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Historic steamer underway again at Mystic Seaport

After more than two years of work, a living legend is back plying the waters of Connecticut.

The 108-year-old *Sabino*, the oldest coal-fired steamboat in regular operation in the United States and SSHSA's 2008 Ship of the Year, returned to service at Mystic Seaport on August 2 following an extensive restoration at the museum's Henry B. DuPont Preservation Shipyard. The vessel serves as a working exhibit, providing passengers with an authentic early 20th century steamboat experience.

"We are very proud to return *Sabino* to work on the Mystic River as she has done for more than 40 years. As the only one of our four National Historic Landmark vessels we regularly operate, she is the best example of our philosophy of preservation and active use," said Steve White, president of Mystic Seaport.

Restoration work began in December 2014 and addressed a number of issues around the vessel, including reframing much of the stern, replacing the keel bolts, installing new planking and decking, and restoring portions of the superstructure. In addition, numerous mechanical and systems upgrades were carried out, most notably the fabrication and installation of a new boiler to meet modern safety and regulatory requirements. The restoration is expected to keep the ship in operation for at least the next 25 to 30 years.

Financial support for the project was provided by a combination of private philanthropy and public grants, including \$172,125 from the Connecticut State Historic Preservation Office, \$149,318 from the

current events, and information on what's happening in SSHSA's new headquarters.

Like SSHSA on Facebook to read about current and historical maritime events and updates on SSHSA's new headquarters.

Follow SSHSA on Twitter and receive tweets on historical and current maritime events.

Add SSHSA as a friend on Instagram to view pictures of new finds in the archives and images of SSHSA staff and volunteers at events and conferences.

Follow SSHSA on Tumblr to view maritime-related posts, ship images, and latest archive finds.

Institute of Museum and Library Services, and a National Maritime Heritage Grant of \$199,806 administered by the National Park Service in partnership with the U.S. Maritime Administration.

Sabino was built in 1908 in East Boothbay, Maine, as the *Tourist* and spent most of her career ferrying passengers and cargo between Maine towns and islands. She came to Mystic Seaport in 1973 and was designated a National Historic Landmark in 1992. She is 57 feet long with a beam of 23 feet, a wooden hull and a 75-horsepower two-cylinder compound steam engine. The engine is the original power plant that was installed in 1908 and was manufactured by the J. H. Paine & Son Co. in nearby Noank, Connecticut.

Sabino operates six days a week from the Mystic Seaport waterfront through October 9. There are three cruises per day: a 30-minute upriver cruise for \$8 per person at 2:30 p.m., a 90-minute downriver cruise to the mouth of the Mystic River for \$18 per person at 3:30 p.m., and a two-hour downriver cruise at 5:30 p.m. for \$25 per person. There will also be a two-hour downriver cruise at 11:30 a.m. on Sundays for \$25. The boat does not operate on Tuesdays.

Museum admission is not required for the downriver cruises, but is required for the 30-minute cruise. Children 3 and younger ride for free, but they must have a ticket to board. Tickets can be purchased up to two weeks in advance by calling (860) 572-5331. The ship also is available for group charters.

(Photo: The *Sabino*, underway at Haverhill, Massachusetts. June 29, 1968. SSHSA Archives, Braun Brothers Collection)

Divers raise lost artifact from *Lusitania*

An important piece of the *Lusitania* was recovered late last month, but experts say it may not bring them any closer to solving the mysteries surrounding the liner's last moments.

Archeologists working in conjunction with American venture capitalist Gregg Bemis successfully raised one of the ship's telegraphs after a similar attempt last summer was unsuccessful. Ireland's Minister for Culture and Heritage Heather Humphreys said the artifact was

Favorite SSHSA on Flickr to view images of conferences, events, and meetings, and scans of images from SSHSA's photo archives.

The summer issue of *PowerShips* has landed!

Issue #302 of *PowerShips* features articles on the *Wilfred Sykes*, Messageries Maritimes' Three Musketeers, post-war american freighters, and a tribute to Andrew Sykora. Whether you're new to SSHSA or your membership has lapsed, it's not too late to come on board and get this milestone magazine! Sign up or renew today by [clicking here](#) or calling our headquarters at (401) 463-3570. Don't miss out!

There's still time to support ship history

in "excellent" condition, and Bemis, who purchased the rights to the wreck site in 1982, plans to donate it to an Irish museum.

But while the telegraph may be able to shed light on the last communications between the bridge and the engine room, it's not likely to reveal why the ship sank so quickly.

The subject of hundreds of books and movies, the *Lusitania* sank on May 7, 1915, after being attacked by a German U-boat. Nearly 1,200 passengers and crew were killed, and the event became a rallying cry for Americans who believed the country should enter World War I.

More than 100 years later, conspiracy theories abound. Why didn't the ship have an escort? Why was it traveling below top speed? And, most importantly, what was the cause of a second explosion heard on the ship, and why did it take just 18 minutes to sink a ship that was the largest in the world at the time she was launched?

The common theory is that the ship was actually transporting a large number of munitions for the war, a claim supported by the Germans at the time. The ship's manifest showed cases of rifle cartridges and shrapnel shells as part of its cargo, but a 1993 expedition by Dr. Robert Ballard proved that area of the ship was not the source of an explosion.

Ultimately, the answer might lie further than some are willing to go. Finding out more would likely require the wreck site to be disturbed, something that has been prohibited thus far.

(Photo: Ireland Department of Heritage)

Shippers go low-tech to thwart cyber criminals

With new electronic threats popping up every day, maritime officials are reaching into the past to safeguard the world's shipping fleet.

Reuters reported earlier this month that many countries are investing in a radio navigation system called eLoran that has roots in World

We would like to take a moment to recognize all of our members and friends who continue to support our efforts to preserve America's maritime heritage. This organization has come so far in just the last few years, and that is largely thanks to those of you who have made contributions above and beyond your annual membership dues.

It may be a cliché, but it is true that every dollar counts as we push to expand our reach here at the Ship History Center in Rhode Island and around the world through our new educational website that is nearing completion. There are a variety of ways that you can help give us the boost we need, and we hope that you will consider SSHSA in any future giving that you may consider.

Give to the Summer Appeal. The summer issue of PowerShips is out now, but before you pack it up for a trip to the beach, take a moment to give to our annual summer fundraiser. Managing a large collection of images, artifacts, periodicals, artwork, official records and memorabilia is year-round work, and we greatly appreciate all of the donations that have come in so far. Join your fellow members and make sure that this archive is saved for the next generation.

Buy a brick for ship history. SSHSA is establishing a memorial at the Ship History Center in Rhode Island to recognize the people, places and iconic vessels that have supported our organization throughout the last eight decades. Visit our website for more details, and help make sure this impressive archive is around for generations to come.

Make plans to join us at the Ocean Liner Dinner on April 9, 2018. It may not seem like it, but the

War II technology. The system, which uses large antennas to broadcast high-powered navigational signals, will serve as a backup if there is a disruption in the global positioning systems that most ships use today.

While largely accurate, GPS relies on satellite signals that are easily intercepted and diverted using devices that are readily available in today's world. In contrast, eLoran signals are 1.3 million times more powerful, making them difficult to jam without being detected. This is important for an industry that still handles roughly 90 percent of the world's trade.

In July, the U.S. House of Representatives passed legislation authorizing the Department of Transportation to establish an eLoran system, and other allies like South Korea have begun testing their own systems. However, cost remains a barrier for rolling it out worldwide. It would also require large antennas on the shoreline, something that may raise objections for people who live there.

[Click here to read the full article from Reuters.](#)

(Photo: A container ship on New York Harbor, SSHSA Archives, Edward O. Clark collection)

Ocean liner exhibit heads to Europe

The golden age of ocean liners is heading to our friends across the pond.

Ocean Liners: Speed & Style will debut at the Victoria and Albert Museum in London next year, exploring the design and cultural

next dinner will be here before you know it. Join us as we celebrate the elegance of the *Normandie* and the French Line at our third annual dinner in Rhode Island. We nearly doubled the attendance this year, and hope to do the same in April. Come join your fellow members for a night of great food and fun!

Thanks again to all of those who have contributed, and continue to do so. We couldn't do it without you!

Federal grants support maritime heritage programs

The National Park Service announced last month that more than \$1.7 million in federal funding was awarded to 27 maritime heritage grants in 13 states and the District of Columbia. In partnership with the U.S. Department of Transportation's Maritime Administration, the National Park Service monies were dedicated to projects that teach about and preserve sites and objects related to our nation's maritime history.

SSHSA was awarded a \$50,000 grant for our Steaming into the Future education program during the last round of funding.

"Protecting our nation's maritime history is an important part of the National Park Service's mission to share America's story," said Acting National Park Service Director Michael T. Reynolds. "These grants will support efforts to conserve important parts of our maritime history and educate students of all ages."

The National Maritime Heritage Program Grant awards are made possible through a partnership between the two federal agencies,

impact of ocean liners around the world. The exhibit was created in conjunction with the Peabody Essex Museum in Salem, Massachusetts, which has its own showing on display through October 9.

Some of the objects that will be included in the London exhibit include luggage used by the Duke of Windsor and Wallis Simpson when they crossed the Atlantic on the SS *United States*, lacquer panels from the French Line's *Normandie*, and a carved wooden panel that is believed to be one of the largest surviving decorative features from the first-class lounge of the *Titanic*.

Like the Peabody Essex Museum's exhibit, *Ocean Liners: Speed & Style* will explore how spaces on board changed as the requirements of new markets shifted attitudes, as well as the democratization of travel and development of leisure activities in the 20th century. It will also consider the shrewd promotional strategies used by shipping companies to reposition the on-board experience, as emigration gave way to aspirational travel, and highlight the political shifts and the international rivalry that developed over 100 years, as liners became floating national showcases.

The exhibit will highlight what many believe to be the height of transatlantic travel, beginning with Isambard Kingdom Brunel's enormous *Great Eastern*, launched in 1858, and ending with the *Queen Elizabeth 2*, launched in 1969. Sponsored by Viking Cruises, the exhibit will run from February 2 to June 10, 2018.

(Photo: *Empress of Britain* color lithograph poster, Victoria & Albert Museum)

'Boat nerds' capture life along the Great Lakes

We'd like to pass along a great story from the [Green Bay Press-Gazette](#) about a group of ship enthusiasts who gather to photograph and appreciate the vessels that make their living plying the Great Lakes.

There are about 12 self-described "boat nerds" in the group, which meets at several points along the Fox River in Wisconsin to watch the

which both share a commitment to maritime heritage preservation and education. They are funded through recycling of vessels from the MARAD's National Defense Reserve Fleet. The grant program supports a broad range of maritime education and preservation projects, without expending tax dollars, while ensuring that the vessels are dismantled in an environmentally sound manner.

The National Park Service will administer these projects as direct grants to State Historic Preservation Offices, who will disburse funds to applicants. [Click here for a full list of recipients.](#)

Ships sought to house visitors at 2020 Olympics

Facing an accommodation shortfall for the 2020 Tokyo Olympics and Paralympics, Japanese officials are turning to large cruise ships to house some of the overflow.

The Port of Tokyo and the Port of Yokohama are considered the leading candidates for these temporary hotel ships. The Port of Tokyo has three wharves that can accommodate a cruise ship weighing 50,000 tons or more, and the Port of Yokohama has six such wharves. Multiple ships could drop anchor at these ports for an extended period during the Games.

This is not the first time that visitors – even athletes – have taken to the sea during the Olympics. Three cruise ships were moored for more than a month during the 2010 Vancouver Winter Games, providing a total of 190,000 nights of accommodation. Cruise ships also were used during the London, Sochi and Rio de Janeiro Games, most recently by the United

ships pass. They track each one with smartphone apps like Marine Traffic and Findship, and compete to see who can take the best photo. This often entails packing up loads of camera equipment – including drones - and heading out before the sun rises or hours after it sets, sometimes enduring harsh weather conditions.

Group member Chuck Zentmeyer told the Press-Gazette that his love for ships dates back nearly 40 years. His grandfather worked as a tugboat engineer in Green Bay and used to take him on tugboat rides and his great-grandfather worked at Boston Harbor. He said he's been immersed in the shipping culture for as long as he can remember.

"Some of it is bragging rights," Zentmeyer said. "You always know you're going to get that one shot if you can get the boat right when it's coming in at night. The colors pop and you get the reflection off the water."

[Click here for the full story](#), including several pictures of the *Alpena* arriving at the Port of Green Bay on a Sunday in July.

(Photo: The *Edward L. Ryerson* in the Straits of Mackinac, SSHSA Archives, Edward O. Clark collection.)

On the road with the Executive Director

SSHSA Executive Director Matt Schulte had the pleasure of visiting the SS *City of Milwaukee* last week while on a whirlwind road trip around the Great Lakes.

Now moored and serving as a museum ship in her homeport of Manistee, Michigan, this steam-powered railroad car ferry serves as an ambassador to the past. She was built in 1930 at Manitowoc, is 354

States men's and women's basketball teams, which spent their nights on Silversea's *Silver Cloud* during the games in Brazil.

There's some red tape that remains before Japanese officials can put the plan into effect, though. There is some debate on whether the ships would fall under the country's Inns and Hotels Law, and foreign crews are only allowed to dock for up to 15 days. Serving meals prepared on board would also require an exemption, as food can only be served to passengers and crew under the Japanese Customs Law.

Government officials are working together with major travel agencies and cruise ship operators to work out the necessary legal revisions, as well as how to respond to crimes and fires on board the ships. They expect to submit a draft plan by the end of the year.

While Japan experienced a record 24 million visitors in 2016, estimates show that 40 million could visit the country in 2020 – 10 million alone from the Olympics.

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feet in length and is the last unmodified, traditional railroad car ferry on the Great Lakes.

She still shines with her triple expansion engines, original woodwork and polished brass. A National Historic Landmark, the *City of Milwaukee* retired from Grand Trunk Railroad, and later Ann Arbor service, in 1982. She is a splendid vessel available for tours, as well as overnight stays seasonally as a bed and breakfast. [Find them on Facebook](#) or [Airbnb](#).

What's Happening in Ship History?

This is a brief listing, so make sure to check locally for what's going on in your area.

August 17

Tugboats Illustrated: History, Technology, Seamanship
6:00PM
\$10 for Members, \$18 for Non-Members
Herreshoff Marine Museum
Bristol, RI
www.herreshoff.org

August 19

High Tech on the High Seas
11:00AM-12:30PM
Free admission – [click here to RSVP](#)
San Francisco Maritime National Historical Park
San Francisco, CA
www.nps.gov/safr

August 19 and September 16

Cruise aboard the steamer *Portland*
8:30AM-2:00PM
\$75 for adults, \$35 for children age 10-17
Oregon Maritime Museum
Portland, OR
www.oregonmaritimemuseum.org

September 5 to October 29

Bath Cemetery Tour: Famed Captains and Shipbuilders
4:00PM-6:00PM
\$24 for members, \$30 for nonmembers, and \$12 for children younger than 12
Maine Maritime Museum
Bath, ME
www.mainemaritimemuseum.org

September 24

By Land and By Sea: Antique Vehicle Show
9:00AM-4:00PM
\$28.95 for adults, \$26.95 for senior citizens, and \$18.95 for children

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October 7

Wreck-A-Palooza
Shipwreck discoveries across the Great Lakes
11:00AM-2:00PM
\$35 for members, \$40 for nonmembers; includes boxed lunch
National Museum of the Great Lakes
Toledo, OH
www.inlandseas.org

October 14

20th Annual Cortez Nautical Flea Market
8:00AM-2:00PM
Free admission
Florida Maritime Museum
Cortez, FL
www.floridamaritimemuseum.org

October 21

Haunted Booathouse and Harvest Festival
11:00AM-4:00PM
Free admission
The Center for Wooden Boats at Cama Beach
Camano Island, WA
www.cwb.org

November 11

Veteran's Day Music Festival
11:00AM
\$11 general admission for family and friends accompanying a veteran
Battleship Iowa
San Pedro, CA
www.pacificbattleship.com

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