



Friday, August 27, 2021 – **VIA ZOOM at 6:00 PM**  
**“ITALIAN LINE GLAMOUR”**  
BY SYLVIA BARISONE

Zooming in from Miami Beach, Wolfsonian chief curator Silvia Barisone will discuss the Italian Line collections from both The Wolfsonian—Florida International University in Miami Beach, Florida, and The Wolfsoniana—Palazzo Ducale Fondazione per la Cultura in Genoa, Italy. Posters, brochures, design drawings, and furnishings will illustrate the history of the Italian Line which began in 1932 when Benito Mussolini merged the Genoa-based Navigazione Generale Italiana with Turin's Lloyd Sabaudio and Trieste's Cosulich line, founded in 1903 under the Austrian-Hungarian empire.

Featuring its two largest pre-war liners, the REX and CONTE DI SAVOIA, the Italian Line carried out an extensive advertising campaign, drawing attention to technological innovation and luxurious interior décor, characterized by exuberant historicist furnishings. Notably, the REX won the Blue Riband for a record westbound crossing of the Atlantic in 1933. The CONTE DI SAVOIA, aside from its neo-baroque Grand Hall modeled after Colonna Palace, was known for modern interiors by Trieste architect Gustavo Pulitzer Finali. His interiors harmonized with, rather than disavowed, the structure of the ship. Pulitzer Finali paved the way for the innovative and stylish design of the post-war passenger ships, which became ambassadors for Italian creativity throughout the world.



"Italia" brochure covers, clockwise from top left: sister ships CRISTOFORO COLOMBO and ANDREA DORIA, c. 1955; running mates REX and CONTE DI SAVOIA, c. 1935; ANDREA DORIA, 1953. (The Wolfsonian Collection)

**NEXT EVENTS:** Membership Programs via Zoom: September 17: "Seven Ships for Seven Continents," by Ted Scull; October 29: TBD by Ben Lyons.

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

**E-MAIL:** [wsspony@gmail.com](mailto:wsspony@gmail.com)

**WEBSITE:** [www.worldshipny.com](http://www.worldshipny.com)

## MEMBER PHOTO OF THE MONTH



Royal Caribbean International's OASIS OF THE SEAS on her maiden arrival to New York, August 18, 2021. The first of her class to cruise from New York, she is the largest passenger vessel to have entered the port. The yacht in the foreground is Classic Harbor Line's MANHATTAN. (Tom Rinaldi)

### ARRIVALS AND DEPARTURES

| SHIP           | FROM           | TO             | VOYAGE           | PASSENGER(S)            | DATE  |
|----------------|----------------|----------------|------------------|-------------------------|-------|
| CELEBRITY EDGE | Ft. Lauderdale | Ft. Lauderdale | Caribbean Cruise | Mr. & Mrs. Tom O'Reilly | 07/21 |

### PREVIEW, FRIDAY SEPTEMBER 17, 2021 – “SEVEN SHIPS TO SEVEN CONTINENTS”

#### By Ted Scull

Ted Scull, former PONY Branch Chairman and worldwide sea traveler, will recall visiting the seven continents aboard seven different ships, ranging from cruise ships and expedition vessels to scheduled liners, spanning the years 1962 to 2008.

In 1997 and 2000, Ted cruised the Hawaiian Islands aboard the s.s. INDEPENDENCE and was delighted to see how well she took to the last chapter of a very long career. These two sailings filled in a gap for Ted, who had never experienced a major U.S. flag liner.

When Antarctica beckoned in 1995, he chose Hapag-Lloyd's HANSEATIC, chartered by Radisson Seven Seas. The expedition embarked in Ushuaia, Argentina and first visited the Falkland Islands, then turned south to the Antarctic Peninsula with a week of numerous landings. The Drake Passage lived up to its reputation for tempestuous seas.

In January 1991, Ted boarded RENAISSANCE III at the Chilean port of Puerto Montt to sail the entire length of the Chilean Fjord's Inside Passage. It began as a comedy of errors when the chef, port agent and Ted went ashore on the island of Chiloé to forage for much needed food supplies at local farms. Then sailing into Laguna San Rafael, the captain did not meet the tidal schedule, and a large piece of ice swept away the gangway while many passengers were on an excursion. A major storm demonstrated the ship's poor seakeeping qualities.

In 1968, Ted boarded B.I.'s KARANJA at Mombasa for a 10-day coastal trip to Durban. On board were Asians and Europeans forced to leave East Africa just then entering the post-colonial period. They were headed to new lives in Southern Africa, Australia and Europe. They all had stories to tell.

Perhaps the most remote cruise itinerary on the planet took place in 2008 along Australia's Kimberley Coast from Darwin, Northern Territory to Broome, Western Australia. During the 10-day coastal voyage aboard the German-built ORION, with nearly an all-Australian passenger list, they never encountered another soul ashore and saw just two other vessels.

Lastly, in the fall of 1995, Ted and his brother boarded the MARCO POLO in Singapore for a 12-day voyage with calls on the Malaysian and Thai coasts, then crossed the Bay of Bengal to Colombo, and on up India's west coast to Cochin, Goa and Bombay. The ship that was launched as the Soviet ALEXANDR PUSHKIN in 1965 is now being broken up 56 years later.

### CHANGE TO THE PROGRAM FORMAT FOR THE THE SEPTEMBER MEMBERSHIP MEETING

Our September membership program, a talk by former chairman Ted Scull, was announced as a return to live events at the National Opera Center. Due to the recent surge in Covid-19 cases and the spread of the Delta variant the Executive Board of the PONY Branch has decided that for the health and safety of PONY Branch members and their friend and families, programs will be presented virtually via Zoom until further notice.



American Hawaii Cruises' s.s. INDEPENDENCE photographed from an open biplane cockpit in May 1997.

(Ted Scull)

## **SHIP'S LOG, JUNE 2021 - REVIEW OF "UNION-CASTLE PURSERETTE"**

**By Pat Dacey**

On Friday, June 25th, the WSS PONY Branch welcomed Ann Haynes who, while broadcasting live from the United Kingdom via Zoom, took the viewers on a personal journey of her time spent sailing with Union-Castle Line through remembrances and images with her presentation, "Union-Castle Purserette." Ann is very well known in maritime circles and is a frequent presenter especially for the World Ship Society in the United Kingdom. She is the author of Union-Castle Line Purserette, which is a firsthand account of her time in the British Merchant Navy and her time at sea aboard Union-Castle ships. Ann provides an entertaining and informative account of her travels by sea through her blog "Haynes World." She is an active contributor to Liners List, an online forum for ocean liner enthusiasts.

Ann's program was rich in personal details as well as original photographs and images of her time with Union-Castle Line, as well as personally selected memorabilia. Ann has been a loyal Union-Castle fan since she first answered an advertisement in the personal column of THE TIMES newspaper in March 1965 for appointment as purserette on the sea-going staff of a "well-known shipping line." After her application was approved out of hundreds who had applied, Ann joined Union-Castle Line in October 1965 before sailing on her first lavender hulled ship, TRANSVAAL CASTLE, in November of 1965 for a six-week round-trip voyage to South Africa.

Growing up in a family with maritime ties -- her father was an engineering officer with the Blue Star Line, serving on the 1927 built ARANDORA STAR -- and schooled in accounting and secretarial skills, Ann thought her position with Union-Castle Line seemed like a natural fit. However, she would later state that it was a complete transformation of her life up until that point. As one of only five female officers onboard her first ship, and working seven days per week, Ann had many duties normally associated with that of being a member of the purser's office during the 1960's that may be foreign to those in the same position today. A sampling of those duties included typing the numerous passenger lists at every port and updating all of the passenger information as it became available, assisting with organizing the passenger entertainment on board and compiling "The Ocean Mail." This daily newspaper was prepared as a stencil before Ann could copy and collate it, then hand it off to stewards for delivery to all of the passengers.

During her time at sea, Ann wrote to her parents regularly. Her letters, photographs and memorabilia became the basis for her book and her subsequent presentations.

Ann started her program with a quick introduction to Union-Castle Line, covering its history, routes, ships and their contributions to the Royal Mail Service. It is important to note that Union-Castle Line was a storied British shipping line that operated a fleet of passenger liners and cargo ships connecting Europe and Africa from 1900 to 1977 and was formed from the merger of Union Line and Castle Shipping Line. All ships of the line were "working ships" and in addition to passengers, they carried mail, heavy and light machinery, textiles, foodstuffs, wine from the emerging South African wine industry, and even locomotives.

Ann's career with Union-Castle Line included ships such as the chartered REINA DEL MAR on two-week Mediterranean cruises as well as the SA ORANJE (ex-PRETORIA CASTLE), when the ship was transferred from Union-Castle Line to Safmarine for its newly established passenger division. In 1966, due to the British seamen's strike, the British Merchant Marine came to an abrupt halt with ships being immediately pulled from service and docked. So bad was the crisis that the British

government called a state of emergency to try to alleviate some of the economic issues created by the strike. When Ann's ship docked, she was forced to use personal time but soon found herself assigned to Cayzer House, Union-Castle's office in London to wait out the strike by doing shore side secretarial work.

Ann was on her last ship, the EDINBURGH CASTLE, when she decided that it was time to resume a life ashore in 1967, but even that did not end her association with Union-Castle Line. Ann later married a former Union-Castle officer who was then working ashore at one of Union-Castle's offices. Ann and her husband became very active in planning a Centenary Voyage to commemorate Union-Castle Line. In December 1999 the Union-Castle name was revived for a 60-day cruise around South Africa, with VICTORIA chartered from P&O, her funnel repainted in Union-Castle colors and proudly flying the Union-Castle house flag.

The PONY Branch was fortunate to have Ann present her personal reminiscences, since we rarely have programs consisting of firsthand accounts from individuals who have made their living at sea. It was wonderful for Ann to share her reminiscences and of her fondness for one of the great British shipping lines. We thank her for her presentation and for its role in preserving our maritime heritage.



TRANSVAAL CASTLE at Durban (left); Ann on board the CAPETOWN CASTLE with Table Mountain in the background (right).

(Ann Haynes Collection)

### **MY CRUISE ON BOARD THE CELEBRITY EDGE**

**By Tom O'Reilly**

In January I began to hear that cruising would be starting up in late spring or early summer. My wife was so eager to take a cruise she would have booked the TITANIC. We both decided to book a cruise to Bermuda. We had cruised there before and always had a good time. I called my travel agent and we were booked on the CELEBRITY SUMMIT to Bermuda with a stop in Newport, Rhode Island. We would be sailing on July 18, 2021 from Cape Liberty, Bayonne, NJ. In late May I got an email from the president of Celebrity Cruises with great news. The CELEBRITY SUMMIT was going to Alaska for the summer season. How can that be when she is taking my wife and me to Bermuda? I called my travel agent, who had not heard this news, she checked and it was correct. The CELEBRITY SUMMIT was going to Alaska. We went to Plan B, which we really didn't have, and booked a seven-night cruise aboard the CELEBRITY EDGE to the Western Caribbean, round trip Fort Lauderdale, FL. We flew down to Fort Lauderdale on July 9<sup>th</sup>, one day before the start of the cruise. This turned out to be a wise move because on the day of the cruise there was a bomb scare at the Fort Lauderdale airport, and certain areas of the airport were shutdown. During the cruise we met someone who was in the Fort Lauderdale airport for five hours before they were able to get to the ship. I do not think anyone was left behind because we did sail late. Check-in at the pier was easy. Our vaccine cards were photographed, we were photographed, handed our keys and we were on board. We were told that the ship was sailing with 50% of capacity, and masks would not be required for those fully vaccinated. However, the ship's officers and the crew always wore masks. There was no mass safety drill, but you were expected to report to your muster station to check in, and you kept getting emails until you did so. I think the idea behind this was that you knew where your muster station was in case of an emergency. Once on board we went straight to our cabin, which was on deck 11. We entered our cabin, which was completely dark, pushed a button, and at the end of the cabin a shade went up revealing a top to bottom glass wall to the outside with a metal bar across the middle. I walked to the glass wall pushed another button and upper portion of the glass wall came down creating a balcony. You can close off this section of the cabin with a screen creating a separate area or you can leave it open. This area has two small chairs and a small table. The rest of the cabin was spacious with lots of storage. The bathroom was the largest one that I have ever had on a cruise ship. My wife wanted to take it home.

Let me talk about the CELEBRITY EDGE. If you ever see a photograph of the ship you will notice something orange on the starboard side. If it looks like an elevator, well it is. It is called the Magic Carpet. Most times it is stationary on deck 16. At dinnertime it is lowered to deck 5 and becomes part of a restaurant called Raw on Five. When the ship is tendering it is lowered to the sea to assist passengers getting on and off of the ship. On this cruise we did not tender. The EDGE has four main restaurants: The Normandie Restaurant and Tuscan Restaurant on Deck 3, and The Cosmopolitan Restaurant and Cyprus Restaurant on Deck 4. The four main restaurants all serve the same basic menu. However, each main restaurant serves special items only available in that restaurant. The Normandie Restaurant has the two Dunand lacquered panels that were on the CELEBRITY SUMMIT before her refit. These works of art were originally on French Line's NORMANDIE. The EDGE has the usual specialty restaurants such as the Fine Cut Steakhouse and the Rooftop Garden Grill, which we did not book because we were very happy with the food in the main dining rooms, which was excellent. In the Oceanview Café if you are lucky

enough you can see the pastry chief making bread, cookies and rolls. The main entertainment venue on the EDGE is a theatre in the round and it occupies the forward portion of Decks 3, 4 and 5. There is an area called The Club, which is also used for entertainment. On the stern there is an area called Eden, which has a restaurant, a bar, and a great view. There is also a ramp that takes you from deck 5 to deck 6. If you are lucky in the casino you can make a purchase at either Tiffany or Cartier, both of which have shops on board.

The first two days of the cruise were at sea, which was very relaxing. My wife and I spent time in the Solarium, which is an indoor area with a pool and a hot tub. The hot tub could fit twelve people at one time. Our first port of call was Costa Maya, Mexico. Once on shore the wearing of masks was required. Costa Maya allowed guests to go out on their own to enjoy the port shops and restaurants. You could take a Celebrity curated tour, or a curated taxi tour which you could purchase in the port area. We booked the Bacalar Fort and 7 Colors Lagoon Excursion. The bus ride to the fort and the lagoon was an hour and a half. We could not go into the fort but we did board pontoon boats for a sail on the lagoon, with a deep in the water. After our sail on the lagoon, which was very enjoyable, we were treated to a very nice lunch. Our second port of call was Cozumel, Mexico. In Cozumel you were only allowed on shore if you had purchased a Celebrity curated tour. Fortunately, we had and went to the Playa Mia Grand Beach & Water Park. This is a very nice facility. My wife and I noticed a catamaran on the shoreline. We asked if someone could take us for a sail. One of workers said yes, and we were off. It was a lot of fun. Our last stop on this cruise was Nassau in the Bahamas. We have been here before and my wife wanted to go to the straw market to purchase handmade items. When we got there it was closed, and we were told that they were making renovations. We walked back to the ship on the main street. Most of the shops were closed, but we were able to purchase a few items. Currently, there is a major construction going on along the port area. In the afternoon we took a cruise of the harbor and saw the homes of the rich and famous.

The Captain of the CELEBRITY EDGE is Kate McCue. On the last day at sea she hosted a question and answer session in the theatre. When she is not at sea she lives in Las Vegas. She is a very personable lady and she has a following on Facebook. She spoke of her nineteen-year career and of life on board the CELEBRITY EDGE during the pandemic. There was one person on board whose only job was to take care of the plants, of which there are over two thousand.



The 130,818-ton CELEBRITY EDGE, completed in December 2018, is the first of a new class of Celebrity vessels (top). The Normandie Restaurant contains two magnificent Dunand lacquer panels salvaged from the NORMANDIE (1935), one of which is visible center right (bottom). Celebrity's current website correctly states these panels were on CELEBRITY SUMMIT (2001); remarkably, no mention is made of their origin as artworks commissioned for the French Line flagship in the 1930's. (Celebrity Cruises)

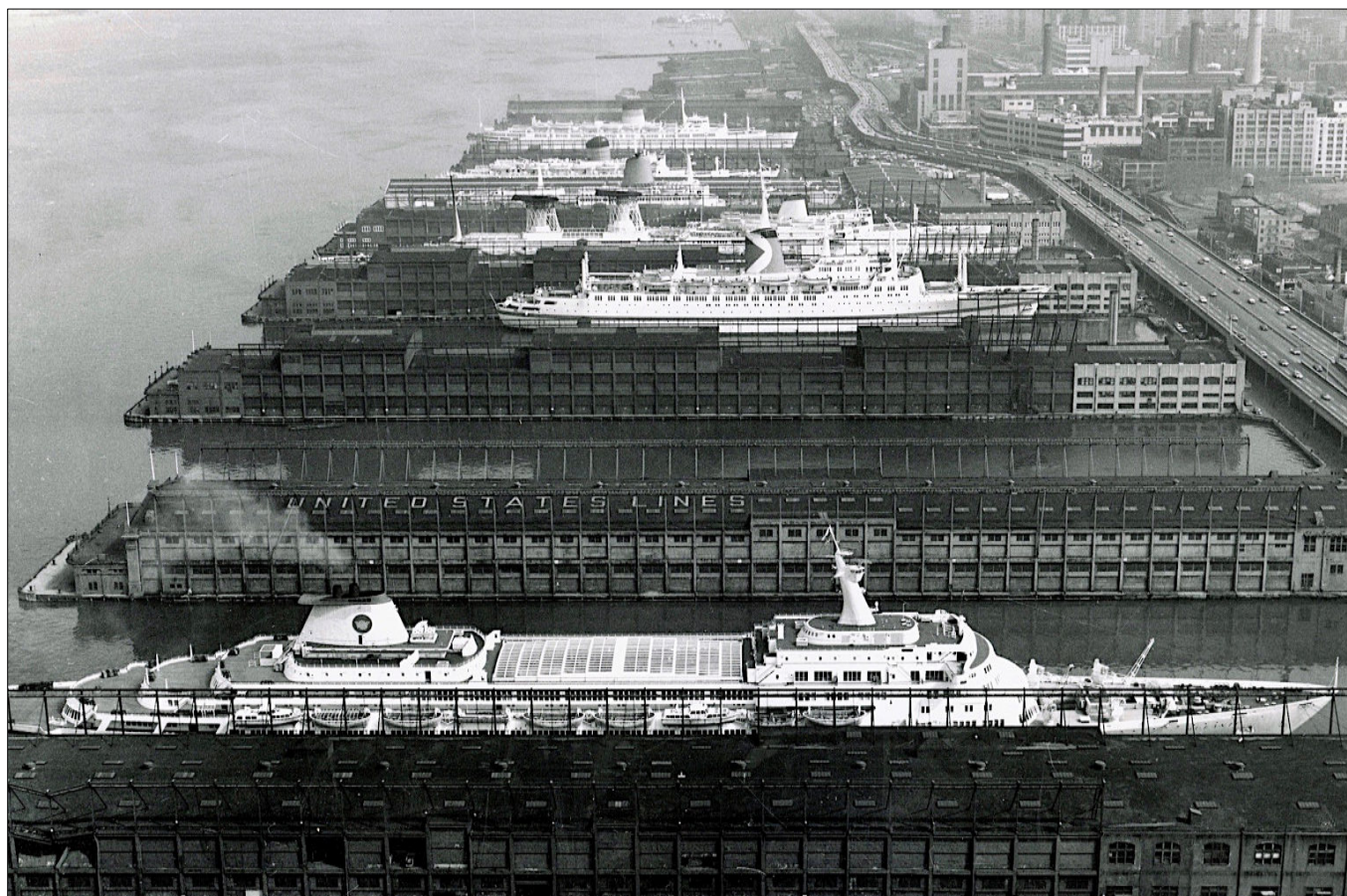
All cruises do come to an end. Well not really, it's not over till you get home. Our cruise ended on Saturday, July 17<sup>th</sup>. Captain Kate was on the pier to thank us and to say goodbye, and off we went to the Fort Lauderdale Airport. We checked in boarded our plane and was told there weather problems in the New Jersey / New York area. There would be a slight delay, please leave the plane and take all your belongings. Once we were off of the plane the flight was cancelled. There was flooding in the Newark Airport baggage claim area. There then was the race to get our luggage and rebook. The next direct flight to Newark was on Tuesday. Oh wait, we can get you on a flight Monday morning with a layover in Orlando, which will get you Atlantic City. Atlantic City may be in New Jersey but it is not near my home. We finally got a Sunday 8:30 AM flight to LaGuardia. We were there on time boarded the plane ready to go. The pilot came on the PA system and said "Folks you need to get off of the plane. This plane has not been inspected by the FAA. Please take all of your belongings." After an hour's wait we were off to New York. We landed at LaGuardia and taxied to Terminal A. When we got to the terminal people were getting up, taking items out of the overhead bins, and we waited. Finally, the pilot came on the PA system and said "Folks the ground crew is unable to swing out the gate to the plane. Please put everything back in the bins and take your seats. We need to go to another gate." Our son picked us up and we did get home. Now you might ask did you book a future cruise when you were on the CELEBRITY EDGE. Of course we did. We booked a cruise to Bermuda on the CELEBRITY SUMMIT for July 2022. We can only hope that Celebrity Cruises does not decide to send the SUMMIT to Alaska.

## **SHIPS IN PORT: THE FORMER EMPRESS OF CANADA**

**By Bill Miller**

Next winter, Carnival Cruise Lines celebrates a special birthday: The Miami-headquartered company turns fifty. Owners of the largest passenger ship fleet in history, it all began with a liner once well known to the Port of New York and to World Ship Society members. I myself recall the bitterly cold Saturday morning when a small group of fellow members trooped up to Pier 97 and visited the flag-dressed EMPRESS OF CANADA. The date was January 1968, and the ship was making a late morning departure for a two-week cruise to the warm, sunny waters of the Caribbean. Four years later, the EMPRESS OF CANADA would become the MARDI GRAS, the first ship for a brand new cruise company called Carnival Cruise Lines. The former EMPRESS was the beginning.

When we first met, Terry Foscett was chief purser on the QUEEN ELIZABETH 2. The date was April 2003 and the Cunard flagship was then sailing on an 11-day cruise from New York down to the Caribbean. But in the 1960s, Terry had sailed with another great British passenger ship company, Canadian Pacific. "We had three EMPRESS liners and each had a different personality, a different style. And each ship worked differently. I sailed with the three of them – EMPRESS OF BRITAIN, EMPRESS OF ENGLAND and, the newest and largest, EMPRESS OF CANADA," he recalled. "I was first assigned to the EMPRESS OF CANADA. She was the Company flagship and, in ways, the most stringent. The purser's office ran the entertainment on the Atlantic crossings [between Liverpool and Montreal] whereas we had an actual cruise director during winter cruises to the Caribbean from New York. We had smoking rooms for presentations and entertainment in those days – certainly no show lounges or big theatres."



Preparing for Christmas-New Year cruises in Dec 1968, from top to bottom are the QUEEN ANNA MARIA, FRANCONIA, BREMEN, VICTORIA, MICHELANGELO, EMPRESS OF CANADA and OCEANIC.  
(Bill Miller Collection)

The EMPRESS liners carried about 200 passengers in upper-deck first class, usually in staterooms with private facilities, and the remainder (about 800) in less expensive tourist class, often in four-berth cabins with two upper and two lower bunk beds. Overall, there were pleasant public rooms done in traditional British liner style that included lots of polished woods, etched glass mirrors, shiny brass and well polished linoleum. There was ample outdoor deck space, enclosed promenades, a gift shop, library, hair salon and an indoor pool with adjacent gymnasium. Well designed, the 640-foot long EMPRESS OF BRITAIN was, in 1956, the first fully air-conditioned British-flag ocean liner. Portable pools were erected on an aft deck during winter, sun-seeking cruises and when ships' capacities were specially limited to approximately 650 all-first class."

"We had great fun on the EMPRESS liners," added Terry. "The complete trans-Atlantic round-trip voyages – Liverpool to Montreal and then back to Liverpool – took 17 days. We'd have 3-day layovers at Montreal and 5 days at Liverpool. While cargo, especially mail, was an important and profitable consideration on these crossings, we had a very popular passenger trade. In 1962, her maiden year, the EMPRESS OF CANADA was operating at 85% of capacity."

But trade for the EMPRESS liners began to fall away – and then plunge altogether. The eight-year-old EMPRESS OF BRITAIN was sold off in 1964 to the Greek Line, who refitted the 25,500-ton ship for their New York-Mediterranean and cruise services as the QUEEN ANNA MARIA. Terry added, "Our general Atlantic passenger trade began to wither in the mid '60s. Then the big British seamen's strike of May-June 1966 was a big blow and very decisive. Our two EMPRESS liners were laid-up at Liverpool for weeks and looked after by a small skeleton crew."

The EMPRESS OF ENGLAND was sold off to another British ship owner, the Shaw Savill Line, in 1969, becoming their OCEAN MONARCH (but not to be confused with the Furness-Bermuda Line cruise ship of the same name, and which sailed from 1951 until 1966). The EMPRESS OF CANADA soldiered on alone until late 1971 when she was withdrawn and Canadian Pacific closed down their liner services altogether. The 650-foot long ship was soon sold to a newcomer to the passenger ship business: Miami-based Carnival Cruise Lines. She was renamed MARDI GRAS and, by early 1972, was in lucrative weekly service between Miami and the ever-popular Caribbean. She was the inaugural ship in what is today the biggest ocean liner company ever.

"I was aboard the EMPRESS OF ENGLAND in November 1968 when we passed the brand new QUEEN ELIZABETH 2 on her first sea trials off Scotland," concluded Terry Foskett. "I could not have imagined that after nearly a decade with Canadian Pacific that within three years I would be sailing with Cunard and that great British superliner."

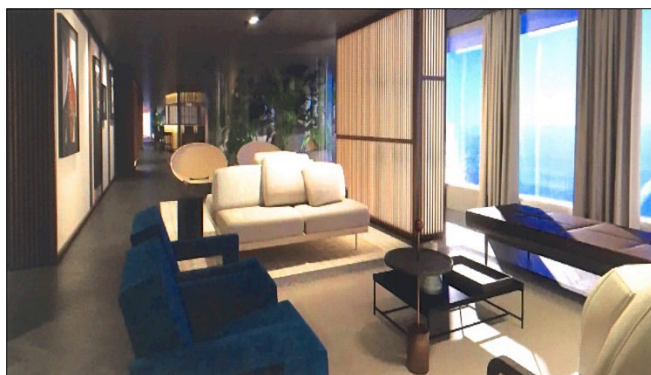
## **SHIP NEWS**

**By Bob Allen**

**READY FOR PRIMA TIME:** Many new cruise ships delayed by the Covid-19 pandemic will be launched or enter service during the balance of 2021. Despite the bad luck inflicted on the cruise business by the pandemic, one line appears unconcerned with American superstitions. Norwegian Cruise Lines' NORWEGIAN PRIMA floated out at Fincantieri's Marghera shipyard in Venice, Italy on Friday August 13. NCL's first Italian-built vessel, she is based on Fincantieri's platform first used on MSC SEASIDE in 2018. The 142,500-ton ship will carry 3,215 passengers, hundreds less than her fleet mates of that size accommodate. With lower density and an abundance of upscale restaurants and recreational facilities, PRIMA seems aimed slightly upmarket. She will debut in Northern Europe in September 2022, followed by a transatlantic crossing to New York. During 2022-2023 she will be based in Miami for Caribbean cruises, followed by a return to New York for the Bermuda season.



NORWEGIAN PRIMA will be the first of a six-vessel class for NCL. A new ship of this design will be introduced each year between 2022 and 2027.  
(Norwegian Cruise Line)



The above renderings indicate that NORWEGIAN PRIMA's designers will eschew the eclectic look of the current fleet. Mid-Century Modern is clearly in. Clockwise from top left: Onda by Scarpetta Restaurant; The Local Bar & Grill; Starbucks (fleet wide in 2023); The Haven Lounge. (NCL)

**NEW LUXURY BRAND NAVIGATES THE WORLD:** Atlas Ocean Voyages' WORLD NAVIGATOR began her maiden voyage to Greece and Egypt on August 4. The new line is owned by Mystic Investment Holding, a Portuguese company that started in the riverboat sector in 1996. According to Atlas Ocean Voyages President Alberto Aliberti, "Atlas is the industry's first new luxury brand in more than twenty years and World Navigator is designed to bring today's luxury travelers on genuine, cultural experiences and adventures to remote and fascinating destinations around the world. On board, guests can enjoy elegant accommodations, entertainment, dining options, and amenities usually found on larger ships." WORLD NAVIGATOR is marketed as a "luxe-adventure" cruise brand. The ship is Polar Category C- and Ice Class 1B-certified. She is of 9,930-grt and has accommodations for 196 passengers. Four sister ships will be introduced in 2022-23: WORLD TRAVELLER, SEEKER, ADVENTURER and DISCOVERER.



Good things come in small packages: WORLD NAVIGATOR (left), and her intimate observation lounge (right). (Atlas Ocean Voyages)

## ERRATA

The June issue of the The Porthole, page 1, contained an incorrect caption below the photo of the CAPETOWN CASTLE, misidentified as the EDINBURGH CASTLE. Many thanks to David Hughes, the WSS South African Representative, for noticing the error and alerting the editor!

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