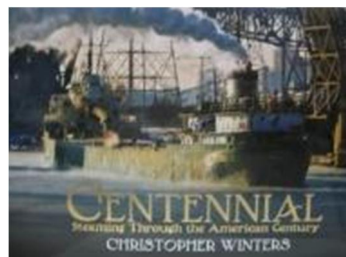


2010 Award Winners

(Information and photos published in *PowerShips* issue #275 and #276 and *Steamboat Bill* issue #245)

C. Bradford Mitchell Award-2010

This award was given to **Christopher Winters** in recognition of his publication *Centennial: Steaming Through the American Century*. This full color book documents and chronicles the history of the freighter *St. Mary's Challenger*. In April 2006, *St. Mary's Challenger* became the first Great Lakes ship to reach 100 years of age and still in operational service. Mr. Winters, a marine photographer, spent five seasons capturing this vessel for the book. Thanks to him, the future of maritime history will always have a record of this historic vessel.



SSHSA photo.

H. Graham Wood Award-2010

This award was given to **Francis J. Duffy** in recognition of his contributions and work with SSHSA, with strong emphasis on recording and preserving the legacy of ships, New York shipping and the United States Merchant Marine.

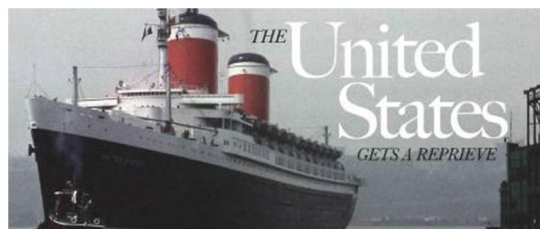
Mr. Duffy, who grew up in New York, is a professional writer and photographer specializing in the maritime industry. He was a special correspondent for the publication *The National Fisherman* and from 1984 to 1993 he served as director of public relations for Moran Towing & Transportation Company, where he was also editor of Moran's *Tow Line* magazine. Mr. Duffy is also a principal in Granard Associates, a firm serving the maritime industry. With William H. Miller, Mr. Duffy co-authored *The New York Harbor Book*. Various articles and photographs by him have appeared in *The New York Times*, *Journal of Commerce*, *Long Island Newsday*, *Cruise Travel*, *U.S. Coast Guard Magazine*, *Battery Park Broadsheet*, *Staten Island Advance* and many others. He is also one of the founders of the Maritime Industry Museum at SUNY Maritime College, Fort Schuyler, New York and is currently its executive vice-president. Mr. Duffy is also a founding member of the Society's Long Island Chapter and has been *Steamboat Bill's* New York editor since 1982, retiring with the Fall 2010 issue of *PowerShips*. Additionally, he has also been vice chairman of the World Ship Society's Port of New York Branch and is active in numerous other maritime organizations. Mr. Duffy's commitment and passion to maritime affairs and history have indeed helped to advance the mission of SSHSA.



Photo published in *Steamboat Bill* issue

Ship of the Year Award-2010

The first Ship of the Year award was given to the ***S.S. United States***, in recognition of her significance as the flagship of the American Merchant Marine from 1952 to 1969, and also for ongoing efforts to showcase and preserve the extraordinary design and engineering that made her the fastest and yet safest ocean liner built to



United States sailing from New York assisted by Moran tugs, March 1960.—Braun Bros. Collection.

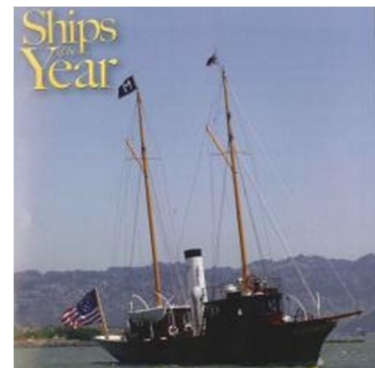
date. She was built in the years 1950-1952 by the Newport News Shipbuilding and Dry Dock Company, and was constructed according to the U.S. Navy specifications. The *United States* entered service with a top speed of 38 knots. Her maiden voyage took place in July 1952, during which she broke both east and westbound transatlantic speed records, records that have yet to be broken by any other commercial vessel. Withdrawn from service and laid-up in 1969, her future was, for a time, uncertain. Over the past 40 years, many attempts had been made to secure a future for the *United States*. She had been berthed in Philadelphia since 1996, and under a steady threat of scrapping. However, recently a \$6 million gift was given with the intent of preserving the *United States* for years to come. This award recognizes her historical significance, but also the hard work and dedication of her supporters and fans, which have helped give the *United States* a more positive outlook.

Ship of the Year Award-2010

The second Ship of the Year award was given to the steam yacht ***Cangarda*** in recognition of her significance as a rare example of an operational American steam yacht, as well as to honor the perseverance and vision required to complete a historically accurate restoration of the 100 year old vessel.

Cangarda had a very successful career, like the *United States*, and also spent considerable time in disrepair. She was built in 1901 at the Pusey and Jones Shipyard in Wilmington, Delaware, after which she had a very successful private career through World War II. During the war she was a Royal Canadian Navy training ship. After the war ended, she spent much time on the Great Lakes, and was then sold to owners from New England.

There, her steam engine and various fittings were removed for the purpose of restoration, a project that fell to the wayside and almost ended with her ultimate demise after she capsized at a pier in Boston in 1999. Her hull had been successfully raised but was determined to be beyond repair. Her owners then used advanced 3-D laser technology to scan the hull and produce a digital blueprint of her original lines, which were used to create a new welded steel hull. This new hull was launched in 2007, and between 2007 and 2010 her restored steam plan, original deckhouse and interior joinery, among other original fittings, were installed. *Cangarda's* rebirth is a true testament to the dedication and perseverance of her owners to keep maritime history alive for the coming generations. This is a sure example of what the mission of SSHSA strives for.



The restored *Cangarda* under way.—Bob McNeil collection.

Samuel Ward Stanton Award-2010

This award was given to Frank P. Manwell in recognition of his long and productive association with SSHSA, which includes his significant contributions to recording and preserving the legacy of the United States Merchant Marine, emphasizing the shipping and maritime activities of the Southeast and Gulf coasts. At the age of 15, Mr. Manwell began working in the deck department aboard B.B. Wills' *Nantasket*, which operated between Boston and Nantasket. Later, he worked on Wills' *Holiday* and the Wilson Line's *Boston Belle* on the Boston-Provincetown route. Mr. Manwell also served on the Woods Hole Oceanographic



Photo published in *Steamboat Bill* issue #245.

Institute's research vessel *Bear*. Later he was a journalist in the Navy on the battleship *New Jersey* and he also attended the U.S. Navy School of Journalism and the College of Advanced Traffic. Mr. Manwell's particular maritime interests are cruise ships and excursion vessels. He has been a member of SSHSA since 1958, and has been the editor of the Southeast and Gulf Ports since the Spring of 1960. This alone makes him a very deserving recipient of the Samuel Ward Stanton Award for Lifetime Achievement.

2009 Award Winners

(Information and photos published in *PowerShips* issue #273, Summer 2010)

International Art & Photo Contest-2009



GRAND PRIZE WINNER

"Queen Elizabeth 2-Final Home Port Departure," Southampton, 2009 **by Harley Crossley, United Kingdom**

International 2009 Art & Photo Contest



SECOND PLACE WINNER

"Tandem Crossing - *Queen Elizabeth 2*," October 2008 by **Eric Peer, Greenbrook, NJ**

THIRD PLACE WINNER

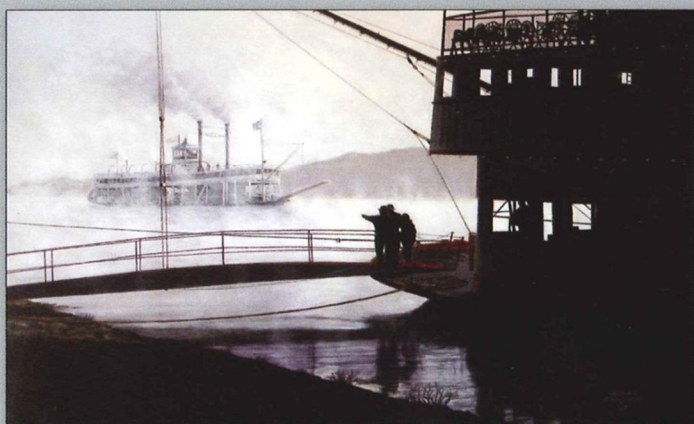
"*Queen Mary* at Dawn,"
June 2006 by **John Hamma, LaMesa, CA**





FOURTH PLACE WINNER

"MS Marathon" June 2006 2008
by Fred Boom, Netherlands



FIFTH PLACE WINNER

"Time Traveler-The Idlewild and The Belle"
by John Fryant, Maineville, OH

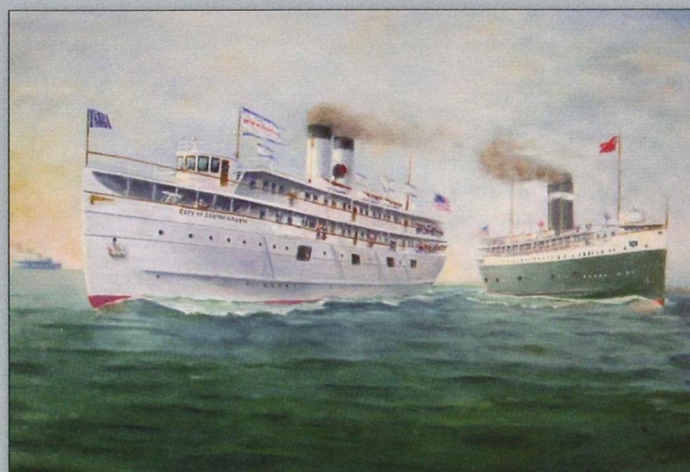
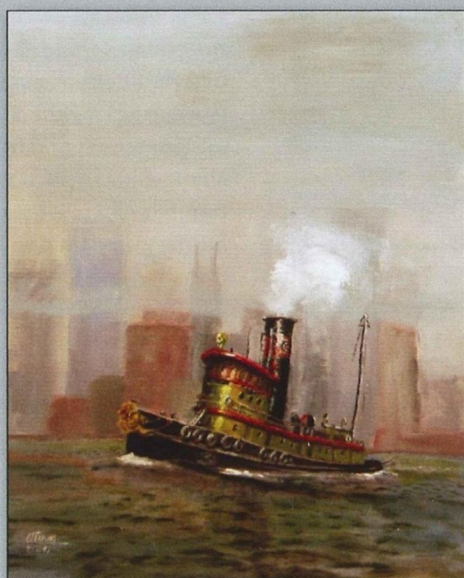


SIXTH PLACE WINNER

"Return to New York"
by Robert C. Semler, Bradenton, FL

SEVENTH PLACE WINNER

"NYC Tug"
by Chris
Jenkins, Vedra
Beach, FL



EIGHTH PLACE WINNER

"Lake Michigan Steamboat Race" (*City of South Haven & Eastland*) by Charlie Bieser, Palm Beach Gardens, FL

C. Bradford Mitchell Award-2009

This award was given to **Dr. William H. Flayhart III**, which recognizes his research, writing and publication of the book *The American Line 1871-1902*. This 35 year project included piecing together history of the line by looking into well-kept records and extensive research, creating a seamless history out of its complicated past. The American Line was a transatlantic steamship service traveling from Philadelphia and New York to European ports. It was one of the leading companies on the Atlantic during the 1890s, and was affiliated with the Pennsylvania Railroad, the Red Star Line to Belgium and the British Inman Line. In 1902, the American Line became a part of the International Mercantile Marine. Dr. Flayhart's detailed notes and documentation will prove to be a great resource for scholars that follow.



■ William H. Flayhart III is presented with the C. Bradford Mitchell Award from SSHSA Vice President Mary Payne at a meeting of the Delaware Valley Chapter. — Steve Loveless photo.

Dr. Flayhart, a longtime member of the SSHSA and a former board member, was also a co-founder of *Steamboat Bill*, with the first issue published in 1940. He is a retired Professor of History from the Delaware State University, and has written several other books for the maritime field. However, *The American Line 1871-1902* is a significant contribution to the mission of SSHSA, “to record, preserve and disseminate the history of engine-powered vessels.”

H. Graham Wood Award-2009

This award was given to **Edward J. Ryan** of Mystic, Connecticut, for his distinguished service to SSHSA. He served in numerous roles for the Society over the years, including a position on the Board of Directors (1985-1995). He is a member of the Southern New England Chapter where he acted as recording secretary. Most importantly, Mr. Ryan served as Meetings Chairman, in which he organized three national meetings per year in the United States and Canada, with attendance over 100 people and sometimes over 200. As Meetings Chairman he was responsible for overseeing hotels, meals, boat trips, and transportation. In situations where local members could not handle the numerous responsibilities, Mr. Ryan took over and organized the entire meeting. In total, Mr. Ryan oversaw 29 national meetings, with the ultimate responsibility and need for troubleshooting if problems arose.



Edward J. Ryan receiving the H. Graham Wood Award from Barry W. Eager of the SSHSA Awards Committee at a meeting of the Southern New England Chapter—Jasper Coffman photo.

Mr. Ryan also served as a longtime member of the Mystic Volunteer Fire and Ambulance Company, of which he served as President for a period of time. His contributions to SSHSA as Meetings Chairman and other roles are the things that the Society relies on for success.

Ship of the Year Award-2009

The 2009 Ship of the Year Award was given to the **SS *Jeremiah O'Brien***. This annual award is given to a historic vessel that exemplifies and portrays the history of engine-powered vessels for people today. The survival of these vessels is dependent on dedicated organizations such as private businesses, government agencies or non-profit groups, which work to maintain and operate them.



*SS Jeremiah O'Brien under way on
November 3, 1943—SSHS.A Collection*

The *SS Jeremiah O'Brien* was built in 1943 and was one of the 2,751 Liberty Ships constructed during World War II. Liberty Ships are the largest class of vessels ever built, and during WWII several new shipyards were established for this purpose, since many existing shipyards and engine builders were busy with other military contracts. Shops around the country built engines for the vessels, even those who had never built marine engines before. The *O'Brien* was operated by merchant marines and the U.S. Navy Armed Guard. At the end of the war, she was laid up until the National Liberty Ship Memorial brought her back into operating condition. In 2004, on the 50th Anniversary of D-Day, she sailed to Normandy representing the merchant marine. Today, she and her crew provide day cruises and educational programs, bringing alive the Liberty story for continuing generations.

2008 Awards Winners

(Information and photos published in *Steamboat Bill* issue #267, Fall 2008)

C. Bradford Mitchell Award-2008

This award was given to the **SS *United States* Conservancy** led by Susan Gibbs, the granddaughter of the *United States*' designer William Francis Gibbs. The *United States* sailed her first voyage in 1950, which introduced the United States as a player in the age of superliners for the first time in history. She was revolutionary in her design and was a source of great pride for the country. Her time in operation was short, and seventeen years later she was dropped from service. In 2008, the 17-story faded and rusting vessel was laid up at Pier 82 in Philadelphia, Pennsylvania, where she had been since 1992. In 2003 she had been purchased by Norwegian Cruise Line's parent company Star Cruises for a possible conversion into a cruise ship, the answer yet to be determined.



Lady in Waiting producer Mark Perry (left) and director Bob Radler in a recent photo with the laid-up *United States* behind them.—Photo by Big Ship Films.

To promote the need for her preservation, Susan Gibbs and the SSUS Conservancy teamed up with WTTW in Chicago as well as Big Ship Films. Together, they produced the documentary entitled *SS United States, Lady in Waiting*. The film features never-before-seen archival and current footage of the ship, and interviews with former crew and passengers, such as Walter Cronkite, Susan Gibbs, Mark Perry, LeRoy Neiman and noted maritime historian Bill Miller. This documentary allowed the story of the *SS United States* to reach all corners of the world, effectively spreading the

urgent message for her restoration and preservation. This documentary was indeed an important achievement for maritime history and the history of engine-powered vessels.

H. Graham Wood Award-2008

This award was given to **Robert W. Parkinson** for his distinguished service to SSHSA, which has been extensive through the years. A native of Berkley, California for 91 years, Mr. Parkinson developed a strong interest in the transportation network of the San Francisco Bay Area, including local steamers, commercial and navy ships. He was able to collect various materials relating to these subjects.

Mr. Parkinson served as editor of the West Coast regional column in *Steamboat Bill* for twenty-seven years (1948-1975), during which time he amassed a network of correspondents who provided a constant flow of information. He also wrote several articles for *Steamboat Bill*, including one on the maritime side of San Francisco's 1939 Treasure Island Exposition which was published in the 50th Anniversary issue in 1990. Mr. Parkinson was the Regional Vice President for the West Coast from 1961 to 1982, when the post was discontinued. He then acted as a representative for SSHSA in the West, when SSHSA membership was concentrated in the East. During his time as representative, membership in California rose to the second highest in the Society. He served on the Board of Directors from 1958 to 1960 and also on the Publications Committee during the publishing of the supplements of the *Lytle-Holdcamper List* from 1978-1984.

Mr. Parkinson also organized the Bay Area portion of the first West Coast meeting in 1975, which was a great success and led to the formation of the Golden Gate Chapter. He was an officer of the chapter from the start, and was also the Chapter Secretary-Treasurer from 1985 to 2007, during which he produced the Chapter newsletter. He also organized a 1987 national meeting in San Francisco and Sacramento, and attended numerous other meetings all over the continent. He was a recipient of one of the first 25-year service pins in 2006 aboard the *Queen Mary*, evidence of his numerous and important contributions to SSHSA.



Robert W. Parkinson aboard Holland America's *Statendam* at Pier 35, San Francisco, in January 1971. In the background is P&O's *Oronsay*.—Victor DuBrutz photo.

Ship of the Year Award-2008

This award was given to the steamer ***Sabino*** of Mystic Seaport, Connecticut, in the year of 2008 which marks her 100th Anniversary. In the early 1800s, the sparsely populated state of Maine relied on marine transportation to navigate the many islands of the region. About 50 miles north of Portland, the mouth of the Damariscotta River leads to several small New England towns such as East Boothbay, Walpole and Damariscotta. On May 7, 1908, the Damariscotta Steamboat Company, from the W. Irving Adams and Son Shipyard at East Boothbay, launched the *Sabino* under her original name,



The *Sabino* blows a salute at an undisclosed location during an SSHSA cruise some years ago. Note the Society flag flying proudly at her bow.—Edward O. Clark Collection, SSHSA Archives.

the *Tourist*. She became one of the favorites of the many small steamboats that traversed the waters near Maine. During this time of steam-power, people began flocking to Maine for vacations and holidays, and so the number of small excursion steamers increased significantly.

On August 26, 1918, the *Tourist* was wrecked in a docking accident and was partially sunk on the west bank of the Damariscotta River. After repair and an overhaul she returned to service in October of 1921, when she was sold to the Popham Beach Steamboat company, who renamed her *Sabino* and entered her into service on the Kennebec River. In 1935 she was sold to the Casco Bay Lines, and underwent a major five year overhaul in 1967. In 1971, she was sold to SS Sabino Inc. run by C. Bruce Brown and Joseph Pulvino, who ran her in Newburyport, Massachusetts for two seasons. The cost for operating her became too much for Mr. Brown and Mr. Pulvino, who signed a one-year lease in 1973 with Mystic Seaport, which eventually led to their purchasing of the *Sabino*. She has been lovingly preserved and continuously operated to this day by Mystic Seaport, making minor changes along the way by demand of the U.S. Coast Guard.

In 1992, the *Sabino* was named a National Historic Landmark, being the sole survivor of the small excursion steamers built on the Atlantic Coast, which in June 1932 numbered at 260,983.

Samuel Ward Stanton Award-2008

This award was given to **George W. Hilton** in recognition of his four major works and numerous lesser ones contributing to scholarship on steam navigation particularly focused on the Great Lakes. Mr. Hilton developed an interest in Great Lakes steamers from an early age. He studied at Dartmouth College and at the University of Chicago. Combining his education and interests in steam vessels, he specialized in transportation economics, a field in which he is now a recognized authority. He advised on transportation policy both nationally and internationally. Mr. Hilton is a retired Professor Emeritus of Economics at UCLA.

The first of his four major books was *The Great Lakes Car Ferries* published in 1962. This book gave a full background to these vessels that were an important part of the transportation system. Included were fleet lists for 24 different operations. Not once in the 45 years since has his work been superseded.

In 1968, his second book *The Night Boat* was published which chronicled the North American phenomenon of steamers that provided overnight service between numerous cities. The most nostalgic of all his works, the book included beautiful photographs from sources all over the world. The interest of many SSHSA members in this type of vessel prompted Mr. Hilton to dedicate the book to members of SSHSA.

Eastland, Legacy of the Titanic was published in 1995, which provided a rich history of the Lake Michigan passenger ship *Eastland* and its stability problems, which resulted in a 1915 disaster taking the lives of 844 people. Mr. Hilton drew the connection between *Eastland's* stability failure with the increase in lifesaving equipment brought on by the *Titanic* disaster, stating that the increase in lifesaving equipment effectively lead to the instability of the *Eastland* and her subsequent disaster.

Mr. Hilton's last major book came out in 2002. *Lake Michigan Passenger Steamers* covers the history of ten major shipping companies, with fleet lists for each. He wrote the stories of these vessels, describing the development of their technology and the trade they served and the economic factors that lead to their demise.



SSHSA Director Barry Eager (left) presents George W. Hilton with the 2008 Samuel Ward Stanton Award during a dinner in Columbia, Maryland, on August 8, 2008.—Christopher Dougherty photo.

In addition to these four major works, Mr. Hilton also wrote articles for *Steamboat Bill* and other publications, and worked on *The Illustrated History of Paddle Steamers*. He also wrote a booklet on the Staten Island Ferry. Mr. Hilton served on the Board of Directors for SSHSA as well as the Publications Committee. Members in the past have enjoyed his lectures on Great Lakes topics. His contributions to maritime history are of great value to SSHSA and any marine historian.

2007 Award Winners

(Information and photos published in *Steamboat Bill* issue #263, Fall 2007)

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, co-founder 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, Muriel, 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.



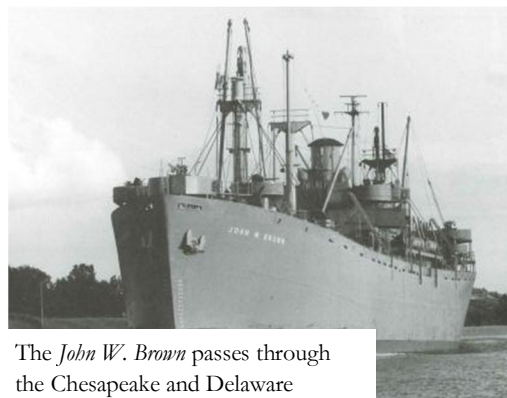
Photo published in *Steamboat Bill* issue #263.

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 seventeen years ago after 43 years.

Ship of the Year Award-2007

This award was given to the Liberty Ship **John W. Brown**, one of only two surviving operational Liberty ships today. Her keel was laid on July 28, 1942 at the Bethlehem-Fairfield Shipyard in Baltimore, and was launched on Labor day, September 7, 1942. On September 19, 1942 she was delivered to the U.S. Maritime Commission. The States Shipping Corporation was her general agent, who operated her for the War Shipping Administration and the Army Transport Service. She cost \$1,750,000.



The *John W. Brown* passes through the Chesapeake and Delaware Canal.—Project Liberty Ship photo.

On her maiden voyage, a crew of forty-five merchant mariners and a Naval Armed Guard were carried along with war material to the Persian Gulf for Russian use. After that first voyage, modifications were made so she could carry troops, up to 450. Most of her time was spent in the Mediterranean area.

In November 1946, the *Brown's* service for the government ended and she was given to the New York City Board of Education for conversion into a floating high school. She remained a high school for the next 36 years, until the school closed in 1982. The *Brown* was then laid up in New York and then at the James River Reserve Fleet in Virginia, where she remained until 1988. At that time, Project Liberty Ship, comprised of dedicated volunteers, acquired her and moved her to Baltimore. There, the long process of restoration began. They estimate that 1.5 million hours of labor went in to bringing her back to operational status.

In September 1991, the *John W. Brown* began a career still in operation today, as a Liberty Ship that takes the public on what they call "Living History Cruises." These cruises re-enact life on a Liberty Ship during WWII. Her cruises have been in the Chesapeake Bay, the Great Lakes, and other ports along the Eastern Seaboard. She is one of the two remaining Liberty Ships in operation, the other being the *Jeremiah O'Brien* located in California.

2006 Award Winners

(Information and photos published in *Steamboat Bill* issue #259, Fall 2006)

H. Graham Wood Award-2006

This award was given to Susan V. Ewen of Providence, Rhode Island in recognition of her great service to SSHSA. Mrs. Ewen has been an SSHSA member for 39 years, and the SSHSA Secretary for 26 years. She was born in New York but grew up in Connecticut and then Rhode Island. Through her marriage to Bill Ewen, Jr. in 1965, she developed a greater interest in steam-powered vessels and their history, in particular the walking-beam sidewheeler, a personal favorite of Mr. Ewen's. Much of their family travels involved excursions on steamboats such as the *Nobska* and the *Nantucket Clipper*.

Before becoming an active member, Mrs. Ewen attended meetings of the Southern New England Chapter and began assisting Secretary and Treasurer Doris Green. Later she would take over the Treasurer duties, which she carried out for years after. When the directors of the Society decided that they needed a business office, Mrs. Ewen was hired for a part-time position that eventually grew to full-time. Her skills she developed while assisting Mrs. Green served her and the Society well as she managed the business office and its affairs for many years.



Society Vice President Christopher Dougherty presents Business Manager Sue Ewen with the H. Graham Wood Award during ceremonies aboard the *Queen Mary*. Looking on is SSHSA President Bob Cleasby.—Jack Shaum photo.

Ship of the Year Award-2006

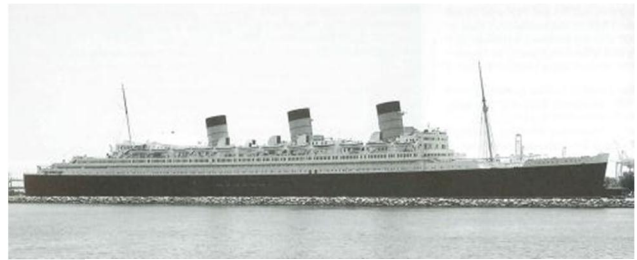
This award was given to the *Queen Mary*, on June 3, 2006. She is perhaps the most famous Cunard vessel of the 20th century. Samuel Cunard built his first vessel, the *Britannia*, in 1840. This first vessel began a transatlantic service that has continued mostly uninterrupted to the present day.

The *Queen Mary* grew out of a desire of the Cunard shipbuilding line to create a new two-vessel team of larger and faster ships to replace the *Mauretania*, the *Aquitania* and the *Berengaria* trio. To ensure British government financing, Cunard merged with the struggling White Star Line to create the Cunard-White Star Line. Their new ship was to be the most elaborate and largest vessel yet to be built. It was partially constructed before the Depression halted work. Construction soon continued, though, and she was christened the *Queen Mary*. She was truly unique for her time. Her interiors consisted of veneers of woods from all over the British Empire. There were gilded panels, bronze and plaster reliefs, urns carved from onyx and artwork from noted artists of the time. She was technologically superior as well, with state-of-the-art navigation, communication, fire suppression and life safety systems.

Her operations before World War II were short. In September 1939, during her crossing to New York, the Captain was notified of the recent outbreak of war. Upon her arrival at Pier 90 in New York she was laid up and remained there for the rest of the winter. The next eight years involved significant military service in which she transported troops to the battlefield and brought Allied dignitaries to meetings. Though she was fitted to carry 5,000 troops per voyage, she often carried up to 16,683 per trip. The beautiful and ornate furniture was replaced with rows of tables and bunks. Her wartime service ended carrying war brides and their children to America to reunite with their new American GI husbands.



Officials of the RMS Queen Mary Foundation with SSHSA West Coast Regional Editor and Foundation Executive Director Bruce Vancil at left, Foundation Vice President of Marketing Lovetta Kramer, Foundation President Joseph Prevratil, and SSHSA President Robert Cleasby on the right.—Jack Shaum photo.



The *Queen Mary* as seen from the harbor tour boat *Kristina* on Saturday, June 3, 2006.—Jack Shaum photo.

The *Queen Mary* was soon brought back to her lavish service as before the war. She and her sister ship, the *Queen Elizabeth* became the centerpiece of the Atlantic ferry and the pinnacle of the British merchant marine. She was removed from service in 1967 with increased air travel taking precedence over travel by sea. Sold to the city of Long Beach, California, she became a hotel, museum and

conference center, a position in which she has served longer than she did at sea. She has been well cared for by the RMS Queen Mary Foundation and has become a landmark of Long Beach.

2005 Award Winners

(Information and photos published in *Steamboat Bill* issue #256, Winter 2005)

C. Bradford Mitchell Award-2005

This award was given to **Micky Arison** of the Carnival Corporation for his work which helps to promote the mission of SSHSA. Mr. Arison has long been a part of the cruise business, and had two decades of experience in it when he became the chairman of the Carnival Corporation in 1990. He had spent two years in the sales department and in 1974 he became the reservations manager. In 1976 he became vice president of passenger traffic which led to the position of President in 1979. In 1990, he was chosen for chairman by the Carnival Corporation's board of directors.

Carnival "went public" in 1987 and successfully raised \$400 million for future endeavors, which included ship construction and diversifying the company's cruise operations. In 1989, with Arison leading the way, the company acquired the Holland America Line, a purchase which included Windstar Cruises and Westours, well-known in Alaska. The company now also owns the Cunard Line, famous for the *Queen Mary 2*, as well as the Seabourn Cruise Line and Costa Cruises, number one cruise operator in Europe. In April 2003, Arison led Carnival in a dual-listed company transaction which combined Carnival Corporation's six cruise operators with the P&O Princess Cruises' six brands (including Princess Cruises, P&O Cruises, Ocean Village, Swan Hellenic, AIDA Cruises and P&O Cruises Australia), giving them the leading cruise brands in North America and Europe. It was then that Carnival became the Carnival Corporation and began to be traded on the New York as well as the London Stock Exchange.

Currently, Arison is a chairman of the Florida Caribbean Cruise Association and was a past chairman of the International Council of Cruise Lines. What makes his contributions significant to SSHSA's mission is his work on the *Queen Mary 2*. Many people believed that the *Queen Elizabeth 2* would be the last vessel maintaining service on the North Atlantic. However, Arison's dream was to build another transatlantic liner, even better than before. In 2004, his dream came true with the introduction of the *Queen Mary 2*. His work helps to keep the heritage of transatlantic liners of the past alive in the present day.



Mickey Arison is chairman of the Carnival Corporation.—Carnival Cruise Lines photo.

H. Graham Wood Award-2005

This award was given to **Doris Whitman Green** for her distinguished service to SSHSA. When the second issue of *Steamboat Bill* came out in August of 1940, Mrs. Green was the first female subscriber. Soon after, she attended the Society's second meeting in Salem, Massachusetts on August 25, 1940, where she became the first female member of SSHSA on an equal basis with the male members, a significant event during this time. Upon her marriage to Roger H. Green, the couple began attending meetings together and becoming involved with the Southern New England Chapter. In March 1950, Mrs. Green became the regional editor for the New England and Eastern Canada column in *Steamboat Bill*, a position which she held for the next 31 years, her last issue in the winter of 1980. During this time she was also the Southern New England Chapter's Secretary-

Treasurer for ten years, ending in 1974. Her duties included recording the meetings, preparing monthly meeting notices for mailing, keeping financial records, collecting dues and handling the funds for the Chapter's monthly dinners. The significance of this work is evidenced by the fact that three members now handle the work the Mrs. Green once handled alone.

Mrs. Green's unwavering enthusiasm for SSHSA and for steam-powered vessels served her and the Society well. Not only did she work hard, but her pleasing personality afforded her with many friends and many memories since becoming the very first female member of SSHSA.

(*No photo available)

Ship of the Year Award-2005

This award was given to the *Belle of Louisville*, who is recognized as the oldest river steamboat in operation in the United States, having celebrated her 90th birthday in 2004. Built in 1914 as *Idlenwild* by the James Rees & Sons Company for the West Memphis Packet Company, she first sailed on the Allegheny River in Pittsburgh. She had a steel hull with a five-foot draft, allowing her to steam on practically any waterway in the country. She was a passenger and cargo vessel running between Memphis, Tennessee and West Memphis, Arkansas until 1920, when she became a tramp steamer on the Ohio, Mississippi, Illinois and Missouri Rivers. In 1931 she was chartered by the Rose Island Company in Louisville to run as a resort steamer between the Fontaine Ferry Amusement Park and Rose Island. She started to make regular excursions out of Louisville in 1934, which she would continue through World War II. During the war she pushed oil barges and hosted troops as a USO floating club.



The *Belle of Louisville*, SSHSA's 2005 Ship of the Year.—
Louisville Metro Government photo.



SSHSA Secretary Barry Eager (left) holds the Ship of the Year award as Awards Committee Chairman Christopher Dougherty reads the citation. At right is Captain Kevin Mullen, master of the *Belle of Louisville*.—Louisville Metro Government photo.

Idlenwild was sold soon after the war and renamed *Avalon*, and became the most widely traveled river steamer in the U.S. for the next 13 years. She made ports throughout the Midwest along the Mississippi, Missouri, St. Croix, Illinois, Kanawha, Ohio and Cumberland rivers. In 1962, having fallen into disrepair, she was bought by Jefferson County, Kentucky for \$34,000 and rehabilitated. She then became the *Belle of Louisville* and started a river tradition in the area with a race against the *Delta Queen*. She is an appreciated and respected part of Louisville, Kentucky.

Though she has been through many changes over the years, including having been damaged by a sinking in her dock, she is historically significant in that she has her original engines, even older than the actual ship since they were taken from another vessel to be built into the *Idlenwild*. The *Belle of Louisville* was named a National Historic Landmark in 1989. To this day she runs regular cruises out of Louisville. Her crew, led by Captain Kevin Mullen, is dedicated to preserving her.

Samuel Ward Stanton Award-2005

This award was given to **Barry W. Eager** in recognition of his excellence in the area of maritime history. Mr. Eager has been a member of SSHSA since 1972. During summers, while he was off from his job of elementary school teaching, he would travel aboard ships all over the world of every design and size. His dedication to SSHSA is and has been of great value over the years. Mr. Eager served on the board of directors and has acted as the Society's secretary in addition to spending countless hours at the headquarters going through collections and completing other clerical tasks. He is also the SSHSA representative to the Heritage Harbor Board.

Outside of SSHSA, Mr. Eager has served on the board of the New England Steamship Foundation. Along with other maritime enthusiasts, he ran an excursion company on the waters surrounding New England and New York called the New England Steamship Company of Massachusetts from 1976 to 1988. His passion for maritime history has served not only SSHSA but the maritime community of historians well. His work is certainly in line with the Society's mission to "record, preserve and disseminate the history of engine-powered vessels."



SSHSA Awards Committee Chairman Christopher Dougherty, left, presents Society Secretary Barry Eager with the 2005 Samuel Ward Stanton Award at South Street Seaport in June 2005.—SSHSA photo.

2004 Award Winners

(Information and photos published in *Steamboat Bill* issue #251, Fall 2004)

H. Graham Wood Award-2004

This award was given to **Henry "Hank" Bishop** for his outstanding service to SSHSA. Mr. Bishop was born and raised in Boston, Massachusetts and graduated from Boston Technical High School. While in high school, he developed a strong interest in steamships due to his employment with the Wilson Line. He did have the unfortunate experience of operating the *Pilgrim Belle's* engine when she sank in the Boston Harbor in 1955.

Upon graduating from high school, Mr. Bishop enlisted in the Navy and was assigned to submarine duty thanks to previous qualifications from his time with the Naval Reserve. Once he was discharged from the Navy he began working with Quincy, Massachusetts Fire Department where he would remain for the next 27 years. He retired with the rank of lieutenant.

While conducting ship research at SSHSA it came to his attention that the *Steamboat Bill* index was woefully incomplete, having not been updated for some time. In response, Mr. Bishop started a 1 ½ year task of updating the index into a fifteen year span. This index was published in 1989, the same year that he became a Director of SSHSA and became the SSHSA Librarian. This role led him down to SSHSA's library at the University of Baltimore, where a surplus of maritime books was found. Mr. Bishop inventoried these books and then transported three truckloads to the business office in Providence, Rhode Island. There, he catalogued and priced them and went on to



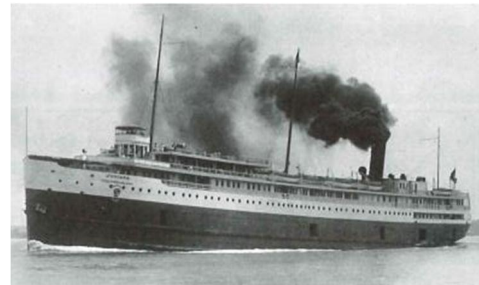
Photo published in *Steamboat Bill* issue #251.

have many successful telephone book sales that minimized the surplus and gave SSHSA revenue, while also helping members acquire some rare books.

Later, when the Stephen Chase Poster Collection became available, Mr. Bishop became head of the Acquisition Committee that successfully organized the donation of the rare collection to SSHSA. He also helped organize the appraisal and shipment of the collection from California to New England, and set up a special poster exhibit that opened in 1994 at Ellis Island, commemorating the ships employed in the immigration trade. Mr. Bishop's work for SSHSA has been incredibly valuable over the years, evidenced by the beneficial results of his efforts.

Ship of the Year Award-2004

This award was given to the ***Milwaukee Clipper***, coinciding with this National Landmark's 100th birthday. The *Milwaukee Clipper* was launched in 1904 under her original name *Juniata*. The quadruple-expansion steam engine she was launched with remains in its original condition today, one of only two known to exist. She also still has the original steam windlasses and dynamos. She was built by the American Shipbuilding Company of Cleveland, Ohio for the Erie and Western Transportation Company (or Anchor Line) intended for service on the Great Lakes as a 361-foot passenger and freight steamer with a 45 foot beam. Originally run on coal, she was later converted to oil.



The *Milwaukee Clipper* under her original name *Juniata*.—SS Milwaukee Clipper Preservation,

The *Juniata* was a steel-hull ship with a wooden superstructure. After the fire that destroyed the *Morro Castle*, she was laid up for a time until being bought and moved to Manitowoc, Wisconsin in 1940, where she received major modifications. These included a new steel superstructure from the main deck up as well as the capacity to carry 120 automobiles, a children's play room, theater, and a bar and soda fountain. At this time she was renamed the *Milwaukee Clipper*. She ran until 1970 and was then laid up until 1977, when she was bought and semi-repaired. Her owners could not



The *Milwaukee Clipper* as she appeared in October 2003 in Muskegon, Michigan.—SS Milwaukee Clipper Preservation, Inc. photos.

finance the necessary work for Coast Guard Certification, so she was sold again and was tied up at Navy Pier in Chicago, where she was converted to a restaurant and night club.

SS Milwaukee Clipper Preservation, Inc. later acquired the *Clipper* and moved her to Muskegon, Michigan, granting her a permanent dock site by the city if the group could raise the money. She is still in excellent condition and has changed very little after modifications during 1941. The true historic significance of this vessel lies with her original quadruple-expansion steam engine. Unfortunately, the SS Milwaukee Clipper Preservation, a volunteer organization dedicated to rehabilitating the vessel to her 1941 colors and configuration, has not been able to find permanent docking as of yet. However, with the presentation of this award their chances for success are indeed more positive.

Samuel Ward Stanton Award-2004

This award was given to **John Maxtone-Graham** in recognition of his exemplary work in the field of maritime history. Mr. Maxtone-Graham is well known in the maritime history community for his vast knowledge of transatlantic liners, in books and in lectures. He has written more than a dozen books and several inaugural books on the subject. *The Only Way to Cross* is considered to be the bible of transatlantic liners. In addition to writing, Mr. Maxtone-Graham has also been on several programs such as *The Only Way to Cross*, produced in honor of the 150th anniversary of the Cunard Line, as well as programs on A&E and The History Channel.



Photo published in *Steamboat Bill* issue #251.

Queen Mary 2, The Greatest Ocean Liner of Our Time is his most recent work on the inauguration of the *QM2*. He follows her from her inception to her first voyage and also includes historical information on her namesake, the liner *Queen Mary*. Intermixed with photographs of construction and sailing are interesting facts and interviews with the ship's designer and the Carnival and Cunard leadership.

Mr. Maxtone-Graham also participates in many activities in and around New York pertaining to maritime history. He is the founder and president of the Ocean Liner Museum, and that collection that was included in the Walter Lord Gallery of the South Street Seaport Museum in Manhattan, which is seen by thousands of visitors every year and is one of only a handful of museums in the world dedicated to ocean liners. The collection includes builder's models, rare photographs and brochures, and other ephemera related to ocean liners.

In addition to his maritime work, Mr. Maxtone-Graham was a stage manager on Broadway. His son continued in the show business path and actually serves on the creative staff for Matt Gronig's *The Simpsons*.

Mr. Maxtone-Graham's work in the maritime history field has for certain carried out the mission of SSHSA, work that SSHSA members and other members of the maritime community remain eternally grateful.

2003 Award Winners

(Information and photos published in *Steamboat Bill* issue #246, Summer 2003)

H. Graham Wood Award-2003

This award was given to **Dan McCormick** for his service to SSHSA. Mr. McCormick, a graduate of St. Michael's College in Vermont and St. Lawrence University in New York, joined SSHSA in 1953 to further his interest in the St. Lawrence River and Great Lakes ships. He taught American and Canadian history for 30 years at Massena High School, retiring in 1982. From 1954 to 1974 he was the regional editor for the Great Lakes in *Steamboat Bill*. Even after leaving the position, he continued to provide photos, articles and other news relating to the Great Lakes. Mr. McCormick's extensive knowledge on the Hall Corporation Fleet of Great Lakes ships led him to write the book, *The Wishbone Fleet* which followed the story of the firm. He has always made himself available to anyone who was looking for research.



Photo courtesy of Daniel C. McCormick.

Samuel Ward Stanton Award-2003



Photo courtesy of William H. Ewen, Jr.

This award was given to **William H. Ewen, Jr.** in recognition of his significant achievements in maritime history that are pertinent to the Society's goals. Mr. Ewen joined SSHSA in 1957 and has since served in several important positions which include Chairman of the Southern New England Chapter, Executive Vice President of the Society and two terms as a member of the Board of Directors. He was a significant participant in the acquisition of the Chase Poster Collection as well as the whistles from the Hudson River Day Line's *Alexander Hamilton*.

Mr. Ewen is also a maritime artist, and has ship drawings in the collections at the Mystic Seaport Museum, and places elsewhere in the United States and Japan and also several private collections. The British publication *The Dictionary of Sea Painters of Europe and America* include many of his drawings. With this talent, Mr. Ewen designed the SSHSA logo, letterhead, membership brochure and other items. He has his own graphic design and photography studio in Providence, Rhode Island and handles the special photograph offerings in *Steamboat Bill*. He also started the Society's film collection.

Mr. Ewen's impressive maritime knowledge coupled with his skills in graphic design have helped him benefit maritime history several times over. In particular, he was very active in the fight to save the *Nobska* through his position as founder of the New England Steamship Foundation. Mr. Ewen was also a co-founder and partner in the New England Steamship Company of Massachusetts with Society Secretary Barry Eager, in which starting with the year 1976 and for ten years after, the Company chartered large passenger vessels, day boats and cruise ships and had many cruises with historical themes. One such cruise held in 1977 hosted SSHSA's fall national meeting aboard *Martha's Vineyard*. Through his work and that of his wife, Sue Ewen (the Society's business manager), he has exemplified the character of a Samuel Ward Stanton award recipient, making important contributions not only to SSHSA but to maritime history in general.

2002 Award Winners

(Information and photos published in *Steamboat Bill* issues #246-Summer 2003, and #242-Summer 2002)

C. Bradford Mitchell Award-2002

This award was given to **Maurizio Eliseo** and **Paolo Piccione** for their book *Transatlantici: The History of the Great Italian Liners on the Atlantic* published in 2001 in Italy by Tormena in both Italian and English. The 288 page volume includes 146 color photos and 233 dual-tone photos of Italian liners that crossed the Atlantic Ocean. This is the first book ever to chronicle the histories of all of the Italian transatlantic lines from unification to present, and covers the social, economic and political evolution of Italy as it relates to transatlantic services.

The extraordinary photos are mostly taken from archives in Italy that have never been published before and are therefore incredibly valuable to maritime historians. Many of the ships in the book have never been covered in any other book on the Italian Merchant Marine written in English. Maurizio Eliseo (b. 1968) is a marine surveyor on cruise ships and has taken part in many research projects in the field of maritime

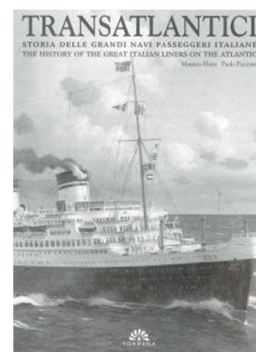


Photo published in *Steamboat Bill* issue #246.

history. He has contributed to leading technical and historical journals on an international level. Other books by him include *Rex, Storia di un Transatlantico* (1992), *The Sitmar Liners & the V Ships* (1998), and *m/v Seven Seas Navigator* (2001). He co-authored *The Costa Liners* (1996).

Paolo Piccione (b. 1962) is an architect working on the fitting out of ships. Mr. Piccione is an expert on the Italian merchant marine's history, especially on the evolution of design. Prior books he has written include *Costa Crociere Fifty Years of Style* (1998) and *The Costa Liners* (1996) which he co-authored with Mr. Eliseo. His essays have appeared in many international magazines.

Mr. Eliseo and Mr. Piccione's work on Italian liners is the first of its kind written in English and is of considerable value to SSHSA members and other maritime enthusiasts.

H. Graham Wood Award-2002

This award was given to **William M. Rau** for his dedicated service to SSHSA over the years. Mr. Rau was the editor-in-chief of *Steamboat Bill* from 1989 to 1996 and a director on the Board from 1990 to 1999. He was born and raised in Bayonne, New Jersey and joined SSHSA in 1963. As a young boy, he had traveled on the ferries and excursion boats in the waters near Bayonne which had instilled in him a passion and interest for engine-powered vessels. He satisfied his interest by photographing ships coming in and out of the harbor, a hobby he continued with into adulthood. His participation in *Steamboat Bill* started even before he was editor, when he was named associate editor in the Fall of 1986. Under his direction, the journal underwent changes for the better, such as more clear and concise captions for images, artwork for the front cover and the improvement of typesetting and production procedures. Though this sometimes delayed publication, overall it was certainly worth the wait.

Mr. Rau authored the concise and focused mission statement of SSHSA that appears on the masthead of *Steamboat Bill*, which says "To Record, Preserve and Disseminate the History of Engine-Powered Vessels." In addition to his Society work, Mr. Rau is a swing-era music enthusiast and is also interested in industrial archaeology. His dedication to SSHSA and the numerous contributions he has made have certainly earned him the nickname "Steamboat Bill."



William M. Rau speaks to members assembled for the Albany meeting after being presented with the H. Graham Wood Award.—Photo by Christopher D. Dougherty.

Ship of the Year Award-2002

This award was given to the carferry ***Badger*** from the Lake Michigan Carferry Service. Having sailed her first voyage on March 21, 1953, this award coincides with her Golden Anniversary as the last carferry on the Great Lakes. *Badger* and her sister ship *Spartan* were the last carferries built for the Chesapeake & Ohio Railway's Great Lakes service. They were designed for year-round railroad car, auto and passenger service for Lake Michigan. At 400 feet long with two passenger decks, streamlined smokestacks and reinforced hulls, they were more than prepared for the demanding winter runs through ice, as well as elements from other seasons. *Badger* is the last large passenger vessel that is coal fired in the United States.



The car ferry *Badger* as she appears in the livery of the Lake Michigan Car Ferry Service.—Photo courtesy of Max Hanley.

Contracts for the construction of these two vessels were given to the Christy Corporation in Sturgeon Bay, Wisconsin. The keel for *Badger* was laid on April 19, 1951. The wife of the Wisconsin governor, Mrs. Walter J. Kohler, christened *Badger* which was named in honor of the athletic teams of the University of Wisconsin-Madison on September 4, 1952.

In March 1953, *Badger* was ready for use and entered service on March 21, 1953. Her routine included service between Ludington, Michigan and the Wisconsin ports of Milwaukee, Manitowoc and Kewaunee. An auto deck was added aft of the passenger dining room in 1960 and in 1964 her car deck was raised 18 inches for tri-level automobile railcars. In the 1970s, the C&O railroad was declining in service and planned to remove *Badger* from service as well. In 1975, C&O began what would be known as the longest railroad abandonment procedure in the history of the United States. *Badger*, *Spartan* and *City of Midland 41* were the last remaining carferries in operation and for the next eight years they moved through different routes until July 1983 when the other three were sold to the Michigan-Wisconsin Transportation Company.

Badger worked summer service only in 1983 and 1984 and was then laid up until November 1988, when she replaced *City of Midland 41*, who had recently been retired. As the years progressed and less freight was being carried on carferries, *Badger* was expensive to operate and therefore made her final crossing between Ludington and Kewaunee on November 19, 1990. Soon after, the Michigan-Wisconsin Transportation Company filed for bankruptcy.

Soon after, Charles Conrad of Holland, Michigan, purchased assets from the bankrupt company, including *Badger*, and formed the Lake Michigan Carferry Service Inc. After ten months of remodeling and rehabilitating, *Badger* returned to passenger service in May 1992, complete with a museum, gift shop, movie theater and a video arcade. Even though Charles Conrad died in February 1995, the company continued on. *Badger* currently operates a seasonal service between Ludington, Michigan and Manitowoc, Wisconsin, carrying up to 180 cars and 620 passengers per trip. Forty-two staterooms are available for rent. She is 410 feet, 6 inches long with a width of 59 feet, 6 inches. She has a cruising speed of 16 knots. Her history and her fame as being the last carferry in service on the Great Lakes make her a historically important vessel indeed.

Samuel Ward Stanton Award-2002

This award was given to **Captain Charles W. Stoll** in recognition of his contributions to areas of interest to SSHSA. According to Frank Prudent, Mr. Stoll was “a true Renaissance man.” Born in 1916, he passed away in December of 2001 after a lifetime of being a successful musician, business man, a graduate of Carlton College with a B.A. in History and a member of Phi Beta Kappa, a civic leader and a U.S. Coast Guard Officer during World War II on the Mississippi River. Mr. Stoll earned his first class pilot’s license and sailed steam vessels on the Ohio River from Ironton, Ohio to Cairo, Illinois. In addition, he sailed on the Mississippi River from Cairo to Memphis, Tennessee and on the Wolf River to the Patton Tully landing in Memphis. Years later, Mr. Stoll was awarded his master’s ticket for steam and diesel vessels on the Mississippi River System.

Mr. Stoll’s significant achievement that led to this award came in 1962, when it was brought to his attention that the 1914 sternwheel steamboat *Idlewild (Avalon)* was sitting upriver in Cincinnati soon to be auctioned off. As an active citizen in politics in Louisville, Kentucky, he urged the



The late C.W. Stoll (left), recipient of the Samuel Ward Stanton Award, is pictured aboard the *Belle of Louisville* with Chief Engineer William R. Prudent.—Photo by Frank X. Prudent.

Jefferson County (Kentucky) Chief Fiscal Court Judge Marlow Cook to bid up to \$40,000 on the *Avalon*. They won her with a bid of \$34,000. Soon after, Judge Cook set up a committee to oversee her refurbishing and rehabilitation back to an excursion boat with the new name *Belle of Louisville*. All of this work was under the direction of Mr. Stoll. Since then, he has helped guided her through the waters as member and as chairman of the Operating Board, and even operated her himself in the pilothouses as captain and as pilot.

Mr. Stoll's other piloting adventures include bringing up the *Delta Queen* from New Orleans soon after receiving his piloting license in 1947. In 1979 he brought the *Mississippi Queen* from Cincinnati to Louisville with his first-class pilot license. In 1982, he steered the steamer *Natchez* from Memphis to Louisville on her historic journey from New Orleans. In addition to his journeys, Mr. Stoll also was an active officer for the Sons and Daughters of Pioneer Rivermen and wrote for their magazine *The S&D Reflector*. He also served one term on the SSHSA Board of Directors and wrote an article about the *Mississippi Queen* and the Greene Line boats for the *Steamboat Bill* Winter 1976 issue. His work in bringing the *Belle of Louisville* to Kentucky, among his extensive piloting work and participation in maritime related areas have provided significant contributions to maritime heritage and have helped fulfill the mission of SSHSA.

2001 Award Winners

(Information and photos published in *Steamboat Bill* issue #242, Summer 2002)

C. Bradford Mitchell Award-2001

This award was given to **NY Waterway** for their quick response to the terrorist attacks on the World Trade Centers on September 11, 2001, and their work to help rehabilitate the mass transit system in the New York metropolitan area. NY Waterway, a family-run company, was formed in 1986 to establish a ferry system operating between New York and New Jersey. Started by Arthur E. Imperatore, the company



Henry Hudson is typical of the vessels operated by NY Waterway.—Photo by Timothy J. Dacey.

has become the largest operator of vessels in New York Harbor, carrying over 40 million passengers since 1986 and expanding their services to other areas of the harbor.

NY Waterway is now run by Arthur Imperatore, Jr. On September 11, they responded almost immediately by assisting in the evacuation of people from the World Trade Center and World Financial Center sites, while also transporting rescue workers to the area. In the days that followed, they started planning to re-establish ferry service to Manhattan to assist residents and commuters while other major forms of transit were still closed. Their efforts significantly helped the emergency plans developed

for lower Manhattan, and also helped return thousands of residents and workers to the city.

In order to help residents of New York and New Jersey resume their normal lives as easily as possible, NY Waterway continued to adjust their schedules, adding services and purchasing extra boats if necessary. Their valuable contributions and service to the overall effort have made them deserving recipients of the C. Bradford Mitchell Award.



SSHSA President Timothy J. Dacey presents the C. Bradford Mitchell Award to Arthur Imperatore, founder of NY Waterway on June 22, 2002.—Photo by Patrick Dacey.

Ship of the Year Award-2001

This award was given to the retired fireboat of New York Harbor ***John J. Harvey***, official number 231225. *Harvey* was launched on October 6, 1931 from the Tebo Shipyard in Brooklyn. She was larger than any other fireboat at the time with a pumping capacity of 16,000 gallons per minute and at 130 feet long. She was also the first New York fireboat to avoid steam propulsion, powered by five 8-cylinder Sterling-Viking II gasoline engines. In 1957, her original engines were replaced by Fairbanks-Morse diesels. *Harvey* was retired in 1995 after faithful service at her post along the Hudson River waterfront, eventually designated Marine Company 2.



The 1931-built fireboat *John J. Harvey*.—Photo by Richard Weiss.

In 1999, a group of maritime preservationists in New York bought *Harvey* from FDNY and began restoring her back to operating status. By Summer 2001, she was back in a relaxing new role of taking people on leisurely cruises around the harbor, and saluting ceremonial occasions by shooting streams of water from her deck pipes. One such occasion included the departure of *Norway* from New York for Europe on September 5, 2001, with many SSHSA members on board.

On September 11, 2001 at 8:47 a.m., the announcement came that no one thought was possible. Owners of *John J. Harvey* headed for North River Pier 63 to get their boat in hopes of providing some assistance in the aftermath of the attack on the World Trade Centers. *Harvey* joined other tugboats in ferrying people out of the area, but no sooner than they had begun their first trip, an urgent message came in from FDNY, “Drop your passengers as quickly as possible and return to the scene.” While other tugboats continued to carry people away, *Harvey*, built during the Great Depression and retired from fireboating in 1995, became Marine 2, and worked from Tuesday through Friday pumping water to bring the WTC fires under control. Wednesday morning brought 65-year old Bob Lenney, a retired FDNY firefighter, who had served as Marine 2’s Pilot for sixteen years.

John J. Harvey’s significant help in the hours and days after the attacks will always be remembered in conjunction with the FDNY’s quick responses and contributions to subsequent recovery efforts. The heroic service of her and her crew makes for a much deserved Ship of the Year award.

2000 Award Winners

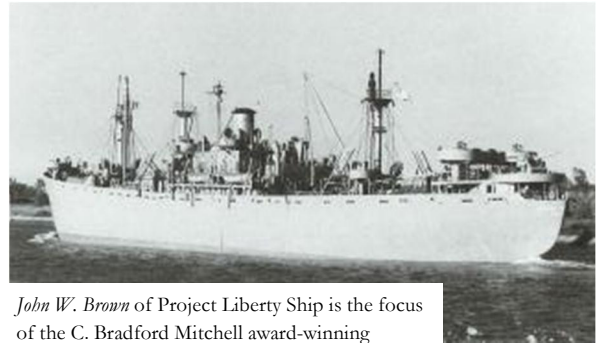
(Information and photos published in *Steamboat Bill* issue #238, Summer 2000)

C. Bradford Mitchell Award-2000

This award was given to **Project Liberty Ship** in recognition of their dedication to the preservation of the Liberty ship *John W. Brown* as a living memorial and museum ship honoring the men and women who built the great wartime merchant fleet and those who sailed them during the World War II. Project Liberty Ship (PLS) is an all-volunteer organization located in Baltimore, Maryland. In 1978, a seminar on Liberty Ship preservation was held on board the *Brown*, which at the time was a nautical high school run by New York City. Those in attendance knew of the fast approaching day that would scrap the last of 2,751 Liberty ships built during WWII, and many

wanted to preserve at least one for the East Coast. With the help of the National Maritime Historical Society, PLS was formed and began planning for the day when the nautical high school aboard the *Brown* would close. A newsletter called *Liberty Log* began circulating and members started joining.

In 1982, that day came and the high school shut down. PLS was unsuccessful in trying to find a berth for her in New York so she was moved to the James River Reserve Fleet in Virginia in 1983. In between searching for a berth and gaining new members, PLS was able to transfer the title of the ship from the maritime Administration to PLS and an application was sent in and accepted for the *Brown* to be listed on the National Registry of Historic Places. She was now a “National Register Ship.”



John W. Brown of Project Liberty Ship is the focus of the C. Bradford Mitchell award-winning group.—Courtesy of Project Liberty Ship.

In 1987, after giving up on finding a berth in New York, the group turned their attention to Baltimore, the city where the *Brown* was built. A meeting at the Baltimore Museum of Industry in January 1988 proved successful and PLS began in earnest to prepare her for a move to Baltimore. The *Brown* left the Reserve Fleet in August of 1988 and repair work began. By 1991, the work was completed and she has since successfully completed countless day cruises on Chesapeake Bay, as well as ports near Halifax, Charleston, Boston, New York, Greenport, Philadelphia, Norfolk, Camden and many others. In the summer of 2000, the *Brown* traveled to the Great Lakes for three and a half months, visiting nine ports and hosting over 36,000 visitors.

It is estimated that over one million hours of volunteer work went into the vessel and PLS since August 1988 and funding was raised by the group totaling \$9 million in cash and \$8 million in other contributions. Six drydockings since leaving the reserve fleet have allowed for continuous improvements on her hull. PLS then purchased a piece of property in Baltimore Harbor on Key Highway near the Inner Harbor, to build a pier that will be the permanent home of the *John W. Brown*. The efforts of Project Liberty Ship have brought alive a time in history for thousands of people that would have sooner been forgotten if the last Liberty ships were sent to scrap. They are a worthy recipient of this award for “recording, preserving and disseminating” the history of the Liberty ship.

H. Graham Wood Award-2000

This award for distinguished service to SSHSA was given to **Frank A. Clapp**. Mr. Clapp was born in Powell River, B.C. and graduated from high school in 1941. During his early years he spent much time at the wharfs around his time, investigating vessels in port loading cargo. After graduating he worked for the Powell River Company for a few years until joining the Provincial Government as a survey assistant, where he would stay until retiring in 1987 from his position as manager of the Ministry’s Legal Survey Program, a position in which he had been since 1958.



H. Graham Wood Award winner Frank A. Clapp.—Courtesy of Frank Clapp.

After Robert W. Parkinson retired as West Coast regional editor for *Steamboat Bill*, Mr. Clapp took up the post. His first column appeared in the summer 1975 issue. Since then he contributed over 102 consecutive columns covering the geographic region of Alaska to Hawaii, all with great detail and information on interesting events.

Additionally, Mr. Clapp has written 25 articles for *Steamboat Bill* and has answered numerous queries about West Coast ships sent in by members.

Outside of SSHSA, Mr. Clapp is also a Life Member of the World Ship Society, a member of the Vancouver Maritime Society and the Puget Sound Maritime Historical Society. His thirty-plus years of dedicated work to the Society have earned him this award.

Ship of the Year Award-2000

This award was given to the *Independence* of American Hawaii Cruises, coinciding with her nearly 50 years in service. She served on the Atlantic for 17 years, after which she sailed for 21 years in the Hawaiian Islands. This has led to the rebirth of the American passenger ship industry. American Classic Voyages, owners of the *Independence*, also have two new vessels under construction in Mississippi, successors to the *Independence*. These vessels will be the first new large passenger ships to sail under the United States flag in a generation.

Independence and her sister ship *Constitution* were the American version of the Italian Line, the vessels of which dominated the New York to Italy service in the 1950s. She was built for the American Export Line in 1951 at the Bethlehem Steel Company yard in Quincy, Massachusetts. She weighed 30, 293 tons at a length of 683 feet, width of 89 feet and a service speed of 23 knots. In



Independence, the 2000 Ship of the Year, of American Hawaii Cruises, in a broadside view docked in Honolulu, Hawaii.—Courtesy of American Classic Voyages.

1951, she could hold 295 in first class, 375 in cabin class and 330 in tourist class. During the 1950s and 1960s she operated on a three-week express run between New York, Algeciras, Naples, Genoa and Cannes. *Independence* became very popular with Americans and Italians, many who were immigrants traveling to the United States. In the mid-1960s she offered more and more cruises.

By the fall of 1968, *Independence* was removed from service due to losses. She spent the next six years at lay-up in Baltimore, until 1974, when the owner of Orient Overseas Lines C.Y. Tung bought her. She was then laid up for a year in Hong Kong, until moved to South Africa under the intention of running cruises into the Indian Ocean. Instead she was chartered by the government of Portugal to evacuate Angolan colonials, after which she was renamed *Oceanic Independence* and laid up yet again.

In 1978, C.Y. Tung saw an opportunity to put both *Oceanic Independence* and *Constitution* back into service, when the two vessels operating in the Pacific Far East Line near Hawaii were laid up. He reflagged the *Oceanic Independence* under the American flag and entered her into the seven-day cruise trade in Hawaii in July 1980. With a new cruise capacity of 721 passengers and the original name *Independence*, she soon became very popular. For the next twelve years, she and *Constitution* sailed successfully.

In 1993, American entrepreneur and real estate investor and now the Chairman of American Classic Voyages, Sam Zell, gained control of American Hawaii Cruises. In 1994 he moved *Independence* to Newport News, Virginia for a multi-million dollar upgrade. She was given a Hawaiian motif complete with new cabins, lounges and public rooms. Hawaiian culture was then enjoyed by the 50,000 passengers that sailed each year. The care and management of *Independence* by American



The *Independence* in her original configuration and with her black hull, as designed for service to the Mediterranean.—Collection of John H. Shaum, Jr.

Hawaiian Cruises, a subsidiary of American Classic Voyages Company, deserves to be honored with this award.

Samuel Ward Stanton Award-2000

This award for lifetime achievement in SSHSA's areas of concern was given to **Edward A. Mueller**. Mr. Mueller, a professional engineer, graduated with a B.S. in Civil Engineering from Notre Dame University in 1947. He later received a M.S. in Civil Engineering from the Catholic University of America in Washington, D.C. in 1967. From 1970 to 1972 he served as the Secretary of Transportation for the State of Florida, and from 1972-1980 he was the Executive Director of the Jacksonville Transportation Authority. After government service, he returned to private engineering firms until retiring in 1996.



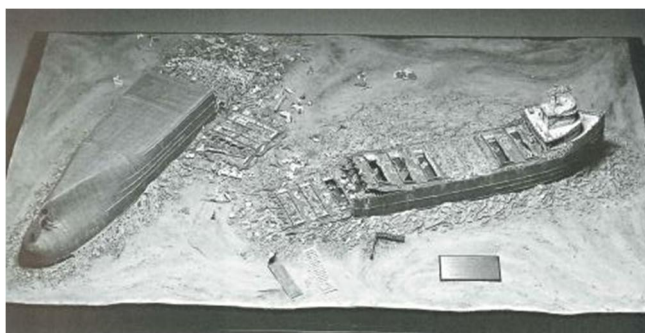
Samuel Ward Stanton Award winner Edward A. Mueller.—Courtesy of Edward A. Mueller.

During retirement, Mr. Mueller served as the Executive Director and Curator of the Jacksonville Maritime Museum from 1996 to 1999. He was also the editor of *Steamboat Bill* from 1967 to 1970. Additionally, he wrote several books on steamboat and steamship history, and helped with *Farewell Old Mount Washington*, *The Stateliest Ship* (about the *Queen Mary*) and *Muskingum River Steamboats* for SSHSA. On his own, he published *Steamboating on the St. Johns*, *Ocklawaha River Steamboats*, *Journeys* (ACF rivers), *Upper Mississippi River Rafting Steamboats*, *Steamships of the Two Henrys-Being an account of the maritime activities of Henry Bradley Plant and Henry Flagler* and *Images of America, Along the St. Johns and Ocklawaha Rivers*.

Mr. Mueller's most recent works for SSHSA include *Queen of the Sea Routes: The Merchants and Miners Transportation Company*, which was published in 2000, and *Ocean Steamship Company of Savannah* published in the fall of 2001. His lifetime spent documenting the history of steam vessels, particularly in his home state of Florida, Mr. Mueller is a deserving recipient of the Samuel Ward Stanton Award.

SSHSA Ship Model Award-2000

This award for the Best Model of a Steam Vessel entered in the Mariners' Museum Scale Ship Model competition was first given by SSHSA in 1985. This year's winner was **Richard W. Sullivan** for his model of the wreck of the *Edmund Fitzgerald*. The model is built to the scale of 1:192 or 1/16"=1' and also won a Mariners' Museum Silver medal in the Semi-scratchbuilt Powered-Ship Models category. It was featured in an exhibition of competition models at the Mariners' Museum in Newport News, Virginia through October 28, 2000.



Richard W. Sullivan's model of the wreck of the *Edmund Fitzgerald* earned the SSHSA Award for Best Steamship Model in the Mariners' Museum's 2000 Scale Ship Model Competition.—Photo courtesy of the Mariners' Museum.

The *Edmund Fitzgerald*, launched in 1958, was the longest ship on the Great Lakes at 729 feet, and was one of the many ships that for over 100 years carried iron ore from mines of Minnesota,

Wisconsin and Upper Michigan to meet the demands of the American steel industry. She often carried more than 30,000 tons. During a violent gale on Lake Superior on November 10, 1975, the *Edmund Fitzgerald* and all her hands disappeared. The wreck has since been discovered but only the bell was brought up from the lake floor. In 1995 a replacement bell was brought to the wreck with engraved names of her lost crewmen. The original bell, restored, is on display at the Great Lakes Shipwreck Historical Society Museum at Whitefish Point, serving as a memorial to the lost crew. The men have also been memorialized in Gordon Lightfoot's song "The Wreck of the *Edmund Fitzgerald*."

Richard Sullivan is from Colonial Beach, Virginia and is the son of a veteran Great Lakes shipmaster from Milwaukee. Before becoming a professional artist and illustrator, Mr. Sullivan also worked on the lakes as a seaman. He was the official artist for the Coast Guard's inquiry into the *Fitzgerald* disaster. His model of the wreck shows her spilled cargo of taconite ore in 530 feet of water on the bottom of Lake Superior, her after portion inverted and the midbody shattered. This replica, made in 1996 with help from artists' watercolor paper, is also based on data gathered and photographs taken during the Coast Guard's survey of the wreck.

1999 Award Winners

(Information and photos published in *Steamboat Bill* issue #233, Spring 2000)

C. Bradford Mitchell Award-1999

This award was given to the **Maritime Industry Museum** at Fort Schuyler, located on the ground of the historic State University of New York Maritime College in Bronx, New York. It has become one of the foremost museums in America for its coverage of American merchant shipping. At the museum there is a wonderful, permanent collection of artifacts and models pertaining to maritime industry in America and history. It also hosts visiting exhibits and programs of similar subjects.



SSHSA President Timothy Dacey presenting the C. Bradford Mitchell Award to Captain James McNamara, Chairman of the Board of the Maritime Industry Museum at Fort Schuyler.—Photo by W. Bradford Hatry.

The Maritime Industry Museum held a seminar in the fall of 1999 on the fire of the Ward Line's *Morro Castle* and the effects that it had on the maritime industry in the 20th century. The museum also has a collection recording the importance of merchant vessels in both of the World Wars and how the shipbuilding industry in New York aided the war effort.

In addition, the museum works with the New York Maritime College to teach the students about the merchant marine history, getting them involved in projects and programs to encourage them to help continue preserve its history. Captain James McNamara, chairman of the board of the museum, accepted this well-deserved award.

H. Graham Wood Award-1999

This award was given to **Peter T. Eisele** in recognition for his dedicated service to SSHSA. Mr. Eisele, a life member, joined the Society in the early 1960s. He graduated from Lafayette College in Easton, Pennsylvania with a Bachelor of Arts degree in English and a minor in History. He then returned to his home state of New Jersey and began a career in education upon joining the

staff of the Harding Township School District, spending the next forty years as teacher, principal, and twice as acting superintendent before retiring.

Mr. Eisele's interest in steamships began with the *Normandie* when he was still a child. R. Loren Graham, one of the Society's founders, presented Mr. Eisele with his first *Steamboat Bill*, prompting him to become a member. He would later become editor-in-chief of *Steamboat Bill* from 1973 to 1989, during which he helped make significant improvements on the journal. Such improvements included color covers and expanded length. He also wrote several articles and began covering cruise ships of the 1980s and 1990s through his "Guide to Cruise Ships" published every other year and updated in the alternate years. This guide has helped expand membership at SSHSA.

From 1989 to 1990, after stepping down as editor, Mr. Eisele continued his contributions as contributing editor, and then as associate editor from 1990 to the present, a post in which he is responsible for *Steamboat Bill's* regional columns. His extensive work for SSHSA makes him a worthy recipient of this award.



Peter T. Eisele accepting the H. Graham Wood Award from SSHSA President Timothy Dacey at the 2000 Annual Meeting.—Photo by W. Bradford Hatry.

Ship of the Year Award-1999

This award was given to the *Yankee*, almost 100 years old and in excellent condition thanks to the excellent care and maintenance of her owner Jim Gallagher. She was built in 1907 as *Machigonne* for service on Casco Bay in Maine. She also served the New York Harbor and Statue of Liberty waterways as *Hook Mountain*, Block Island as *Block Island*, Provincetown as *Yankee* and then back to Block



Yankee leaving Newport for Block Island on June 21, 1981, her first trip of the season.—Photo by Wm. Ewen, Jr.

Island as *Yankee*. *Yankee* was often chartered by SSHSA members for cruises up the Hudson and Connecticut rivers, run under the banner of the New England Steamship Company of Massachusetts. She was converted to steam diesel in 1948 and continued in regular service until 1983, when she was laid-up and quickly fell into disrepair.

Jim Gallagher bought *Yankee* in 1991 and towed her from lay-up in Providence to New York City in hopes of restoring her. She was added to the National Register of Historic



Yankee at her Hudson River berth in March 2000.—Photo by Joseph Giglietti.

Places in December 1993 and in 1994 her engines were run for the first time in a decade. Since

then, Mr. Gallagher has continued in his efforts to fully restore this historic vessel to her postwar beauty both internally and externally.

Yankee is the venue for the annual Christmas party and annual summer picnic for SSHSA's Long Island Chapter. Through this, over 200 members enjoy her history each year. *Yankee* is the last "steamboat" in New York,



Yankee owner James Gallagher, SSHSA President Timothy Dacey, Awards (and Meeting) Chairman Thomas Cassidy, and New York City Council Member Kathryn E. Freed aboard the *Yankee* as the Ship of the Year Award is presented to the 93-year old vessel.—Photo by Thomas Dacey.

serving as a reminder of the hey-day of steam powered vessels. Mr. Gallagher's work has helped preserve some of that history through his continued work on *Yankee* and the various excursions she runs.

Samuel Ward Stanton Award-1999

This award was given to **Ted Arison**, founder of Carnival Cruise Line's, for his lifetime of work in an area of SSHSA's concern. Mr. Arison, known as the "Father of the Modern Cruise Industry," died in October 1999 at 75 years old after a long life involved in the shipping business and cruise industry that make him a very worthy recipient of this award.

Mr. Arison grew up in pre-state Israel and attended the American University of Beirut before serving the British Army in World War II, attaining the rank of sergeant major serving in Italy and Germany. After the war he returned home and entered the shipping business. In 1948 he joined the Israeli Army as lieutenant colonel in their war of independence. After that war he operated a fleet of cargo ships until 1954, when he sold all of his interests and moved to the United States, where he operated several air cargo businesses until moving to Miami in 1966.

Upon his move to Miami in 1966, he and Knut Kloster formed the Norwegian Caribbean Line to operate the *Sunward* out of Miami. Their company grew significantly through the next five years and became the largest cruise line to sail out of Florida. In 1972, Arison left Norwegian Caribbean to establish Carnival Cruise Line, chartering and then purchasing the *Mardi Gras*. Carnival Cruise Line grew quickly through the 1980s and 1990s. They continued to build ships and buy other cruise lines such as Holland America Line. Carnival then grew to command the largest fleet in the cruise industry, with 45 ships in six fleets and eight ships in the planning stages.

In 1990, Mr. Arison retired as Carnival's chairman, giving his son, Micky Arison, the job. He then returned to Israel and remained active with his holdings and staying active with Carnival as a consultant. He died on October 1, 1999 in Tel Aviv. It's been said that Ted Arison made a cruise vacation a "real choice" for the average American, a lifetime achievement worthy of this award.



Ted Arison, founder of Carnival Cruise Lines.—Photo courtesy of Carnival Cruise

1998 Award Winners

(Information and photos published in *Steamboat Bill* issue #229, Spring 1999)

C. Bradford Mitchell Award-1998

This award was given to **Brian J. Cudahy** in recognition for his book *Twilight on the Bay: The Excursion Boat Empire of B.B. Wills*, published by Cornell Maritime Press. Mr. Cudahy, SSHSA member, was born in Brooklyn, New York and has been a college professor and a transportation executive, most recently serving with the



Author Brian J. Cudahy at the Gatun Locks of the Panama Canal in 1998.—Photo courtesy of Brian J. Cudahy.

Federal Transit Administration. He earned his B.A. at Cathedral College in Brooklyn and his M.A. and Ph.D. at St. Bonaventure University in Olean, New York.

While reading an issue of *Steamboat Bill*, Mr. Cudahy came across a request of the family of B.B. Wills for someone to look through vast amounts of papers of B.B. Wills and his excursion boat empire in hopes of maybe compiling a book. Mr. Cudahy answered the call with the intention of working with Harry Jones, who unfortunately passed away before the project began. Nevertheless, Mr. Cudahy went through over 70 boxes of material which he called "The Wills Papers" and wrote the book the family had been hoping for. The papers were donated to the Calvert Maritime Museum in Solomons, Maryland.

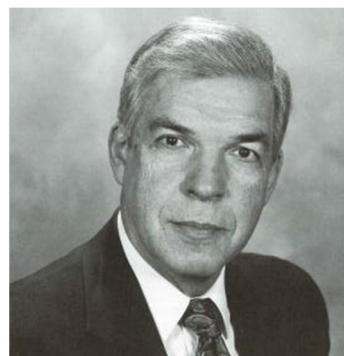
The book covers the story of B.B. Wills through his life as first an amusement park owner, a job which he abandoned instead for a career in running excursion vessels for 30 years in Washington, Baltimore, Boston and even Houston, Texas. His book includes many photographs and great detail of the several different steamboat lines he operated from 1934 to 1967. Mr. Cudahy has also written other books such as *Around Manhattan Island and Other Maritime Tales of New York* and *Over and Back; The History of Ferryboats in New York Harbor*. His most recent book is *The Malbone Street Wreck*.

H. Graham Wood Award-1998

This award was given to **William duBarry Thomas** in recognition of his distinguished service to SSHSA. Mr. Thomas graduated from the Webb Institute of Naval Architecture and joined SSHSA in 1948. He later became a life member and served on the Board of Directors from 1981 to 1990 and then again in 1992. He was vice-president from 1992 until 1997 and served as president from 1997 to 1999. Mr. Thomas's specialty is LNG carriers and deep-ocean cargo vessels, of which he has written many professional papers and articles about. He also co-authored *William H. Webb: Shipbuilder* with Edwin L. Dunbaugh in 1989. In 1993, his book *Speed on the Ship! A Centennial History of the Society of Naval Architects and Marine Engineers* was published. Mr. Thomas was the issue editor of the Fall 1960 issue of *Steamboat Bill* and edited the *Fifteen-Year Index of Steamboat Bill* published in 1991. In addition, he has written other feature articles and many "Fantail" columns for *Steamboat Bill*.

Throughout his sixteen years of service on the Board, Mr. Thomas always made sure that SSHSA was historically accurate in their publications and also with their collections. He helped the publications committee for many years and also led the Society in its partnerships with Heritage Harbor and the University of Baltimore. *Eastern Steamship* was published by the Society during his term as president, and the hour-long video *Steamboats: Fall River Line* was also completed with the help of SSHSA, Nomad Films and The Marine Museum at Fall River.

Mr. Thomas also served as a member of the Board of Trustees of the Hudson River Maritime Museum in Kingston, New York. He continued work for SSHSA until his nine-year term limit came up in 2001.



William duBarry Thomas, recipient of the 1998 H. Graham Wood Award for service to the Steamship Historical Society of America.

Ship of the Year Award-1998

This award was given to the *Delta Queen* in recognition of her historical importance to the purpose of SSHSA. This National Historic Landmark received this award during her 72nd year of continuous operation. An authentic paddlewheeler, she is a reminder of the nation's great steamboat heritage and continues to allow the tradition of overnight steamboat travel to endure under the ownership of The Delta Queen Steamboat Company. The Company also constructed two other steamboats, *Mississippi Queen* and *American Queen*.

Delta Queen 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. The *Delta Queen* and *Delta King* were dubbed the "California Twins," famous for their fine appointments and their cost of \$1 million each. The Twins were constructed in America with the finest woods available; oak, teak and Oregon cedar. Plates for their steel hulls were fabricated in Scotland and shipped to California for assembly.

Delta Queen served the Sacramento River route from 1927 to 1940, when she was chartered by the United States Navy as a barracks ship for World War II. Later in the war, she was painted a dark gray and used to ferry troops to and from ships in San Francisco Bay, under the name *Yard Ferry Boat 56*. At war's end, she was auctioned off by the U.S. Maritime Commission to Captain Tom Greene, president of Cincinnati's Greene Line Steamers at a bid of \$46,250, a fraction of her original cost.

Delta Queen then made a historic, 5,000 mile voyage from San Francisco to her new home on America's inland rivers. Her journey took her out into the Pacific Ocean under tow, through the Panama Canal, north into the Gulf of Mexico and finally up the Mississippi River to New Orleans, arriving on May 21, 1947. There she was uncrated and sailed under her own steam for Cincinnati, receiving a hearty welcome from thousands of well-wishers.

Before sailing her first voyage, the Dravo Shipyard in Pittsburgh restored *Delta Queen* to her original grandeur. Her interior now included staterooms, baths, dining and service areas and her exterior included a promenade space. The work cost Captain Greene \$750,000. After the fire on *Yarmouth Castle* in 1965, *Delta Queen's* career almost ended when federal legislation outlawed wooden construction in overnight passenger vessels. By 1970, after numerous letters and million-plus signatures from fans collected by a determined Betty Blake, *Delta Queen* was exempted from the SOLAS regulations.

Presently, the *Delta Queen* features her original Tiffany-style stained glass windows, rich hardwood paneling, gleaming brass fittings, the only Siamese ironwood floor aboard a steamboat, and the beautiful Grand Staircase, crowned by a crystal chandelier. Her cabins and staterooms exude old-fashioned elegance. In addition to carrying thousands of happy passengers, *Delta Queen* has also hosted President Harry Truman in 1946, President Jimmy Carter in 1979 and Princess Margaret in 1986.



Delta Queen at Galveston, TX.—Photo courtesy of Frank X. Prudent (*Steamboat Bill* issue #245.)

Samuel Ward Stanton Award-1998

This award was given to **William G. Muller** in honor of the accumulated value of ongoing work in the Society's area of concern. Mr. Muller, a master painter of the sea for almost fifty years, grew up in New York City during the 1940s. He acquired an early passion for the colorful steamers operating in and out of New York Harbor ports. He was also interested in the majestic sidewheelers on the Hudson River, and served as quarter-master-pilot for several years on the famous *Alexander Hamilton*, the last of the classic sidewheel steamboats to operate in the United States.

When the age of steam drew to a close and the number of liners lessened, Mr. Muller turned his focus to his artistic abilities to document the disappearing craft while also honing his skills for a career as a marine artist. He studied at Pratt Institute, Brooklyn, New York; School of Visual Arts, New York City and the Art Student's League, New York City.

Mr. Muller's work has been seen by millions in many publications such as *Steamboat Bill*, *Yachting*, *Sea History*, *Yankee*, *Business Week* and *American Heritage*. He is recognized today by marine historians and curators as a master in his field, and several of his paintings have been reproduced as limited edition art prints. His work has also been exhibited in many maritime museums and is numerous private collections.

Mr. Muller is a founding director and a Fellow of the American Society of Marine Artists and is an elected member of the Society of American Historical Artists. He was also an advisor to the National Maritime Historical Society. Mr. Muller was also involved with the design of the sidewheeler *Andrew Fletcher* and the twin-screw *DeWitt Clinton* for the South Street Seaport Museum in the 1980s. His studio and home are in Cotuit, Massachusetts on Cape Cod. Mr. Muller joined SSHSA in 1953 and has since been an active member, providing artwork for the covers of various issues of *Steamboat Bill*.



Artist William G. Muller aboard USCG Barque *Eagle* at sea in May 1998.—Photo courtesy of William G. Muller.

Lifetime Achievement Award-1998

This award was given to **William H. Ewen, Sr.** in recognition of his valuable work in the Society's area of concern. Mr. Ewen was born in the Hudson River Valley, in Hastings-on-Hudson. As a boy he spent hours on the Hudson's shoreline, watching steamboats travel up and down the river. He began collecting photographs, newspaper articles, books and other items relating to the steamers, which grew into an impressive collection over the years.

In 1940, after learning of the newly established Steamship Historical Society, Mr. Ewen subscribed to Jay Allen's *Steamboat Bill* in time to receive the third (December) issue. Soon after, he became an active participant in SSHSA's affairs. In 1944, he became the secretary, in 1946 the executive vice president and in December 1946 he was elected as the Society's fifth president, a position he held for the next four years. During his presidency, the Society was incorporated in Virginia and the word "Incorporate" now appeared in its title.

Mr. Ewen was elected president for the second time in 1976. During this three year service, the Thomas A. Larremore bequest to



William H. Ewen, Sr. with the whistle from the Hudson River steamer *Mary Powell*.—William H. Ewen, Jr. photo.

the Society was finalized, a Finance Committee was appointed to oversee the organization's financial affairs, two new chapters were established, a space for a business office in Providence was leased, and an office manager was hired. Mr. Ewen also served on the Board of Directors from 1950 to 1952, 1954 to 1959 and September 1975 to 1978. He wrote the book *Days of the Steamboats*, published in 1966 by the Parents Magazine Press in hardcover, and then in softcover by the Mystic Seaport Museum in 1988. He wrote three articles for *Steamboat Bill*: "Berkshire, World's Largest River Steamer" in April 1946; "DeWitt Clinton" in September 1978; and "The Robert Fulton Passes" in September 1956. His most recent book was on the Hudson River night boats. Mr. Ewen was also one of the first to record whistles, engine room and other steamboat sounds in the latter days of the era.

In his professional role, Mr. Ewen was an advertising executive for the Borden Company, a member and past chairman of the Audit Bureau of Circulations, Magazine Publishers of America, a former trustee of Mystic Seaport Museum, and a former director and member of the advisory board of the Scenic Hudson, Inc., which is the major environmental organization of the Hudson River region.

1997 Award Winners

(Information and photo published in *Steamboat Bill* issue #225-Spring 1998)

Ship of the Year Award-1997

This award was given to the Great Lakes freighter ***E.M. Ford***. This centenarian freighter, an age rare in maritime history for a freighter, was built in 1898 as the ore carrier *Presque Isle*. She was slightly smaller than the largest of her contemporaries, at 406' x 50' x 28'. She was built at the Cleveland Shipbuilding Company's plant at the head of the Cuyahoga's "old river bed," and may well be the last survivor of that yard, which shut down long ago. The same yard also built her quadruple expansion engine, with cylinders of 17", 25", 39" and 60" and a 40" stroke, with an indicated horsepower of 1,500.

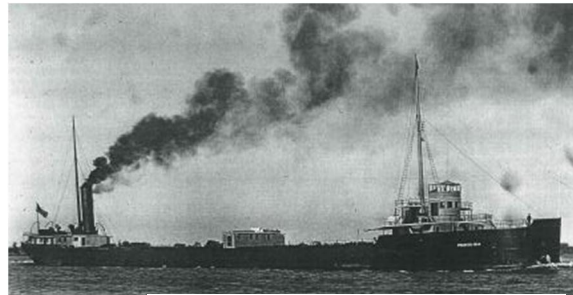


Photo published in *Steamboat Bill* issue #225.

Along with the whaleback *Meteor* (now on shore as a museum at Superior, Wisconsin), she is the last survivor of the days when Great Lakes freighters commonly towed consort barges, which is why she was equipped with such a powerful engine for her size. After serving the Cleveland-Cliffs fleet for over half a century, *Presque Isle* was sold in 1955 to the Huron Portland Cement Company and was converted shortly thereafter into a cement carrier. She was renamed *E.M. Ford* in honor of Emory M. Ford, a member of Detroit's "non-automotive" Ford family. Now in the ownership of Inland Lakes Transportation, Incorporated, she serves as a stationary storage unit for LaFarge Cement, successors to Huron.

E.M. Ford's conversion to a cement carrier is a significant reason for her survival. In 1956, she was one of dozens of old reciprocating-engined vessels operating in the Great Lakes. When the St. Lawrence Seaway opened the next year it destroyed the Great Lakes grain trade, which had supported the smaller freighters. The new Poe lock at Sault Ste. Marie fifteen years later allowed for the construction of huge carriers, which would each replace numerous smaller vessels. Technology

and navigational improvements caught up with an elderly fleet that was still in good condition because it had never had to deal with the effect of salt on steel. *E.M. Ford's* role as a cement carrier was unaffected by these changes. *E.M. Ford's* graceful hull lines and counter stern, along with her engine, are reminders of her original state and her endurance through the past 100 years.

1996 Award Winners

(Information published in *Steamboat Bill* issue #221, Spring 1997)

C. Bradford Mitchell Award-1996

This award was given to **George W. Hilton** for a single achievement important to the work of SSHSA. Mr. Hilton was recognized for his book *Eastland, Legacy of the Titanic*. He served on the Board of Directors for SSHSA for nine years, and wrote other books of great importance to maritime history, including *The Night Boat* and *The Great Lakes Car Ferries*. But out of all his work, *Eastland* is truly unique.

When the infamous *Eastland* turned over in the Chicago River in 1915, killing around 800 passengers, she started a discussion of causes that has now ended with Mr. Hilton's book, which expertly incorporates history and technology. To understand the *Eastland disaster* one must understand steamboat technology and especially its stability, which Mr. Hilton describes in an easy to understand manner. He goes on to explain the additional lifesaving equipment required on vessels after the sinking of the *Titanic* and how that actually made the *Eastland* unstable and therefore unsafe. Interwoven with the technical aspects is the human side of the tragedy, including the repercussions for individuals, families, communities and ethnic groups and the city of Chicago itself.



Photo by Christopher Dougherty.

Ship of the Year Award-1996

This award was given to **Rotterdam** in recognition of her historic significance. Launched in 1959, she was regarded as "too extreme" in her modern design. In particular, her pair of stacks, athwartships, placed well aft, were targets of scorn. Her true innovations, though, were internal, and were intended to make her a dual-purpose vessel, suitable for the Atlantic ferry and cruising. She had two intertwined grand staircases that could be segregated for two-class service or left open for cruising. This foresight of her designers allowed for her to endure with minimal changes as her contemporaries became outdated and disappeared, or underwent significant work.

Rotterdam has now become a classic among liners. She continues to embody liner tradition, unlike any other ship currently in service. In 1997, this liner was pulled out of service by the Holland-America line and replaced with a new *Rotterdam*. SSHSA thought it necessary to recognize her extraordinary quality and career.



Rotterdam in December 1959.—Photo courtesy of Stephen M. Payne.

Samuel Ward Stanton Award-1996

This award was given to **Edwin L. Dunbaugh** in recognition of his superb contributions to the recorded history of American steamboating. Mr. Dunbaugh's interest in the history of maritime steam was grounded in family history, particularly with connection to the Long Island Sound nightboats. Beyond that, his documentation of steamer services and operations is of national importance.

Mr. Dunbaugh wrote three books on his home waters of Long Island Sound: *The Era of the Joy Line* (1982), *Long Island Sound Steamboats* (1984) and *Night Boat to New England, 1815-1900*. With the help of his role as a teacher at Webb Institute, he produced two volumes: *William H. Webb: Shipbuilder* which he co-authored with SSHSA member William duBarry Thomas, and *A Centennial History of Webb Institute of Naval Architecture*. Along with John H. Shaum, Jr., he produced *Nightboat on the Potomac*, a book based on the notes and research of the late Harry Jones.

Additionally, Mr. Dunbaugh served on the Society's board, and as the Chairman of the Publications Committee, which, during his tenure, produced some of SSHSA's finest publications. He was also of enormous assistance to the Marine Museum of Fall River.



Edwin L. Dunbaugh (left) with William duBarry Thomas, looking over a copy of *William H. Webb: Shipbuilder*, which they co-authored in 1989.—Webb Institute photo.

1995 Award Winners

(Information and photo published in *Steamboat Bill* issue #216, Winter 1995)

Ship of the Year Award-1995

This award was given to Seattle's ***Virginia V***, and was the first Ship of the Year award given by SSHSA. The owners and volunteers of the Virginia V Foundation of 1976, who work the *Virginia V*, are among the most dedicated volunteers of preserving and operating steamships in the United States. They acquired her September 30, 1980 for \$127,000. This National Historic Landmark built for the Anderson & Company of Maplewood, Washington, was launched on March 9, 1922. She made her first voyage on June 11, 1922 from Elliott Bay in Seattle to Tacoma. She continued to make this voyage daily until 1938.

She is the last of her kind, the sole survivor of the "mosquito fleet" and has overcome odds and obstacles for years in large part through the work of the Foundation, who have themselves been through tough times, facing ill-advised maintenance and repairs, and the tedious care and feeding of a wooden hull. At the time of this award, the hull has reached crisis condition. By the mid-1980s it was clear that the hull needed major



Virginia V at Salmon Bay, Seattle on July 13, 1980 as she was prepared for the SSHSA cruise of Puget Sound.—William M. Rau photo.

restoration to ensure continued operation. The stern and the bow were renewed, but fundraising did not allow for hull repairs. In mid-February 1996, *Virginia V* ceased, for the first time in her career, to be licensed to carry passengers. Instead, she steamed from time to time carrying crew only to fundraising events around Puget Sound. For the public she is available for viewing while docked.

In 2002, after a six-year \$6.5 million restoration, the Foundation was able to put *Virginia V* back in service. She now provides public excursions, private charters and visits to local maritime festivals in and around Puget Sound.

(*Information also published in <http://www.virginiav.org/history>)

Scale Ship Model Competition SSHSA Award Winner-1995

This award was given to **John W. Higgins** in recognition of his model of the U.S. Navy destroyer escort *Abercrombie*. This Scale Ship Model Competition is sponsored by the Mariners' Museum to recognize and encourage excellence in the art of scale ship modeling, known as the premier competition in the United States. Mr. Higgin's model also won a gold medal in the scratchbuilt powered ships category and the United States Navy Award for the best model of a vessel of the Navy or one of its partners. Mr. Higgin's model was on display at an exhibition at the Mariners' Museum through October 28, 1995, during which he would receive \$250 and a trophy from SSHSA.



Photo published in *Steamboat Bill* issue #214.

1994 Award Winners

(Information and photos published in *Steamboat Bill* issue #221 and #104)

All awards under the name "Samuel Ward Stanton"

1994-Father Edward J. Dowling received the Samuel Ward Stanton award in recognition of his lifetime of distinguished contributions to scholarship, archival presentation and artistic delineation of American steam vessels. He was the first to receive this particular award from SSHSA. Father Dowling was born in Rockford, Illinois on September 19, 1906 and then his family moved to North Chicago in 1907. As he grew, he learned drafting, perspective and the basics of rendering from his father, who was an architect. Every summer, his family would go to northern Michigan to escape the pollen that aggravated his asthma. This annual trip led to an increased interest in the steamers of Lake Michigan, like *Virginia* and *Manitou*. Father Dowling received a Bachelor of Arts in classical languages from Loyola University in 1930.



Photo published in *Steamboat Bill* issue #221.

After graduating, Father Dowling entered the Society of Jesus. He studied at Xavier University in Cincinnati and at St. Louis University, after which he was ordained a priest on June 26, 1940. In 1942, in the midst of World War II, he was given a temporary assignment teaching engineering drafting in Detroit. This assignment would turn into a lifelong career of teaching drafting at the University of Detroit. His “on loan” status from the Jesuit Province of Chicago ended in 1960, and so he briefly returned to the Chicago area to teach at the Jesuit High School in Wilmette, Illinois. However, he was not accustomed to teaching younger students and the experience proved to be a negative one in which he was sent back to Detroit.

Father Dowling retired from teaching in 1974 but remained active with the University of Detroit as an archivist. Many of his summers were spent at the Jesuit Native American mission at Sault Ste. Marie, Michigan, where he assisted with pastoral work and continuing to photograph ships as often as he could. His role in maritime history was that of a basic researcher, and he only wrote one book on the “lakers” built in World War I for ocean service. His work did appear in many fleet lists in *The Detroit Marine Historian*. Additionally, he built an impressive collection of books, photographs, and ephemera that belonged to the University of Detroit due to his Jesuit vow of poverty. A significant piece of this collection was a set of loose-leaf books that contained basic data and a short history of every Great Lakes ship that he had come across.

Father Dowling was the 75th person to become a member of SSHSA. For years he served as the correspondent for the “Duluth to Niagara” regional column in *Steamboat Bill*. He was the regional vice-president of SSHSA for the Great Lakes for as long as the position existed. Outside of SSHSA, Father Dowling was a charter member and president of the Marine Historical Society of Detroit, and also the long-time editor of *The Detroit Marine Historian*. He was also president of the Great Lakes Maritime Institute, who named him an honorary president. He was an editorial advisor to *Inland Seas*, the quarterly publication of the Great Lakes Historical Society; a charter member of the Wisconsin Marine Historical Society; and a member of the American Society of Engineering Education, Toronto Marine Historical Society, and Propeller Club of the U.S.A., Port of Detroit. Father Dowling is a deserving recipient of this award for his dedication to preserving the maritime history of the Great Lakes.

1994-Edward O. Clark received the Samuel Ward Stanton Award for his lifetime’s work of distinguished contributions to the scholarship and photography of American steam vessels. Mr. Clark was born in June of 1918 in New York, but he would end up in Chalfont, Pennsylvania for a large part of his life. He spent his summer of 1939 working on a ferry on Narragansett Bay. In 1940, upon graduating from Princeton University with a degree in mechanical engineering, Mr. Clark joined the newly established Steamship Historical Society of America. At this time, he considered his favorite steam vessels to be those from the Sound and Hudson River, such as the *Robert Fulton*, the *New Yorker* and the *Conanticut*, which had once been owned by the Jamestown & Newport Ferry Company that he had worked for the previous summer. Shortly after joining the SSHSA, Clark served in WWII. After he returned, he began increasing his collection of 35mm slides that resulted in an extensive and valuable collection.

The time he spent photographing tugs, ferries, and passenger and cargo steamers on the Delaware River and in the New York



Photo published in SSHSA’s 40th Anniversary Booklet, 1975.

Harbor as well as other waterways has preserved an abundance of maritime history. Clark also served as editor-in-chief of *Steamboat Bill* from 1955-1960 and wrote two articles on the *City Ice Boat No. 2*, a sidewheel ice-breaker, his favorite steamboat of the time. This wonderful collection, which was donated to SSHSA upon his death in November of 1994, exemplifies the dedication he had towards preserving maritime history, making him a worthy recipient of this award.

1994-John L. Fryant received the Samuel Ward Stanton Award for his construction of models, development and publication of plans and preservation of the historical record of American steam vessels. Mr. Fryant was born in Springfield, Ohio. Despite the distance from any major river, he managed to develop a strong interest in steam vessels at an early age. When he was seven, he and his family crossed the Ohio River in the old sternwheel ferry *John W. Lane*. His interest began there

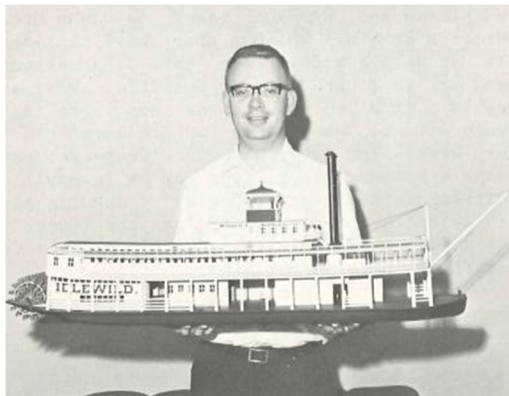


Photo published in *Steamboat Bill* issue #104.

but was truly sparked in high school when he read two books: *Mississippi Steamboatin'* and *Pageant of the Packets*. After reading these two maritime books, Mr. Fryant felt a strong need to build a ship model, which came somewhat easily to him thanks to a background of building railroad models. His very first model was a sternwheel packet. Though he was unaware of any historical society and did not have any ship photos or plans so his first models were not as complete as the ones he would come to build in later years.

Mr. Fryant graduated from the Dayton, Ohio Art Institute where he specialized in Industrial Design. He then joined the Army in 1961, upon which another of his fictitious steamboat models was donated to the Howard National Steamboat Museum in Jeffersonville, Indiana. He spent three years designing traveling exhibits for the Army Exhibit Unit. During this time, Mr. Fryant built a model of the towboat *Valley Belle* and discovered that he was starting to act like a historian, answering questions rather than asking them.

When he was finished in the Army, Mr. Fryant remained in Washington, D.C. and continued modeling. His work was recognized and earned him the distinction of an honorary crew member of the *Belle of Louisville*, which he rode during two races with the *Delta Queen*. With SSHSA, Mr. Fryant contributed steamboat sketches for the covers of *Steamboat Bill* and provided much help to the staff of SSHSA. His dedication to preserving maritime history through ship models, plans and developments make him a worthy winner of this award.

Other Awards

Honorary Life Member-1945

In 1945, SSHSA received a letter from **President Franklin Delano Roosevelt** in which he expressed that he would be glad to be elected an honorary member of SSHSA. President Roosevelt had extensive knowledge on ships, both Navy and the Merchant Marine. In his letter he stated that he felt sure SSHSA would provide "wise counsel" on the future of the American Merchant Marine, and that he was "thoroughly in sympathy with its [SSHSA's] aims."

Unfortunately, President Roosevelt passed away after his letter was received, but the honor was still upheld. This important connection was made with the help of SSHSA member Mr. L. McCormick-Goodhart of Washington, D.C.

IV Persons Members of our Society may take legitimate pride in the fact that the late President of the United States, Franklin Delano Roosevelt, consented to become an Honorary Member. This auspicious development occurred through the initiative of one of our members, Mr. L. McCormick-Goodhart of Washington, D.C. The text of the letter is reproduced herewith. The nation - and the world - has lost a leader. Our loss can best be expressed by the words of Vice Admiral Emory S. Land, who ordered all American merchant ships throughout the world to carry their flags at half mast for thirty days in mourning for President Roosevelt. In issuing the order, Admiral Land said: "The merchant fleet has lost its most understanding and greatest friend. Franklin Delano Roosevelt knew more about ships and the men who sail them - Navy and merchant - than any other man who has ever held high office in our country. His understanding and knowledge of ships made possible a building and operations program without which this war would have been lost". An article on the Roosevelt collection of steamship prints and models is promised to the Society by Mr. Edgar B. Nixon, Franklin D. Roosevelt Library, Hyde Park, N.Y.

THE WHITE HOUSE
WASHINGTON

March 19, 1945.

Dear Mr. McCormick-Goodhart,

Thank you very much for your letter of March 5th and for sending me the literature about the Steamship Historical Society of America. I am, of course, greatly interested in that society and I am thoroughly in sympathy with its aims. I, therefore, wish that you would be kind enough to say to Mr. Roland B. Wood, the President, that I shall be very glad to be elected an honorary member of the society.

An interesting future lies before the American Merchant Marine and I am sure that the Steamship Historical Society can be helpful in giving wise counsel.

With thanks for your message about Patuxent, and all good wishes,


Sincerely yours,

Franklin D. Roosevelt

Mr. L. McCormick-Goodhart,
Lengley Park,
Hyattsville, Route 1,
Prince George's County,
Maryland.

Franklin D. Roosevelt
Last Portrait. courtesy Mrs. Shoumatoff.*

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Published in *Steamboat Bill* issue #17.

A copy of President Roosevelt's letter as it appeared in *Steamboat Bill* issue #17:

THE WHITE HOUSE
WASHINGTON

March 19, 1945.

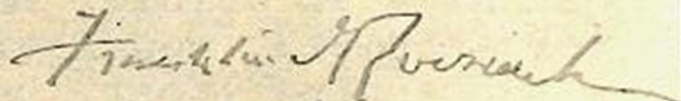
Dear Mr. McCormick-Goodhart,

Thank you very much for your letter of March 5th and for sending me the literature about the Steamship Historical Society of America. I am, of course, greatly interested in that society and I am thoroughly in sympathy with its aims. I, therefore, wish that you would be kind enough to say to Mr. Leland D. Wood, the President, that I shall be very glad to be elected an honorary member of the society.

An interesting future lies before the American Merchant Marine and I am sure that the Steamship Historical Society can be helpful in giving wise counsel.

With thanks for your message about Pa Watson, and all good wishes,

Sincerely yours,



Mr. L. McCormick-Goodhart,
Lengley Park,
Hyattsville, Route 1,
Prince George's County,
Maryland.