty much" on time.

According to Tom, Kolkata was crazier than Bombay, with colonial architecture, but everything was in a state of decay. We saw an 1892-vintage photo of dockside warehouses, followed by a current shot, with no change except the more recent picture was in color.

Tom got his ticket, in cabin class, and boarded the 758-passenger ship for the two-night crossing of the Bay of Bengal. Scheduled to depart Kolkata on India's east coast, the voyage was bound for three ports in India's Andaman Islands. "What could go wrong?" Tom asked himself, several times. He was one of four westerners among the 298 aboard, all excitedly anticipating the sailing – which didn't happen. This resulted, for Tom, in some beautiful, misty night photos.

A two-night delay ensued, and when finally explained, the cause was mechanical problems with the locks that ships pass through from the Hooghly River to the open sea 80 miles away. A related ship was stranded on the other side of the locks. When the two vessels finally passed, there was much excitement, and Tom got some great nighttime shots of the passage through the locks.

The two-day delay gave Tom plenty of time to photograph the ship's five classes, plainly furnished at best, and acquaint himself with the ship's wildlife. A promenade deck was designed "as ships have always been," as both this old vessel and a modern one shown in comparison had the same slanting-in windows, while deck chairs were lined up along the bulkhead. Time passed

in passenger-instigated card and domino games, an impromptu market set up on deck, and evening movies (Indian ones). The westerners had a beer party. Tom recorded some of the announcements, complete with loud background music, which he played for us on his phone. He managed to arrange a bridge tour (several hours long), and even one of the engine room. And he appreciated his four "glorious nights" on board, which let him get acquainted with other passengers.

After they arrived at Ft. Blair, Andaman Islands, the ship offered the four westerners a chance to stay aboard overnight, which they quickly accepted, and which was then rescinded. But Tom took their rapid acceptance of the offer as a vote of confidence in the ship.

Sounds of dismay rose from the audience as Tom reported that eight weeks after his voyage, the HARSHA VARDHANA was sold for scrap.

We thank Tom for his outstanding presentation and appreciate his adventurousness and his photographic talent, which puts him among the group's best photographers.

Marge Dovman

PRIMED FOR A PRINCESS

We were looking forward to Sunday, June 3rd, anticipating a trek to the Brooklyn Cruise Terminal for a visit to Princess Cruises' PACIFIC PRINCESS. However, a flurry of early morning emails and phone calls advised us to head for Pier 90 on Manhattan's West Side instead. The news reached almost everyone, and all of the expected 80-odd members and friends made it to the correct pier, give or take a few cases of extra travel, with only one no-show.

The PACIFIC PRINCESS is not the one used in "Love Boat." This one is the former R THREE of Renaissance Cruises, which began service in 1999. She joined the Princess fleet in 2002, and was extensively renovated last year. At 30,277 gross tons, she is tiny compared to most ships cruise currently afloat, especially compared to the gigantic NORWEGIAN ESCAPE docked at the next pier. PACIFIC PRINCESS carries 670 passengers in cozy surroundings that one of our members compared to an English manor house, dark wood paneling and all.



PACIFIC PRINCESS, about to receive an eager group of WSS PONY members on a moody spring morning in New York.

(Bob Allen)

Although the original plan was to have lunch right after boarding, to be followed by a tour, the order was reversed. We split into two groups and began our tours, which did not include the staterooms, since the ship was in transit. In the Club Dining Room, we enjoyed a tasty, well-served lunch, starting with a choice of cold smoked salmon and crayfish, or Fettuccine Alfredo. The entrée selection was either trout almandine or Chateaubriand of beef tenderloin. Dessert was chocolate-hazelnut soufflé, take it or leave it (who would leave it?). As usual, we finished with tea or coffee, and of course there was a choice of red or white wine during the meal. There was exploration time after lunch, with no apparent disembarkation time, and members seemed to straggle ashore at their leisure.

We thank Marjorieann Matuszek and Doug Friedlander for their organizational skills, especially when dealing with the sudden change of plans. Thanks also to our host, Princess Cruises.

Marge Dovman

SHIPS IN PORT: PIER 9 AND THE PRESIDENT ROOSEVELT by Bill Miller

In the early years of World Ship Society's New York Branch, we occasionally had "field trips," maritime expeditions to places, usually ships and docks, well away from the City. But we also had smaller, more intimate outings. The late Frank Andrews, one of our very first members, had a Volkswagen Beetle and, in his generosity and with his undaunted navigating skills, we'd go off. These journeys were usually made on weekend afternoons. One trip was a chilly March Sunday afternoon, as I recall, back in 1966. We were off to the "wilds" of warehouse and railway-filled downtown Jersey City, to American President Lines and their Pier 9. Directly across the Hudson from Pier 34 (at Spring Street), there was a purpose to our travels: The liner PRESIDENT ROOSEVELT was visiting as part of a three-month cruise around-the-world. New York was actually one of the 30 or so ports of call.

The twin-funnel, 622-ft long PRESIDENT ROOSEVELT was actually supposed to berth along more convenient Luxury Liner Row, at United States Lines' pier 86. But there were last minute changes – the sleek-looking ROOSEVELT was sent to more remote, far less convenient Jersey City. Charter buses would carry some of the 275 cruise passengers for visits and tours in Manhattan. As we arrived, the 19,000-ton ROOSEVELT was quite empty – most passengers were still ashore. In those days, with smiling friendliness, three or four very young ship enthusiasts and Frank Andrews, we were quickly invited aboard. It was charm and American President hospitality all the way – Could we stay for dinner? Well, yes, of course. We didn't leave the ship until after dark – and after a delicious four or five courses! We also toured the liner: Pure American passenger ship: high-gloss linoleum floors, Fifties modern furniture, low ceilings and, of course, totally immaculate. And we re-visited the ship a year later, in March 1967, but out at Port Newark, New Jersey. American President had moved there and the ship was handled at their freight terminal.

The all-first class PRESIDENT ROOSEVELT had an intriguing earlier history. Built at nearby Kearny, New Jersey, at the Federal Shipyard, in 1944, she was a wartime troopship, the GENERAL W P RICHARDSON. Capacity: 6,000 soldiers in wartime. Later, in 1948-49, she was the Federal Government's experimental ship – being converted from a wartime troop ship to a commercial passenger liner. It was not successful and there were no further conversions, however. She became the LA GUARDIA for American Export Lines and then the *Leilani* for a short-lived West Coast firm known as the Hawaiian-Textron Lines. Her career later varied. After the ship's American President career (1962-70), she was sold to the rapidly expanding Chandris Lines, thoroughly rebuilt as a cruise ship and reappeared, including weekly New York-Bahamas cruises, as the ATLANTIS. But always an expensive ship to operate, even for clever Chandris accountants and engineers, she was sold within two years, becoming the Miami-based EMERALD SEAS and used on the 3 & 4 day cruise run over to Nassau and Freeport for Eastern Steamship Lines.



PRESIDENT ROOSEVELT at Pier 9, Jersey City, NJ on April 3, 1966.

(Bill Miller Collection)

But when Eastern was being phased-out (by its then parent, mighty Royal Caribbean) in 1992, the EMERALD SEAS became a ship of rumors. Would she become a Florida luncheon & gambling ship, making short trips each day? Or would she turn into a moored hotel at St Petersburg in Russia? Or would she run short, one-night cruises out of New York? Her owners were unsure and she soon went through a quick succession of other names: FANTASTICA, FUNTASTICA, TERRIFICA and finally SAPPHIRE SEAS. In fact, she headed for the Mediterranean and in 1997 began making short cruises in the Eastern Med, usually from Cyprus over to Israel and Egypt with groups of budget tourists. A year later, she was renamed OCEAN EXPLORER I and spent several months at Lisbon, serving as a floating hotel for that City's Expo 98. A year after that, in 1999, she was chartered to run inexpensive, \$95-a-day, four-month cruises around the world. But her high operational expenses were again a big problem. She was soon replaced by a smaller, more economical ship. Later, in May 2001, there was what proved to be her last assignment: She was used as a hotel ship during the economic summit of world leaders at Genoa. But from here on, the former LA GUARDIA was mostly out of work. There were rumors that she would serve as a floating hotel during the Athens Olympics in August 2004, but remained idle instead. She finally reached the end of her days in December 2004 when she was delivered to scrappers at Alang in India.

Overall, from that long-ago visit in Jersey City, the former PRESIDENT ROOSEVELT had an extraordinary career. Alone, she had 11 different names --- surely close to being a record for any passenger ship.

WORLD SHIP SOCIETY PONY DINNER CRUISE ON THE "COSMO."

Come aboard Empire Cruises' COSMO and join your fellow members for a three-hour tour of New York Harbor. Savor the crisp autumn weather and the sights and sounds of the harbor, including five cruise ships in port or departing that day, from the completely open upper deck of this classic coastal vessel. Enjoy a full Italian buffet and a three-hour, premium open bar, including wine, beer, spirits and a selection of non-alcoholic drinks, while seated in the comfort of the spacious, climate-controlled lower deck. Since this is a private charter, PONY Branch members and their friends will have the opportunity to fully enjoy the *Cosmo* and all its amenities. See the flyer included with this edition of The Porthole for more information.

IT'S BAZAAR TIME!

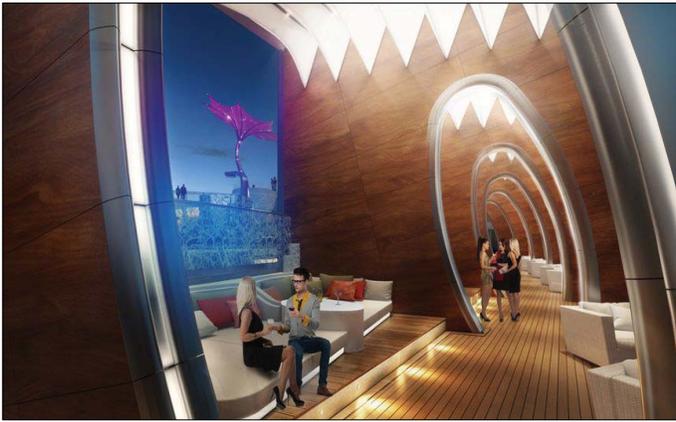
The Port of New York Branch of the World Ship Society will sponsor an Ocean Liner Bazaar for members and friends on Saturday, November 17, 2018 from 10:00 A.M. through 2:00 P.M. The location is the Abigail Adams Smith Auditorium, 417 East 61st Street, New York, NY. Dealers and collectors of ocean liner memorabilia will offer for sale pins, pendants, prints, posters, paperweights, medallions, models, deck plans, brochures, china, silverware, ashtrays, key chains and many other rare and unique collectible items from ocean liners past and present. Admission is \$5.00 per person, payable at the door. See the flyer included with this edition of The Porthole for more information, and to reserve a table if you wish to participate as a dealer.

SHIP NEWS by Bob Allen

CELEBRITY HAS THE EDGE: Celebrity Cruises is poised to introduce their newest series of Cruise ships in December, when the CELEBRITY EDGE commences her maiden voyage from Ft. Lauderdale, FL. At 129,500-tons, EDGE will accommodate 2,918 passengers in a variety of staterooms and suites, including the two-deck Edge Villa with plunge pool. Costing almost \$1 billion, the 1,004-foot vessel recently completed her first set of sea trials, and is now fitting out at STX France. Three sister ships will be introduced in 2020, 2021 and 2022. In order to promote fleet consistency, Celebrity announced "Celebrity Revolution," a \$500 million refurbishment of their current 9 ships. In addition, EDGE will sail from a completely renovated Terminal 25 in her homeport of Ft. Lauderdale.



CELEBRITY EDGE completed sea trials in July and will enter service in December, the first in a new series of vessels for Celebrity Cruises. (Celebrity Cruises)



Sophistication at sea! Numerous renderings have been released of EDGE public rooms, indicating that her interiors will be a departure from recent mass-market vessels. Top left: Pool Deck cabanas will be available for rent; top right: The Spa reception lounge; center left: Destination Gateway, the tender waiting area, will double as a learning center for ports of call; center right: The NORMANDIE Restaurant will feature panels from the legendary, ill-fated French Line flagship of 1935, which were recently removed from the CELEBRITY SUMMIT; bottom left: The Cyprus Restaurant, referencing the Mediterranean roots of Celebrity/Chandris; bottom right: the main restaurants on the MILLENIUM-Class vessels will be renovated to match the freshness of the new EDGE. (Celebrity Cruises)

NEXT FOR OCEANIA: Oceania Cruises has announced a \$100-million renovation of their four former R-Class ships, INSIGNIA, REGATTA, NAUTICA AND SIERENA. Named project "OceaniaNEXT," the redesign will include all public areas and cabins, including cabin bathrooms. Introduced by Renaissance Cruises in the late 1990's and early 2000's, the R-ships were designed with an Edwardian period aesthetic, no doubt reflecting the worldwide fascination with the TITANIC in the wake of the 1997 movie. The new look of the vessels will leave the Edwardian era behind, and is inspired by the successful modern interiors of Oceania's two newer ships, MARINA and RIVIERA. The designers are also referencing the colors and feeling of some of Oceania's popular destinations, such as the Greek Islands. The first vessel to receive the enhancements will be INSIGNIA in December 2018, prior to the WSS PONY group cruise on board in August 2019. SIRENA will be next in May 2019, REGATTA in September 2019, and NAUTICA will be the final ship to be upgraded in June 2020. Oceania is also planning product changes in 2018, 2019 and beyond.



Oceania Cruises' INSIGNIA arriving at New York on August 14, 2018. She will be the first Oceania vessel to be upgraded in project "OceaniaNEXT," and the World Ship PONY Branch will be cruising to Bermuda aboard her in August 2019. (Hiram Coubertier)

A CRYSTAL ENDEAVOR: Crystal Yacht Expedition Cruises' first newly-built vessel, CRYSTAL ENDEAVOR, will sail a series of unique itineraries in her inaugural year, starting in August, 2020. The Russian Far East and Japan will be explored on a series of cruises round-trip from Tokyo. Next will be a circle-Japan tinerary, ending in Keelung, Taiwan. A cruise to the Philippines, Borneo and Indonesia will end in Bali, and an Indonesia-intensive cruise will follow. The Great Barrier Reef and Cairns will be next, and then cruises to and from Sydney and New Zealand will fill the remainder of the year. CRYSTAL ENDEAVOR will begin 2021 with a series of cruises to Antarctica and the Ross Sea. The inaugural season cruises are from 16 to 22 days in length, and prices start at about \$13,000 per person; bookings opened this month. The 19,800-ton, 200-passenger CRYSTAL ENDEAVOR is being built at MV Werften's Strasund Yard in Germany. In addition to Crystal president Tom Wolber and parent company Genting Hong Kong chairman and CEO Tan Sri Lim Kok Thay, the guest of honor for the keel-laying ceremony on August 21st will be German Chancellor Angel Merkel.



Despite its' intimate size, the 19,800-ton CRYSTAL ENDEAVOR will feature six restaurants, a full-service spa and spacious suites. (Crystal Cruises)

OFFICERS

Chairman: Marjorieann Matuszek
 Vice Chairman: David Hume*
 Branch Secretary: Doug Newman
 Membership Secretary: Stuart Gewirtzman
 Treasurer:

• Past Chairman

EXECUTIVE BOARD

Bob Allen
 Pat Dacey
 Mario De Stefano
 Doug Newman
 Doug Friedlander*
 Stuart Gewirtzman

COMMITTEE HEADS

Finance:
 Membership: Stuart Gewirtzman
 Newsletter: Bob Allen
 Special Events: Doug Friedlander*
 Website: Stuart Gewirtzman

WORLD SHIP SOCIETY-PORT OF NEW YORK BRANCH

Cosmo by Empire Cruises

Dinner and New York Harbor Tour, Saturday, October 13, 2018



(Empire Cruise Line)

Come aboard Empire Cruises' *Cosmo* and join your fellow members for a three-hour tour of New York Harbor. Savor the crisp autumn weather and the sights and sounds of the harbor, including five cruise ships in port or departing that day, from the completely open upper deck of this classic coastal vessel. Enjoy a full Italian buffet and a three-hour, premium open bar, including wine, beer, spirits and a selection of non-alcoholic drinks, while seated in the comfort of the spacious, climate-controlled lower deck. Since this is a private charter, PONY Branch members and their friends will have the opportunity to fully enjoy the *Cosmo* and all its amenities.

Location and Time: Skyport Marina, 2430 FDR Drive (E. 23rd St. & FDR Drive) in Manhattan; check-in at 1:30 P.M. Boarding is tentatively scheduled for 2:00 P.M., followed by a 2:30 P.M. departure. The *Cosmo* will return to Skyport Marina at 5:30 P.M. All guests will disembark no later than 6:00 P.M.

Fares: \$60 per member; \$75 per non-member guest (maximum of 2 guests). Guests must be accompanied by a member.

Deadline and Reservations: Reservations may be made only by mail. The deadline for reservations (subject to space availability) is **September 13th**. Be sure to reserve early. Please complete and mail the form below with your check or money order payable to **WORLD SHIP SOCIETY** to: **Patrick Dacey, 25 Woodland Heights Circle, Glen Gardner, NJ 08826**. Confirmations will be emailed or mailed on or about October 1st. Questions? Contact Pat at 732-579-7665 or at wsspony@gmail.com.

COSMO – DINNER AND HARBOR TOUR

OCTOBER 13, 2018

Name(s)

Mailing Address:

Phone: (____) _____ Email address for confirmation _____
(confirmation for those without email will be mailed)

Payment enclosed: _____ Members @ \$60 pp \$ _____ Guests @ \$75 pp \$ _____ Total \$ _____

WORLD SHIP SOCIETY, PORT OF NEW YORK BRANCH

OCEAN LINER BAZAAR

SATURDAY, NOVEMBER 17, 2018

The Port of New York Branch of the World Ship Society will sponsor an Ocean Liner Bazaar for members and friends on Saturday, November 17, 2018 from 10:00 A.M. through 2:00 P.M. The bazaar will be held at:

Abigail Adams Smith Auditorium
417 East 61st Street, New York City
(between First and York Avenues)

Dealers and collectors of ocean liner memorabilia will offer for sale pins, pendants, prints, posters, paperweights, medallions, models, deck plans, brochures, china, silverware, ashtrays, key chains and many other rare and unique collectible items from ocean liners past and present. Admission is \$5.00 per person, payable at the door.

For vendors and exhibitors, a large eight-foot table is available for \$100.00. A small four-foot table can be rented for \$50.00. Each renter of a large table will be permitted to have one person to help set up the table and assist during the bazaar.

To register for a table, please complete the form below and mail it with the appropriate fee to the address indicated.

All vendors are responsible for applicable sales tax associated with the sale of items at the bazaar. Vendors are advised to bring change for cash transactions and to keep records and receipts for tax purposes. The Port of New York Branch of the World Ship Society is the only sponsor of the Ocean Liner Bazaar.

For more information, contact David Hume by telephone at (914) 761-6372 or by email at dghume@aol.com.

REGISTRATION FORM

Name: _____

Telephone: _____ Email: _____

Number of Tables Desired: Large _____ (\$100.00) Small _____ (\$50.00)

Amount Enclosed: \$_____. Make check or money order payable to "World Ship Society".

Please return this form to **David G. Hume, 74 Underhill Avenue, West Harrison, NY 10604.**