



February 2021

VOLUME 13, NUMBER 1

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Partnership brings cutting-edge technology to Maine Maritime students

Maine Maritime Academy recently announced that it is joining forces with SailPlan, a maritime technology startup based in Reston, Virginia, to help develop and test a new ship-monitoring system intended for use on board autonomous vessels.

The school will equip its fleet, including the *Quickwater*, an autonomous 41-foot workboat, with SailPlan's intelligent navigation platform. SailPlan will provide real-time fleet location and health monitoring to MMA's Shore Control Center, resulting in unparalleled vessel telemetry being made available shoreside. SailPlan's cloud-based route exchange capability will reduce collision risks and optimize route efficiency.

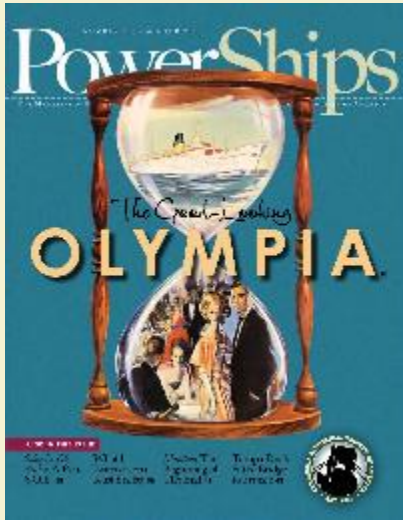


"This partnership is an example of our strategic focus on faculty research," said Dr. Keith Williamson, MMA's new Vice President for Academic Affairs. "It will impact the future of the industry we serve while bringing real-world experience into the classroom."

Sailplan's navigation platform increases safety by capturing and analyzing data around vessel traffic, weather, berth availability and geographic awareness to avoid congested waters and bypass potential collision scenarios to a far greater degree than possible with current technology.

"I am excited for our students and for MMA," said Jennifer Norwood, Assistant Professor of Marine Transportation. "We have the opportunity to help shape this new technology and put our students at the forefront of advanced navigation development in the maritime industry."

"The future of safe navigation rests on digital enablement and vessel connectivity. Our partnership will accelerate the adoption of these foundational safety-critical technologies that provide advanced collision avoidance, intelligent vessel routing, and increased insight shoreside," said SailPlan's CEO, Jacob Ruytenbeek. "MMA has been an incredible partner for SailPlan. We look



The Winter issue of *PowerShips* has landed

Issue #316 of *PowerShips* is on sale now, featuring the following stories:

- The Good-Looking *Olympia*
- *Schuyler Otis Bland: A Real S.O.B*
- What I Learned on a Rust Bucket
- *Manitou: The Beginning of The End*
- Tampa Dock & The Bridge to France

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

forward to seeing how this partnership impacts mariner safety and operator efficiency.”

Photo: The R/V *Quickwater*, a Coast Guard cutter-class workboat that was converted to a research vessel in 2014, will be equipped with new technology to test shoreside monitoring capabilities.

Restored paddle steamer seeks aid on eve of major milestone

A nonprofit group in Scotland is looking to get the world's last seagoing paddle steamer back on the water as she prepares to celebrate the 75th anniversary of her launching.

The *Waverley*, built for the London and North Eastern Railway in 1946, hopes to return to her regular summer service in 2021 after the last two years were derailed by critical boiler repairs and the COVID-19 pandemic. The ship is owned by the nonprofit Waverley Steam Navigation Co. Ltd., which says it needs to raise £350,000 for a scheduled dry docking in April, of which £220,000 has already been secured.



In the 1950s, tens of thousands of Scots left their homes to emigrate to the USA and Canada. In the years after the Second World War, poverty was rampant in Scotland, especially along the Clyde where the old industries of steel making, and ship building were struggling. The Glasgow area, in particular, sank into depression with little chance to find work. Canada offered hope.

The ship was built to replace the first *Waverley*, which was sunk while serving as a minesweeper at Dunkirk in 1940. Her job was to tender to the weekly service liners to Quebec and Montreal, boarding thousands of immigrants at Greenock's Princess Pier, as pipers played. Many of the Scots on board would never return to their homeland, instead starting a new life far, far away.

The *Waverley* was not the largest or most luxurious of the Clyde steamers, but saw regular service until the ships fell out of use in the 1970s. The last of the Clyde paddlers, she was gifted to the Paddle Steamer Preservation Society in 1975 for just £1. Since then, she has had a second career as a well-loved tourist attraction, carrying more than 6 million passengers to and from more than 60 ports around the United Kingdom.

To find out more about the history of this great ship, or to contribute to the cause, visit www.waverleyexcursions.co.uk or www.facebook.com/waverley.excursions

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



Mary operators file for bankruptcy

The COVID-19 pandemic has been unkind to many industries on the water; you only need to look at the number of ships on the beaches of Turkey and India to confirm that. But it's not just vessels actively plying the seas that are in danger.

The Singapore-based Eagle Hospitality Trust, operator of the *Queen Mary*, recently filed for bankruptcy protection and claimed more than \$500 million

Photo: The *PS Waverley* passes under the Erskine Bridge in Scotland on August 22, 2020. The pandemic-shortened season was her first on the water since being reboilered in 2019 (Waverley Steam Navigation Co. Ltd.).

Shipyard fire causes millions in damages to Great Lakes vessel

Officials say a fire on board a famed Great Lakes ship caused \$20 million in damages, putting the ship's 2021-22 shipping campaign in doubt.

The *Roger Blough* burned for several hours on Monday, February 1, after a fire broke out while the ship was in layup at the Fincantieri Shipyard in Sturgeon Bay, Wisconsin. According to a report from the Sturgeon Bay Fire Department, an estimated 1.4 million gallons of water were used to extinguish the blaze during the 10-hour operation. The fire burned one-third of the ship at the aft end, affecting the living quarters, kitchen and engine room. There is still no word on a cause.



This year would have been the *Roger Blough*'s 50th year in service, but officials are mum about what the fire means for her immediate future. Fincantieri Marine Group spokesman Eric Dent told the Duluth News Tribune that it was premature to speculate on the ship's "future operational availability."

The ship is well-known throughout the Great Lakes region as one of the vessels that helped search for survivors of the *Edmund Fitzgerald* sinking in 1975, and crew members recovered an empty life raft from the ill-fated ship the following morning. The Feb. 1 fire is also not the only one to befall the *Roger Blough*, as an engine room blaze killed four people and heavily damaged the ship in 1971 before it was even launched.

The 858-foot-long self-unloading bulk carrier is operated by Key Lakes Inc. and is named after the former chairman of U.S. Steel. Under normal conditions, she is usually seen traveling through the Soo Locks and along the St. Lawrence Seaway.

[Click here to read the full report courtesy of UpNorthLive.](#)

Photo: The *Roger Blough*, shown at the Fraser shipyard in Superior on September 20, 2007 (Dick Wicklund photo, *PowerShips* #273).

in debt. This comes on the heels of the company defaulting on a \$341 million loan from Bank of America in 2019.

In addition to the *Queen Mary*, which has called California home since 1967, the group owns 26 other hotels. It has a 66-year lease to operate the ship and develop 65 acres around it. According to the Los Angeles times, the company was hoping to develop a \$250 million project dubbed Queen Mary Island that would create a waterfront entertainment complex, with proceeds funding upkeep on the historic ship. Compounding the issue is the fact that maintenance on the *Queen Mary* is partially funded by port charges assessed on Carnival Cruise Line ships that share the harbor. That revenue has completely dried up as U.S.-based ships remain dormant.

The hill that Eagle Hospitality Trust has to climb is a steep one. A 2017 study found that it will need nearly \$300 million to keep parts of the ship from flooding.

Officials with the City of Long Beach, which owns the ship, are mum so far on what the filing means for the future of the *Queen Mary*. The City Council is expected to take up the issue sometime this month, but said that it would seek another group to operate the ship if Eagle Hospitality Trust bows out.

Photo: SSHSA Archives

Cruise lines try to find compromise

Feds seek identities of soldiers killed on board 'hell ship'

An agency within the Department of Defense is taking steps to give closure to families of servicemen who perished aboard one of the so-called Japanese “hell ships” during World War II.

The Washington Post reports that Defense POW/MIA Accounting Agency (DPAA), based in Crystal City, Va., is seeking permission to exhume the graves of about 500 individuals buried at National Memorial Cemetery of the Pacific. The group, which works to account for the missing and unidentified from past wars, intends to use the latest technology to try and identify the remains. In some cases, that may mean just a bone or two.



Historians say that 134 Japanese hell ships carried an estimated 126,000 Allied prisoners throughout the war. The captives were kept deep within the holds of the ship and denied adequate food and water. These vessels were often a mix of prisoners of war and Japanese troops and supplies, making them targets for friendly Allied fire. Those that did not die from the journey – or at the hands of the guards – were transported to internment camps throughout Japan.

The servicemen buried in Hawaii are believed to have been on one of these ships, the *Enoura Maru*, when it was attacked on Jan. 9, 1945. Hundreds were killed, and were buried on a beach in southern Taiwan. Those remains were exhumed in May of 1946, but only five could be identified by their dog tags. The rest were divided into caskets and reinterred in Honolulu.

The project is expected to take up to five years to complete. [Click here to read the full story over at washingtonpost.com.](https://www.washingtonpost.com/archive/local/2018/05/01/defense-agency-seeks-permission-to-exhume-wwii-soldiers-buried-in-hawaii/2018/05/01/)

Photo: The *Enoura Maru* was sunk off the coast of Taiwan in 1945 while carrying hundreds of American servicemen. One of the so-called Japanese 'hell ships,' it was known for the inhumane treatment given to the prisoners of war on board (www.powtaiwan.org).

Limited number of U.S. Lines commemorative programs now available

We have a special treat for all of the United States Lines fans out there! We have a handful of printed Ocean Liner Gala V program booklets for sale for just \$10

to Canadian port ban

Representatives with Royal Caribbean are asking its customers for patience as it tries to work out an agreement that will allow cruises to Alaska to resume despite an order from Transport Canada that bans all cruise ship activity in that country until at least 2022.

Even though the Centers For Disease Control and Prevention allowed its no-sail order to end in October, cruise lines have voluntarily kept their ships in port as they make preparations to prevent the spread of COVID-19 on board their respective ships. This is being done with the hope that regular runs may be able to begin sometime around the middle of the year, depending on things like infection rates and vaccine rollout.

But because of the complexities of U.S. maritime law, Canada is a crucial cog in West Coast cruising. Foreign-flagged vessels are not allowed to stop at two American cities in a row, and most cruise vessels are registered that way for tax purposes. A stop in British Columbia is normally needed for ships going from Seattle to Alaska.

The Canadian ban would seem to be the end of the 2021 Alaska cruise season, but Royal Caribbean is telling passengers with tickets from May forward not to give up hope yet. Reports say that the company is working with both governments and the Cruise Line International Association to come up with a way to safely meet the requirements of U.S. law and the concerns of Canadian health

plus shipping. The guide includes 32 pages featuring legendary liners ranging from the *Leviathan* to the “Big U” herself, the SS *United States*. [Click here to take a look inside.](#)

There was a very small number of these programs produced, and we have fewer than 10 available. Once they are gone, they are gone forever. Email blucier@sshsa.org to secure yours now!

The Ocean Liner Gala is our single-biggest event of the year, and a critical source of funds as we move forward with innovative new programs online and here at headquarters in our newly acquired building. This is the start of a new chapter for the organization, and we thank each and every one of you out there who sponsored a photo. Every dollar raised helps bring us closer to sharing the ingenuity and innovation of the sail-to-steam era to the next generation.

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.

February 19

Virtual Civil War Lecture: African American Medal of Honor Recipients

12:00 to 1:00 PM

Free – [Click here to register](#)

Mariners' Museum and Park

Newport News, VA

www.marinersmuseum.org

February 20

Estuary Habitats at Maine Maritime Museum

10:00 to 11:30 AM

\$4 for member adults and \$8 for member children; \$5 for nonmember adults and \$10 for nonmember children

Space is limited to 16 participants – [Click here to sign up](#)

Maine Maritime Museum

Bath, ME

www.mainemaritimemuseum.org

February 24

Virtual Spring Lecture Series: “Ladies of the Lights: Michigan Women in the U.S. Lighthouse Service”

7:00 to 8:30 PM

Free – [Click here to register](#)

National Museum of the Great Lakes

Toledo, OH

www.nmgl.org



officials. Royal Caribbean has three ships – *Ovation of the Seas*, *Radiance of the Seas* and *Serenade of the Seas* – that have Alaska itineraries this year.

As a measure of good faith, it is making final payments due just 45 days prior to sailing. This is more than a month later than normal, giving customers a chance to see how things work out. Those who do not want to wait can rebook or get a refund or future cruise credit.

The ability to work out a deal affects more than just passengers. According to CLIA, the cruise industry in this area comprises 29,000 jobs and generates more than \$4 billion in economic activity in Canada alone.

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February 26

"In the Eye of the Storm" with CAPT Albert Schoonderbeek of Holland America Line
6:00 to 7:30 PM
Free
World Ship Society - Port of New York Branch
www.worldshipny.com

February 26

Annual Samuel Lee Gravely Jr. Celebration
12:00 to 1:00 PM
[Click here for event information](#)
Battleship Iowa
Los Angeles, CA
www.pacificbattleship.com

March 2

Virtual presentation: "Behind the Lens on Vancouver's Past: Walter Frost's Holland America Line (1920-1975)"
7:00 PM
\$5 for general admission and free for members of the Vancouver Maritime Museum; [Click here to sign up](#)
Vancouver Maritime Museum
Vancouver, BC
www.vanmaritime.com



Ahoy! is the quarterly electronic newsletter for those interested in maritime history. It is produced in February, May, August, and November and distributed by Steamship Historical Society of America to friends, members and any other individuals interested in maritime heritage.
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