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### See Photos, Stories, and More on Social Media

Click on the logos below to access our social media websites. These websites are updated daily, and share history, current events, and information on what's happening in SSHSA's new headquarters.

## *Titanic* dinner raises \$40k for maritime history

SSHSA would like to extend a well-deserved thank you to all of the guests, donors, volunteers and supporters who joined us for the Ocean Liner Dinner on April 8.

A tribute to the *Titanic*, the second annual dinner nearly doubled the attendance from last year and raised \$40,000 to help support the development of our online education program, "Steaming into the Future."

The event featured a meal recreated from an authentic *Titanic* menu and a presentation from Bill "Mr. Ocean Liner" Miller, who recalled the heyday of transatlantic steamship travel. Miller was also presented with SSHSA's Samuel Ward Stanton Award for his ongoing work in the field of maritime history.

In addition to the education program, proceeds from the event will support our efforts to expand offerings at the Ship History Center in Warwick. The impressive archive – which comprises hundreds of thousands of images, artifacts, periodicals, artwork, official records and memorabilia – is available for tours and research by appointment.

Couldn't attend the dinner? [Click here for a photo album from the dinner](#), and make plans to be with us for next year's celebration when we toast the *Normandie* and her brief and brilliant career. Mark your calendars for April 7, 2018, and keep an eye out for more details in the next couple of months.

(Photo: Above, a *Titanic* ice sculpture greeted guests as they entered. Below, SSHSA President Mary Payne (right) presents the Samuel Ward Stanton Award to Bill Miller.)

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.

## Supporters hope legislation will return *Delta Queen* to service

Shelved for nearly 10 years now, the *Delta Queen* may find new life in the form of a bill making its way through the U.S. House of Representatives.

If passed, HR 619 would allow the ship to operate under a special congressional exemption to the 1966 Safety of Life at Sea Law, which prohibits any vessel carrying more than 50 passengers from operating out of a United States port if that boat is primarily built of wood.

The 88-room *Delta Queen* worked the rivers of Ohio and Mississippi under a waiver for decades until 2008, when the exemption expired. Since then, it has been retired to Chattanooga, Tenn., where it operated as a floating hotel until 2014.

U.S. Representative Bill Johnson of Ohio told the Parkersburg News and Sentinel in West Virginia that he thought the legislation was close to a vote. As part of the waiver, the owners would be required to replace boat's wooden decking over a period of several years.

"I am hopeful we will see the *Delta Queen* on the water again soon. After years of attempts, I believe it is going to happen," Johnson said. "The *Delta Queen* is part of American history, and restoring it to operational status will create jobs and spur tourism and economic growth."

SSHSA's Ship of the Year in 1998, the *Delta Queen* is a reminder of the nation's great steamboat heritage. She was launched on the Sacramento River as one of two steamers commissioned by the California Transportation Company, offering luxury overnight travel between Sacramento and San Francisco. Along with her twin, the *Delta King*, she was constructed in America with the finest woods available. Plates for their steel hulls were fabricated in Scotland and shipped to California for assembly.

She would ply the Sacramento River until 1940, when she was drafted into service for World War II. Following her tour, she was purchased by

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

## The spring issue of *PowerShips* has landed!

Issue #301 of *PowerShips* features articles on the *Ile de France*, the *Queen Mary 2*, Sun Shipbuilding, the *Rotterdam*, and much more. 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!

## Merchant Mariners get new memorial in Wilmington, N.C.

Cincinnati's Greene Line Steamers and found a new home on America's inland rivers. In addition to carrying happy passengers, the *Delta Queen* has also hosted Presidents Harry Truman and Jimmy Carter, as well as Britain's Princess Margaret.

(Photo: *Delta Queen*, SSHSA Braun Brothers Collection)

## 'Big ship era' begins as U.S. ports continue preparations

The largest cargo ship ever to traverse the expanded Panama Canal made its way to the East Coast this month, ushering in the "big ship era" for many of our nation's ports.

The 1,200-foot-long *Cosco Development* is big enough to stack the Statue of Liberty, the Washington Monument and Big Ben end to end on its deck, and enough capacity to hold more than 13,000 containers. Its initial U.S. tour included stops in Virginia, Georgia and South Carolina before turning toward Hong Kong with more than 11,000 containers on board.

While this is something that has been expected ever since work began on the expanded Panama Canal – finished last June – the reality is that many of America's ports will struggle to accommodate ships of this size and bigger (there are already talks of a ship with an 18,000-container capacity) without significant infrastructure upgrades.

[According to the Associated Press](#), there are only four ports that have the depth to handle the *Development* at low tide. There are 15 locations on the East Coast and in the Gulf of Mexico seeking \$4.6 billion authorized by Congress to make room for bigger ships. But only two have dredging projects underway or starting soon, with three more in the permit process. Until things change, the rest must request lighter loads or wait for high tides before bringing the so-called Neopanamax ships in.

"We are adding capacity now so we can handle the cargo that will be coming to us on these vessels," said John F. Reinhart, CEO and executive director of the Virginia Port Authority. "The big ships are here – more are on the way – and they are carrying significant amounts of containers. In order to be sustainable and competitive for decades to come, we must be ready to accommodate that volume at our inland and water-side facilities."

The City of Wilmington, North Carolina, will celebrate this year's National Maritime Day by recognizing those who have faithfully served our country in times of war and peace, hauling cargo to every corner of the world.

On Monday, May 22, the city will unveil a new memorial to the United States Merchant Marine and American Merchant Mariners, the first monument to merchant seamen in the Port of Wilmington. It was commissioned by a local group that included SSHSA member CAPT Henry N. Helgesen, a retired Coast Guard member.

Weighing 5,780 pounds and standing at 9 feet tall, it took several years for the memorial to become a reality. The City of Wilmington donated land next to a set of monuments erected for military members along the Cape Fear River, an area known locally as Veterans Memorial, and supporters started the Merchant Marine Monument Fund to raise the necessary money. The public is invited to attend the unveiling, which will take place at 11 a.m. at Riverfront Park.

## Norwegian driving home a new cruise adventure

The can-you-top-this environment the cruise industry has prompted one

Although the *Development* is already on her way to China, the next Neopanamax ship isn't far behind for the East Coast. The 1,080-foot-long *Cape Tainaro* is expected in South Carolina on Saturday.

(Photo: *Cosco Development*, [www.portofvirginia.com](http://www.portofvirginia.com))

## FDR's yacht back on the water for National Maritime Day

With National Maritime Day right around the corner on Monday, it only seems fitting to note that the *Potomac*, which served as the presidential yacht for Franklin D. Roosevelt from 1936-1945, recently finished a maintenance drydocking at Bay Ship and Yacht in Alameda, California. Later purchased by Elvis Presley, the yacht is now owned by the Potomac Association and used for special events, weddings and educational tours.

Repairs to the ship, once known as the "floating White House," included painting, valve preservation and repair, mechanical propulsion and steering system maintenance, and structural steel repairs on the tanks and hatches. It was built at Manitowac Shipbuilding Co. in Wisconsin in 1934, starting out as the Coast Guard cutter *Electra*.

Roosevelt was the assistant secretary of the navy from 1913-20 under Woodrow Wilson and a well-known advocate for seafarers. Among his many accomplishments as president, he signed a joint resolution of Congress in 1933 establishing May 22 as National Maritime Day, recognizing the first transatlantic steamship crossing by the *Savannah* in 1819. Celebrations have evolved over the years, and today the day is largely known for paying special tribute to the sacrifices of the merchant marine and to the benefits that the maritime industry provides the country.

Many of you may also be unaware that Roosevelt was an honorary member of SSHSA, accepting the designation in March 1945, less than a month before he died. [Click here to read the letter](#) he wrote to Mr. L. McCormick-Goodhart of Washington, D.C., who spearheaded the effort to bring him on board.

(Photo: *Potomac*, [www.businesswire.com](http://www.businesswire.com))

## SSHSA volunteers launch buy-a-brick program

company to trade in the ship's wheel for a steering wheel. Norwegian, in partnership with Scuderia Ferrari Watches, has installed a two-level Ferrari-branded competitive racetrack on the deck of its newest vessel, the *Norwegian Joy*.

The track, which the company purports to be the first-ever at sea, will support up to 10 guests racing at one time. The electric go-carts will top out at 35-40 mph and souvenir photos will be available at the finish line. For those who don't feel the need for speed, the ship will also feature the Galaxy Lounge, which features immersive virtual reality experiences, simulator rides and interactive video walls.

The *Norwegian Joy* is set to debut this summer and is the first contemporary cruise ship custom built for the Chinese market. The ship will provide a Mandarin-speaking crew, authentic Chinese cuisine and culturally inspired onboard experiences. At 1,094 feet long and 3,850 passengers, the ship will join the Miami-based *Norwegian Escape* as the largest ships in the company's 15-ship fleet.

Built at Meyer Werft shipyard in Papenburg, Germany, Norwegian President and CEO Frank Del Rio told the Orlando Sentinel that providing a unique passenger experience was first and foremost in the company's plans.

"Even it was the best 'I wish I could have this on board.' So we're always looking for true differentiation," he said. "We think the Galaxy Pavilion is one, only race track on board is another. I want to see somebody beat that."

(Photo: Norwegian Cruise Line)

Looking for a way to leave your mark on the world and support SSHSA? Board member Odd Brevik and volunteer Ed Spinney are spearheading a memorial brick program that will accomplish both.

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 82 years. Join us and help make sure this impressive archive is around for generations to come.

**Purchasing an inscribed brick is a timeless way to honor a ship, friend, family member or crewmate, past or present.** Standard 4-by-8 inch bricks are \$95, and a large 8-by-8 inch brick is \$175, with logos \$30 extra. Dozens of symbols are available, including all branches of the U.S. military anchors, atoms, boats (square rigger and yacht), fleur-de-lis, lighthouse, maple leaf, merchant marine, oars, ribbons (cancer awareness), SSHSA burgee and more.

By purchasing a brick, you are establishing your legacy at SSHSA and supporting the future of the organization. Proceeds will help sustain operations and grow membership. [Click here to download the application!](#)

(Photos: Ed Spinney (above) and Odd Brevik show off the first two bricks sold under the new memorial brick program.)

## Eight Bells: Charles "Chuck" Rochon

We are sad to report that Chuck Rochon - a longtime member who served many roles on both the local and national level - died on Friday, May 5. He took over as secretary in 1960 after the death of cofounder Edwin A. Patt, and even housed some of the collection while we were



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still searching for a permanent home. He also was an active leader with the Southern New England Chapter, and in later years used his model making expertise to help repair some of the works in our collection.

As a tribute to Chuck, below is excerpt from Steamboat Bill issue #263 (Fall 2007), in which he received the H. Graham Wood Award for his dedication and service to the Steamship Historical Society of America. [Click here](#) if you would also like to view the full obituary and sign the online guestbook.

### H. Graham Wood Award - 2007

This award was given to Chuck Rochon in recognition of his service to SSHSA. The passing of Edwin A. Patt in 1960, cofounder and secretary of SSHSA since 1947, left a huge void that needed to be filled. Not only was there a need for a volunteer secretary, since SSHSA did not yet have paid employees, there was also the need for a place to store materials and collections which had until then been kept in Mr. Patt's home that had served as SSHSA headquarters. Mr. Rochon had been assisting Mr. Patt in his secretarial duties for some time, and gladly stepped in along with his wife, Murielle, to assume the various duties. This was convenient since the Rochons already lived in Rhode Island, near Mr. Patt's home. Mr. Rochon successfully filled this post until SSHSA moved to Staten Island, New York, in 1962.

In 1962, Mr. Rochon was elected a national director, a position in which he served until 1968. He was Regional Vice President from 1971 to 1980 and was also was the Society's national membership chairman. He served as chairman of the Southern New England Chapter in the 1970s, and was also at one point Program Chairman for fifteen years, and Chapter Secretary from 1975-1979. Additionally, he also has built thirteen models of Narragansett Bay steamers.

In his professional life, Mr. Rochon was Tester Special and later Foreman for Narragansett Electric Company, from which he retired in 1990 after 43 years.

## 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.*

### May 21

SS Columbia Project: Cocktails and Oysters  
6:00PM-8:45PM  
\$100 per person  
Grand Banks oyster bar  
New York, NY  
[www.sscolumbia.org](http://www.sscolumbia.org)

**May 22**

National Maritime Day Celebration  
10:00AM-12:00PM  
U.S. Department of Transportation  
Washington, D.C.  
[www.marad.dot.gov](http://www.marad.dot.gov)

**June 13**

Lecture: From Orange to Singapore - A shipyard builds a legacy  
7:00PM-8:00PM  
\$5 for adults, free for members, active military, veterans and children  
Registration required  
Houston Maritime Museum  
Houston, TX  
[www.houstonmaritime.org](http://www.houstonmaritime.org)

**June 10**

Memorial service for victims of the 1904 *General Slocum* fire  
10:00AM  
General Slocum Monument at All Faiths Cemetery  
Middle Village, NY  
[allfaiths@nyc.rr.com](mailto:allfaiths@nyc.rr.com)

**June 17-18**

Father's Day Sail aboard the *Californian* or *San Salvador*  
10:00AM-3:00PM  
\$49-\$99  
Maritime Museum of San Diego  
San Diego, CA  
[www.sdmaritime.org](http://www.sdmaritime.org)

**July 7-9**

Third annual Subfest  
Various times and events; see website for details  
\$15 for adults, \$12 for seniors and veterans, \$8 for children 4-12, free for children age 3 and younger  
Wisconsin Maritime Museum  
Manitowoc, WI  
[www.wisconsinmaritime.org](http://www.wisconsinmaritime.org)

**June 17, July 15, August 19, September 16**

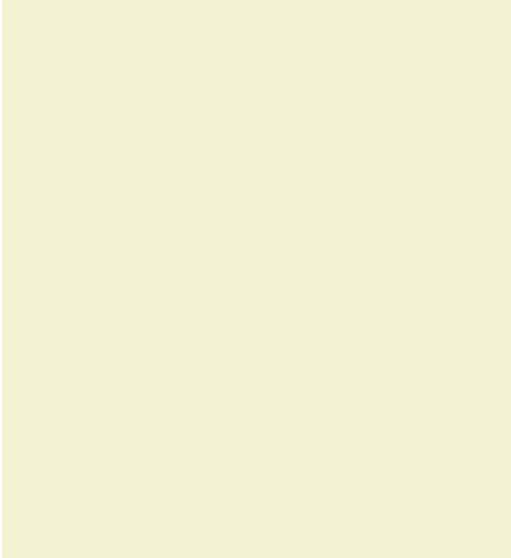
Cruise aboard the steamer *Portland*  
8:30AM-2:00PM  
\$75 for adults, \$35 for children age 10-17  
Oregon Maritime Museum  
Portland, OR  
[www.oregonmaritimemuseum.org](http://www.oregonmaritimemuseum.org)

**July 22-23**

Antique & Classic Boat Rendezvous  
Saturday 9:00AM-5:00PM  
Sunday 9:00AM-12:30PM; Downriver Parade begins at 12:30PM  
\$28.95 for adults, \$26.95 for seniors, \$18.95 for children age 4-14, free for children age 3 and younger  
Mystic Seaport  
Mystic, CT  
[www.mysticseaport.org](http://www.mysticseaport.org)

**August 3**

Community Ecology Cruise



1:00PM-2:30PM  
\$15 for members; \$20 for nonmembers  
Chesapeake Bay Maritime Museum  
St. Michaels, MD  
[www.cbmm.org](http://www.cbmm.org)

*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.  
Bryan Lucier, Editor, *Ahoy!*

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