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In This Issue

[All aboard for this year's virtual Ocean Liner Gala](#)

[Catch a glimpse of the USS Slater on the Hudson River this week](#)

[Court grants permission for company to cut into Titanic, recover telegraph](#)

[Submit your ballots and award nominations for the virtual annual meeting](#)

[Start spreading the news about SSHSA](#)

[Thousands of cruise workers still stranded by virus](#)

[Mayflower II returns home after three years of work](#)

[What's happening in ship history?](#)

[The summer issue of PowerShips has landed](#)

[What you're missing on social media](#)

All aboard for this year's virtual Ocean Liner Gala

The coronavirus has closed a lot of doors since it first came on the world scene late last year. But here at SSHSA we have been working long and hard to make sure the door doesn't close on Ocean Liner Gala V; in fact, we're kicking it wide open on November 7.

For the first time in its history, SSHSA's annual fundraiser is going to be available virtually to each and every one of our members. The night will be a celebration of some of the biggest names in transatlantic travel:

the *America*, the *Leviathan*, and "Big U" herself, the SS *United States*. But it will also be a chance for us to share some great news about the Ship History Center, our STEAMing Into The Future educational program, and the course that we are charting for the future.

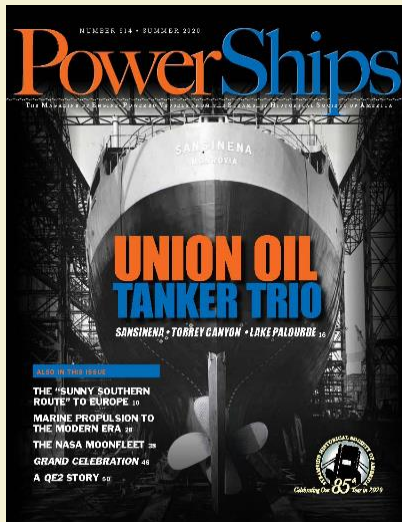


UNITED STATES LINES

Details are still being finalized, but stay tuned for more information on how to join us in November. Want to get in on the fun now? Sponsor a photo from our souvenir guide or leave a tribute in celebration of SSHSA's 85th anniversary year. The program is an annual collectors' item that will feature ships and memories of the United States Lines. This will be available digitally for every member and pages are already getting snapped up. [Click here to get your request in early to sponsor a page, submit a tribute or both!](#)

This is our single-biggest fundraiser of the year, and every little bit helps as we look to preserve the story of steam for the next generation. Thanks to everyone who has pitched in so far, and we look forward to seeing you on November 7.

Catch a glimpse of the USS Slater on the Hudson River this week



The Summer issue of *PowerShips* has landed

Issue #314 of *PowerShips* features Union Oil Tanker Trio: *Sansinena*, *Torrey Canyon* and *Lake Palourde*; The "Sunny Southern Route" To Europe; Marine Propulsion To The Modern Era; The Nasa Moonfleet; *Grand Celebration*; and A QE2 Story. Whether you're new to SSHSA or your membership has lapsed, it's not too late to come on board! Sign up or renew today by [clicking here](#) or calling our headquarters at (401) 463-3570. Don't miss out!

What you're missing on social media

If you don't follow us on social media, you may be missing out on a lot of exciting things going on at SSHSA. Click the icons and links below to check us out

The USS *Slater*, the last destroyer escort afloat in America, will be on the move this Friday, giving those who live near or along the Hudson River a chance to see the ship in action as she returns home from shipyard repairs.



The *Slater* is expected to leave Staten Island via tugboats around 10:30 a.m. on August 21. The trip to Albany is expected to take approximately 20 hours, but may be impacted by traffic on the river. Updates on its location will be posted on the [Slater's Facebook page](#) throughout the day. The Destroyer Escort Historical Museum recommends viewing the ship from one of the many waterfront parks along the Hudson or at Walkway Over the Hudson State Historic Park in Poughkeepsie, New York.

You can also track the USS *Slater*'s progress by following the tugs on www.marinetraffic.com. Names of tugs will be released on [Facebook](#) as the information becomes available.

Located in Downtown Albany at the intersection of Broadway and Quay Street, the ship is expected to reopen to the public by August 26. The hours will be Wednesday through Sunday from 10 a.m. to 4 p.m. through the end of November. More specific information, including guidelines pertaining to museums opening safely in the age of COVID-19, will be available on [Facebook](#) and at the USS *Slater*'s website at www.ussslater.org.

Photo: The USS *Slater* during World War II (wikipedia.org).

Court grants permission for company to cut into *Titanic*, recover telegraph

The United States District Court for the Eastern District of Virginia issued an order in May paving the way for R.M.S. Titanic Inc. to recover the wireless Marconi telegraph from inside the wreckage of the

on [Facebook](#), [Instagram](#), [Twitter](#), and [Tumblr](#) to stay up to date on all things #shiphistory.



Thousands of cruise workers still stranded by virus

While many of us have had a chance to adapt to the “new normal” brought about by the coronavirus pandemic, there’s one group out there that continues to live in an extended Twilight Zone episode. Months after the last cruise ship passenger made their way home, thousands of workers remain in U.S. waters with little hope of seeing dry land for the foreseeable future.

Recent Coast Guard estimates say that nearly 12,000 crew members remain on board 57 cruise ships moored, at anchor or underway in U.S. waters. That number is down from a peak of more than 70,000 in May. Some of them make up the minimum manning needed to maintain basic onboard operations while in port, but there are thousands that are simply waiting for a chance to get back to their home countries.

doomed ship. One of the first of its kind, the telegraph was instrumental in saving more than 705 passengers from the frigid Atlantic in April 1912.

The company says that this is a rare opportunity to rescue the device for future generations and is part of a strategic initiative to bring the history of the *Titanic*, its artifacts, and the science behind exploration to elementary, middle and high schools worldwide. It has already launched a program called *Titanic: The Virtual Experience* - which showcases more than 400 artifacts, full-scale room recreations and passenger profiles – and is working with national school districts to help bring the virtual exhibition to classrooms across the country. As part of the effort, students will be able to follow the group’s recovery of the device.



“We remain dedicated to sharing the legacy of the ship and her passengers with the public,” said Bretton Hunchak, President of R.M.S. Titanic Inc. “Without the recovery, conservation and display of these artifacts, the ability to experience first-hand additional significant historic artifacts would be limited to only an exclusive group, those who have the privilege and economic means to travel to the wreck site.”

But the ruling upset many in the maritime industry who believe that the wreck site is sacred ground and that it should not be disturbed.

“... [A] hard stop needs to be put in place to prevent [the salvage effort] from happening because the purported benefit of cutting open *Titanic* to recover the Marconi equipment is simply not worth the cost of the resource and is not in the public interest,” the National Oceanic and Atmospheric Administration wrote in a court filing.

The ruling specifically states that the company is permitted to “minimally” cut into the wreck to reach the telegraph room. Officials with R.M.S. Titanic Inc. say that they may be able to reach the telegraph room through an open skylight and not have to alter the ship in any other way. They also stated that they may abort the mission if they determine that the risk is too great.

According to a press release from R.M.S. Titanic Inc., the telegraph in question was reportedly out of service the day before the ship sank. Protocol said that the radio operators were supposed to leave the system alone until they reached port so the repairs could be made professionally. But the staff worked for hours to repair the device, finishing just hours before the ship hit the iceberg, giving them a chance to call for help after the accident.

The biggest problem is simply finding a way to get there. With most cruise lines waiting for normal operations to resume, there isn't an easy way to drop the workers off at their home ports. Similarly, closed borders and governmental travel restrictions have ruled out air travel in many instances.

In one case, crew members aboard the Bahamas Paradise Cruise Line ships filed a class action lawsuit claiming that they were being kept from their homes and families and losing out on wages and employment opportunities. In fact, the lawsuit claims that the workers were forced to sign a document saying that they were voluntarily staying onboard without pay. Those who refused, they said, were threatened that they would not be rehired.

Bahamas Paradise Cruise Lines said in a statement that they were working diligently to get everyone back home, and providing accommodations and food to those who were unable to return home because of strict coronavirus guidelines.

"While we understand the strain that these difficult times have placed on our crew, in particular those who have been unable to return home, we are confident in the approach we've taken to treating all team members with transparency and care," the statement said.

As of this writing, the United States Centers for Disease Control and Prevention has extended its no-sail order through September 30 of this year.

Photo: A rendering of how the Marconi wireless telegraph would have looked in 1912 (R.M.S. Titanic Inc.).

Submit your ballots and award nominations for the virtual Annual Meeting

The SSHSA Annual Meeting is a little more than a week away, but there's still time for your voice to be heard. Ballots for this year's slate of nominees for the Board of Directors will be accepted through next Tuesday, August 25. Eight candidates have agreed to run this year, and this is a great chance to help guide us as we steam into a new era for our organization.

[Download a ballot by clicking here](#), fill it out, and send it to us by email at info@sshhsa.org. You may also complete the ballot included with your Summer issue of PowerShips and send it to SSHSA Ship History Center, 2500 Post Road, Warwick, RI 02886.

Because of COVID-19, the meeting will be held virtually via the Zoom videoconferencing app on Saturday, August 29, at 10 a.m. Eastern Time. If you would like to register to attend online, please email info@sshhsa.org by Thursday, August 27, for instructions.

We are also still accepting nominations for the 2020 SSHSA Awards, which recognize vessels, individuals and organizations for their contributions to maritime history. Along with the coveted Ship of the Year Award, we are seeking candidates for the Jay Allen Award for Distinguished Editorial Service to SSHSA publications, the C. Bradford Mitchell Award for contributions to objectives and mission of SSHSA, the Samuel Ward Stanton Award for Lifetime Achievement, and the H. Graham Wood Award for Distinguished Service to SSHSA. Awards may also be given to honor additional heritage ships, longtime SSHSA members, and maritime leaders worthy of special recognition.

[Click here for the rules and a nomination form](#). All submissions are due next Wednesday, August 26.





Mayflower II returns home after three years of work

The *Mayflower II*, a full-scale reproduction of the tall ship that brought the Pilgrims to Plymouth in 1620, has finally returned to her berth at State Pier in Pilgrim Memorial State Park.

The ship, a gift from the United Kingdom for the United States' assistance in World War II, had been in Connecticut for three years undergoing \$11.2 million in renovations. She was originally supposed to make a tour of New England ports celebrating the 400th anniversary of the original *Mayflower* voyage, but those plans were scrapped – and the work delayed – because of the coronavirus pandemic. Instead, Plimoth Plantation streamed the

Photo: The 1907-built steam tugboat *Hercules*, SSHSA's 2016 Tugboat of the Year, at its pier in the San Francisco Maritime National Historical Park in San Francisco, California.

Start spreading the news about SSHSA

SSHSA has been out and about in the media lately, as we continue to spread the word about the organization and our plans for the future. On July 31, Executive Director Matthew Schulte was featured in an article in the Providence Business News about the potential of a local nonprofit alliance to help organizations amid the COVID-19 pandemic. We were the first group mentioned in the story, which also featured a great picture of Matthew and Archivist Astrid Drew in the Ship History Center. [Click here to read it now.](#)



Matthew also was a guest on Bob's No Wake Zone Boating Radio Show to talk about SSHSA's 85th anniversary and how people can get involved with the organization and our Full Ahead educational campaign. [Click here to listen to Part 1](#), and [click here to listen to Part 2](#).

Check them out and pass them along to anyone who might be interested in joining us!

Photo: SSHSA Executive Director Matthew Schulte, left, and Archivist Astrid Drew examine one of the steamship models at the Ship History Center in Warwick in February (Providence Business News).

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 21

Virtual Lecture: Confederate Pirates
12:00 to 12:30 PM
Free on YouTube
The Mariners' Museum and Park
Newport News, VA
www.marinersmuseum.org

August 23

Three Sisters Shipwreck Excursion with Kayaking Tutorial

trip with multiple cameras and vantage points.

And although the celebrations will have to wait, the public will have a chance to see the boat up close. Tours of the ship were scheduled to begin this week with new COVID-19 measures in place.

The ship debuted in 1957, with stabilization efforts beginning in 2014. Continuous restoration work began at the Mystic Seaport Museum in 2016, with shipwrights from the seaport museum and artisans from Plimoth Plantation engaged in the work. The ship's keel was saved, but nearly 75 percent of the vessel is new, according to Plimoth Plantation.

[Click here to see videos of the sailing on Facebook](#), and [click here to see some of the restoration work done at Mystic Seaport Museum](#).

Photo: The tugboat *Jaguar* escorts the *Mayflower II* out to sea for sea trials in Buzzards Bay in early August. (www.southcoasttoday.com).

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10:30 AM to 2:00 PM
\$65 per person (includes kayak rental)
Independence Seaport Museum
Philadelphia, PA
www.phillyseaport.org

August 29

SSHSA Virtual Annual Meeting

10:00 AM

Meeting will be available online only; email info@sshsa.org or call 401-463-3570 for more information

Ship History Center
Warwick, RI
www.sshsa.org

August 29 and 30

Woodcraft Weekend

10:00 AM to 4:00 PM

\$25.95 for adults; \$22.95 for seniors; \$19.95 for children age 13-17;
\$16.95 for children age 4-12

Mystic Seaport
Mystic, CT
www.mysticseaport.org

September 2

Full Moon Paddle

6:30 to 8:30 PM

\$20 without kayak rental; \$40 with kayak rental; 20 percent discount for members

Chesapeake Bay Maritime Museum
St. Michaels, MD
www.cbmm.org

September 12

Virtual Wooden Boat Festival

Various times; see website for details

Festival passes are available for \$20 individually or \$30 including "Race to Alaska" livestream

Northwest Maritime Center
Port Townsend, WA
www.virtualwbf.org

September 29

SS *United States*: Hallmark of Modern Design

6:00 PM

Free for members; \$5 for nonmembers

Connecticut River Museum
Essex, CT
www.ctrivermuseum.org

November 7

Ocean Liner Gala V

Event will take place online; email info@sshsa.org or call 401-463-3570 for more information
Ship History Center

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Bryan Lucier, Editor, *Ahoy!*

[Renew Your Membership Today](#)

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