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In this Issue

[Speaker series returning to celebrate United States Lines](#)

[Get your Ocean Liner Gala fundraiser tickets now](#)

[Help SSHSA start the new year with a full head of steam](#)

[Eight Bells: Warren G. Leback](#)

[Executive Director's Message](#)

[Stay up to date on social media](#)

[Coming up in PowerShips](#)

[Chapter news](#)

[Contact us](#)



Executive

Speaker series returning to celebrate the United States Lines

It may not feel like Fourth of July out there right now, but the Ship History Center is going to have a distinctly American flair for the next several months. Part of our upcoming Ocean Liner Gala V celebration of the United States Lines, SSHSA's Distinguished Speaker Series will return this winter and spring for a round of exhilarating stories about some of the greatest ships to fly the Star Spangled Banner.



The series will kick off with "SS *Leviathan*: America's Grandest Ocean Liner" on **Saturday, February 1**, with former SSHSA Board Member and longtime supporter Richard Rabbett. That will be followed by "The SS *United States*: Origins, Triumphs and Future Prospects" with Susan Gibbs on **Saturday, April 4**, and "The Founding of United States Lines: A Tale for its Time" with Douglas Tilden on **Friday, May 1**. Gibbs is the executive director of the SS United States Conservancy and granddaughter of Big U designer William Francis Gibbs. Tilden is a former vice president of the United States Lines.

The programs are all free and open to the public, but space is limited and you must reserve a seat in advance. We expect that the room will fill up quickly, so register early by calling SSHSA at 401-463-3570 or emailing clehrbach@sshhsa.org.

Regardless of whether you are planning on joining us at the gala on May 2, this is a great way to learn about the history of our nation's preeminent transatlantic line. It's also a chance to come out and see what we've been doing at the Ship History Center over the last couple of months. New models and display cases have begun to pop up, meaning there will be something new to see for everyone. Sign up now and don't miss out!

Director's Message

With the holiday season now in full swing, there's no denying it: 2019 will be over before we know it. But instead of mourning another year that went by much too fast, let's look at one big benefit of 2020 – SSHSA's 85th birthday!

We're thrilled with the youthful energy that our board and membership are displaying as we gear up for next year, SSHSA's 85th Anniversary. Our SSHSA 2020 vision is clear and we're making great progress on all fronts, leading the way with our education initiative [STEAMing Into the Future](#). This program is core to our mission and has become the focus of everything that we do. In a nutshell, we're successfully sharing ship history with the next generation, and we're reaching them through old-fashioned hard work and perseverance. Our estimate thus far is that we've had more than 8,000 users at www.shiphistory.org since our launch! That's impressive, but we're just getting started.

As we head into our 85th year, you'll be hearing more and more about the organization's efforts to reach even more people. We'll be rolling out more initiatives, all consistent with our three outreach themes highlighting immigration, trade and leisure. These themes affect all of us, and it's our job to interpret them so that our relevance remains strong for tomorrow's leaders. Immigration has become a hot subject today. Who of us did not have ancestors that emigrated

Photo: Bill Campbell, owner of Ocean Eye Underwater Inspection Service, talks about his many dives to the *Andrea Doria* during this year's Ocean Liner Dinner auction preview reception in May (SSHSA).

Get your Ocean Liner Gala fundraiser tickets now

Looking for a last-minute Christmas gift? Tickets to the fifth annual Ocean Liner Gala are on sale now! Come join in our celebration of some of the biggest names in transatlantic travel: the *America*, the *Leviathan*, and "Big U" herself, the *SS United States*.

The event will be held May 2, 2020, at the Squantum Association in East Providence, Rhode Island. The home for last year's celebration of the Italian Line, it is a spectacular venue right on the waters of Narragansett Bay. The 118-year-old clubhouse sits on 10 acres of land and has amazing historical touches like the bar area, known as The Culture Room, that still has the wooden cubicles that stored members' liquor during Prohibition.

Reserve your spot now and take advantage of special early-bird pricing – just \$150 per person through February 28, 2020. Beginning on March 1, the price will rise to \$200 per person. [Click here](#) or call us at 401-463-3570 to lock in your seat. And make plans to come in at least one day early for a presentation on Friday, May 1, from Douglas Tilden, former vice president of the United States Lines.

The company started with just three ships purchased from the failed United States Mail Steamship Company and rose to prominence in the 1920s thanks to two famous rescue operations by Captain George Fried, one at the helm of the *SS President Roosevelt* and another while in command of the *SS America*. The 1930s and 1940s saw the launching of the *Manhattan*, *Washington* and *America*, all of which saw service in World War II.

But it is the *SS United States* that the company is perhaps best known for. Built under a government subsidy, she launched in 1952 as the biggest ocean liner built in the United States and the fastest ocean liner ever built – two statements that stand to this day.

[Don't miss out – get your tickets now!](#)

Photo: A brochure advertising the first class fares aboard the *SS United States* (SSHSA Archives).



Help SSHSA start the new year

from elsewhere, usually crossing a body of water? Trade refers to pretty much everything we consume (eat, wear, purchase, etc.), and it's relevant to our mission because over 90 percent of everything we use here in America arrives through a U.S. port. As for leisure, the cruise industry has never been bigger. There are more passengers on ships today than ever before in the history of sea travel. We're also including all water sports, swimming, fishing and recreational boating within our leisure theme so one and all are covered.

So sit back, relax, and enjoy the celebrations knowing that the ship is on course for another great year. Whether you're joining us for our speaker series, celebrating the United States Line at our Ocean Liner Gala, or just a regular reader of *PowerShips*, we hope you enjoy everything that 2020 has in store for you. Thank you for all of your support and happy new year!

There is still time to renew your SSHSA membership

The snow is already starting to fall across much of the country, which means winter is just around the corner and the new issue of *PowerShips* is less than a month away. Check your membership status today and make sure you don't get left at the dock!

You can join or renew instantly by calling us at (401) 463-3570 or online by [clicking here](#). We

with a full head of steam

There's still a couple of weeks left to make your mark on 2019 with a contribution to the SSHSA Year-End Appeal. We have been on a roll over the last few weeks, and [we're looking for some members and friends to help push us over the top](#).

In case you missed it, this year is a special one for the organization. The Posner Foundation of Pittsburgh—longtime SSHSA members, supporters, and friends—have issued a fundraising challenge to our organization. Between now and December 31, they have generously offered to match all new and increased donations up to a total of \$30,000!

What does that mean? If this is your first time giving, your money will be doubled; if you can give at a higher level this year, your increase will be matched. There has never been a better time to give to the Steamship Historical Society of America, and all contributions are, of course, tax-deductible.



We have received pledges of more than \$25,000 so far, but every single donation counts in our quest to preserve our country's maritime heritage for the next generation. If you enjoy reading *PowerShips*, visiting the Ship History Center, reminiscing about your favorite liners, or finding out about the ships that brought many of our families here, [this is the best way to make sure that we can continue to sustain and expand these resources](#).

Thank you to everyone who has stepped up so far, and to those of you who we know are going to come through in the waning days of the year. [Let's work together to keep the story of steam alive!](#)

Photo: A festive holiday gathering circa 1950 (Edward O. Clark Collection, SSHSA archives).

Eight Bells: Captain Warren G. Leback

We are sad to report that Captain Warren G. Leback of Skillman, N.J., a longtime SSHSA member who served as maritime administrator in the U.S.

look forward to welcoming you back on board.

New SSHSA Members

Welcome aboard!

Mr. Orlando Ashford
Mr. James Beverley III
Mr. Jack Boise
Mr. Rodd Browne
Mr. George Chapman
Mr. Scott Cooper
Ms. Lori DiPersio
Mr. Steve Dorward
Mr. Richard J. Farrelly
Mr. Louie Ferraroni
Mr. Joe Finucci
Mr. Erling Frydenberg
Mr. Gary Garren
Hampton Library
Mr. Mark Helt
Mr. Giora Isreal
Ms. Anne Kalosh
Mr. Mike Kiehl Mr.
Bruce Krumrine
Mr. Mark Liss
Mr. Walter Littlejohn III
CAPT Ben Lyons
Ms. Angela Reale Mathisen
Mr. Monty Mathisen
Mr. John McGirl
Mr. Walter Minett
Mr. Terry Mueller
Naval Architecture and Marine
Engineering program
Mr. Robin A. Neill
Mr. Kent Rengo
Mr. Christian Roden
Mr. Alexander Romo
Mr. Allen Rudolph
Mr. Rick Sasso
Mr. Eugene Sheils
Mr. Howard Slotnick
Mr. Alyn Specht
Mr. Chris St. Clair
Mr. Arnold Staples
Mr. James Starosta
Mr. John Tercek
Dietmar R. Wertanzl
Mr. Terry White

Department of Transportation under President George H.W. Bush, died on November 21.

Leback came from a family with a strong maritime tradition. His grandfather was a shipwright and fisherman. His father was a fisherman, captain, and Columbia River pilot. His twin brother, Calvin, went to sea and finished his career as a captain with Sea-Land Service. His 65-year career in the maritime industry began with his service in World War II as a cadet midshipman on the *Joseph McKenna* when he was just 18 years old. During his first voyage, his ship brought back from Pearl Harbor the stern section of the destroyer USS *Cassin*, which had been bombed on December 7, 1941. The section was fitted onto the forebody for a new destroyer, also named USS *Cassin*. On his second voyage, the *McKenna* sailed for Guadalcanal with a load of military cargo. Although the *McKenna* arrived at Guadalcanal six weeks after the American landings, Japanese bombers were still harassing the anchored merchant ships. Leback saw action as a member of the *McKenna*'s anti-aircraft gun crew, and the ship's crew received Merchant Marine Combat medals for their service.



After being discharged from the *McKenna*, he reported to the United States Merchant Marine Academy at Kings Point, NY, to complete his studies and graduated in January 1944. He then sailed on Grace Line ships in the South Pacific Theater and, in 1947, received his Master's License, which he maintained until his death.

Leback worked for Grace Line until 1960 serving as third, second and chief mate on several vessels, and master of the passenger cargo ship *Santa Monica*. He also held managerial positions in Barranquilla and Cartagena, Colombia, and in New York City.

After leaving Grace Line, Leback worked for a number of different maritime organizations, including Marine Operations for Central Gulf Steamship Corporation in New Orleans, Louisiana (1964-1991), Sea-Land Service Inc. in Port Elizabeth, N.J. (1965-1972), the Oil Transport Company of Philadelphia (1973-1975), El Paso LNG Company in Houston (1975-1981), Puerto Rico Marine Management Inc. (1985), and First American Bulk Carrier Corporation (1993-2006).

In 1981, he was appointed deputy maritime administrator in the U.S. Department of Transportation by Ronald Reagan before being promoted to maritime administrator from 1989-1993 under George H.W. Bush. He was the first graduate of Kings Point to hold this distinguished position. His responsibilities included overseeing 105 Ready Reserve Fleet vessels and 225 National Defense Fleet vessels, supervising the U.S. Merchant Marine Academy and six state maritime academies, providing marketing assistance to U.S. Flag lines, and port promotion. He negotiated maritime agreements with Russia, Ukraine, the People's Republic of China, the Republic of South Korea, and Brazil.

Captains' Circle

A big Thank You to our Captains' Circle members for their membership and support!

Engineer (\$1,000)

Mr. Charles T. Andrews
CAPT & Mrs. Roland R. Parent
Mr. Douglas A. Tilden and Ms. Teresa Keller

Commodore (\$500)

Mr. Joseph Bains
Mr. Odd A. Brevik
Mr. Douglas E. Bryan
CDR Andrew O. Coggins Jr.,
USN (Ret.)
Dr. Patrick T. Conley
Mr. Alexander D. Crary
Mr. Patrick Dacey
Mr. William W. Donnell
Mr. and Mrs. Steven Draper
Mr. Barry W. Eager
Mr. and Mrs. Donald W. Eberle
Mr. and Mrs. William Edwards
Mr. Michael Fisher
Mr. Robert J. Golden
Mr. John B. Henry
Mr. Robert E. Hughes
Mr. Scott G. Huston
Mr. Neil E. Jones
Mr. Nicholas Langhart
Mr. Don Leavitt
Mr. William M. McLin & Mr. Samuel J. McKeon
CAPT and Mrs. James J. McNamara
Dr. Laurence Miller
CAPT Dick Palmer
Ms. Mary L. Payne
CAPT Dave Pickering
Mr. David L. Powers, Jr.
Mr. Richard Rabbett
Mr. Thomas C. Ragan
Mr. Thomas Reed
Mr. William M. Rosen
Mr. David Schulz
Mr. and Mrs. James W. Shuttleworth
Mr. and Mrs. Howard Smart

Leback was an active member of several maritime organizations including serving as national president of the United States Merchant Marine Academy Alumni Association and national president of the Council of American Master Mariners. He also served as a chair of the Board of Trustees of the American Merchant Marine Museum.

Warren received the U.S. Merchant Marine Academy's Outstanding Professional Achievement Award in 1964, the Alumnus of the Year Award in 1978, the Distinguished Service Award in 1984, and the Meritorious Alumni Service Award in 1989.

Captain Leback was predeceased by his wife, Dorothy Jewel Leback, and is survived by his children: Warren Thomas Leback and his wife Chloe, Christine Leback Sitwell, and Karen Frances Leback; his grandchildren: Todd Leback and his wife Lisa Grove, Emily Leback Achin and her husband John, Peter Leback, and Sergey Sitwell; and his great-grandchildren: Miles, Maude, Henry, Clover and Violet.

Stay up to date on social media

There's no reason to wait for the next issue of *PowerShips*, *The Telegraph* or *Ahoy!* to get your ship history fix. We are constantly posting stories, trivia and exclusive insights into our archive across all of our social media channels. Get on board now so you don't miss a beat!

Here's some of what's been going on:

We shared lessons using primary sources in ship history to help solve mathematical equations! Check it out here: <https://shiphistory.org/education/mathematics/>. If you know a teacher who would like to contribute a lesson to STEAMing Into The Future, please email steam@sshhsa.org.

We talked about #ArchivesAncestors and #shiphistory! Genealogy is the most common request we receive for research at the Ship History Center, with people seeking information about their family's immigration to the United States. A good example of how we use our collections to educate students about

Mr. and Mrs. Stephen Smith
CAPT Cesare Sorio
Mr. John S.W. Spofford
Mr. Kent Strobel
CAPT Eric Takakjian
CAPT and Mrs. Terry Tilton,
USN (Ret.)
Mr. Terence Turner
CAPT Robert F. Wasson Jr.
Mr. Peregrine White
Mr. Eric Wiberg

Commander (\$300)

Mr. Preston B. Baker
Rev. James Brandmueller
Mr. Gabriel Caprio
Mr. William D. Comings Jr.
Mr. John J. Crowley Jr.
Mr. Robert Ian Danic
CAPT Robertson Dinsmore
Mr. Andrew Edmonds
Mr. Francis Galasso
Mr. Daniel Gallagher
Mr. Mark Gathings
CDR Michael Greene, USN
(Ret.)
Mr. and Mrs. Glenn P. Hayes
Mr. and Mrs. Nathan and Helen
Hazen
Ms. June Sherry Ingram
CAPT Philip C. Kantz
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CAPT Leif Lindstrom
Dr. Mark P. Macina
Mr. Jeff Macklin
Mr. John Mahoney
CAPT Warren McDonald,
USCGR, (Ret.)
Mr. W. John Miottel
Mr. Carl R. Nold
Mr. William S. Reid
Mr. Roy C. Rose
Mr. Richard Scarano
Mr. Shapleigh Smith
Mr. Mark Snider
Mr. Donn R. Spear
Mr. Alexander Swavy

Mariner (\$200)

Mr. Jim Antonisse
Mr. and Mrs. Vincent Bellafiore
Mr. and Mrs. Charles D. Bieser
Mr. Ted Blank

immigration is our recent lesson on Italian Immigration on board the Fabre Line, where we used primary sources to trace the journey of Gerardo D'Amico from Naples to Providence. This lesson was made possible by a grant from the Heritage Harbor Foundation. Learn more about the history of Italian immigration and Gerardo's work and life in Rhode Island through the use of interactive images and primary sources: <https://shiphistory.org/2017/07/10/immigration-to-providence/>.

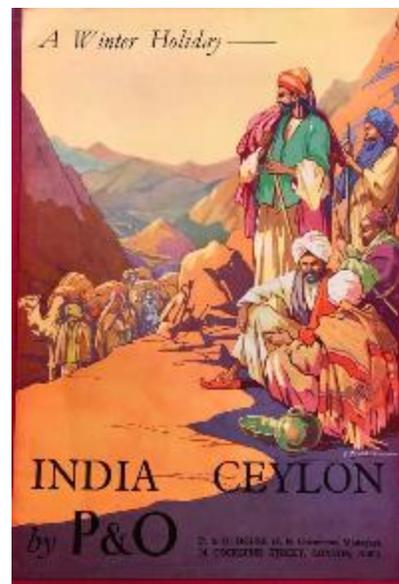
The mystery of the lost steamship *Allentown* was solved when the doomed collier was found after more than 130 years. The *Allentown* was found some distance from the area of Minot's Light and rests in over 200 feet of water much further to the north off Cape Ann. To date, the exploration project has spanned four years. Poor weather and difficult conditions at the wreck site hampered progress. Collaborators and contributors on the discovery included SSHSA Board Member Eric Takakjian.

We shared that we are looking for qualified teachers to serve on our advisory board for education! Learn more about the responsibilities and perks here: <https://shiphistory.org/2019/07/12/advisory-board/>.

We started a series called Meet the Board! Find out more about our leadership at <https://www.sshsa.org/about/directors.html>.

Temperatures are dropping and this month, the theme for the #ArchivesHashtagParty hosted by the National Archives is #ArchivesSweaterWeather! What's better to warm you up than a winter holiday? We shared this brochure from October 1929 by the P&O British India New Zealand & Associated Lines that reads, "To visit India has been a part - an almost necessary part - of a liberal education for the intelligent Englishman." P&O was a British company that took over the British India Steam Navigation Company (c.1914), had a controlling interest in the Orient Line (c.1918), and acquired many smaller companies to extend its reach all over the world, hence the long name.

Our series "On This Day" continued:



Dr. Jason B. Boudjouk
 Mr. Gus Bourneuf
 Mr. J.O. Busto
 Mr. David B. Butler
 Mr. John Cameron Jr.
 CAPT Gerard P. Carroll
 Mr. Charles W. Clarke
 CAPT John M. Cox
 CAPT Roger Crossland
 Mr. Donald Deckebach
 Mr. Andrew W. Edmonds
 CAPT J.A. Ellis
 Mr. Jonathan Ely
 Mr. Bruce Estell
 Mr. Joseph J. Farcus
 Mr. and Mrs. Arthur J. Ferguson
 CDR Dennis R. Flynn, USN (Ret.)
 Mr. Brian J. Fournier
 Mr. Mark Gathings
 Mr. Albert Gilder
 Mr. Gary Gmoser
 Mr. Paul S. Gravenhorst
 Mr. W. Scott Hale Jr.
 Mr. Robert A. Haslun
 Mr. Han Helders
 Mr. Albert R. Hinckley Jr.
 Mr. John C. Hover II
 Mr. Timothy J. Kelly
 Mr. Murray Kilgour
 Mr. Stephen Lash
 Mr. Thomas Lavin
 Mr. Matthew Lawrence
 CAPT David Leech
 Mr. Reginald Lewington
 Ms. Susan Linda
 CAPT Adrian Loughborough
 Mr. Laurence P. MacDonald
 Mr. Gary Maehl
 Rev. Armand Mantia
 Mr. James P. Martin
 Mr. A. Michael Marzolla
 Mr. David L. McColloch
 Mr. Daniel L. McCoy
 Mr. Walter Lynn McLaughlin
 CAPT Ronald J. Meiczinger
 Mr. Charles A. Miller III
 Mr. Charles W. Moorman
 Mrs. Harry Morgan (Joanie)
 Mr. William G. Muller
 Dr. and Mrs. William P. Murphy
 CAPT Alfred Murray
 Mr. Brian L. Norden

- On September 26, 1934, the *Queen Mary* was launched. Check out the program from our very first Ocean Liner Dinner that celebrated the *Queen Mary's* 80th birthday in 2016. Click on the image to the right to see more.
- On September 27, 1938, the *Queen Elizabeth* is launched. And on the same day in 1932, *Rex* made her maiden voyage.
- October 28, 1940, the *Empress of Britain* was torpedoed without warning by German submarine U-32 and sunk. 45 persons were lost. She was spotted by a German bomber north west of the Irish coast just two days earlier and attacked. Most of the troops she was carrying were picked up by escort ships, but an effort to tow her away on October 28 failed when U-32 delivered the fatal blow.



Want more? Click on the icons below!

Photos: Top, an October 1929 brochure for the P&O British India New Zealand & Associated Lines (SSHA archives). Below, a page from our 2016 Ocean Liner Dinner program celebrating the *Queen Mary* (SSHA).



Coming up in *PowerShips* #312

The next issue of *PowerShips* is in production now and will be mailed in mid-January. There's still time to [renew your membership](#) today - make sure you don't miss it!

Mr. Michael J. O'Callaghan
 Mr. Patrick D. Ortego
 Mr. Ronald Oswald
 Mr. Hollis S. Paige
 Mr. Art Peabody
 Mr. Richard G. Pelley
 Mr. James C. Pendleton
 Mr. Bruce Rowe
 Dr. Victor H. Rubino
 Mr. Robert H. Savarese
 Mr. John L. Schiavone
 Mr. and Mrs. Matthew S. Schulte
 Mr. John W. Schumann
 Mr. Howard Schutter
 Mr. Daniel J. Sentilles
 Dr. Robert A. Shea
 Mr. John Sleeter
 Mr. Britton C. Smith
 Mr. Roy L. Spring
 Mr. Alan Stover
 Mrs. Merle Thomsen (Dian)
 Mr. Sandy Thomson
 Mr. G. Thomas Tranter
 Mr. Richard Vanaria
 Mr. Stephen Weaver
 Mr. Chase Welles
 Mr. Kirk Youngman

Contact Us

Steamship Historical Society of America

2500 Post Road
 Warwick, RI 02886
 (401) 463-3570
www.sshsa.org

Matthew Schulte
 Executive Director
mschulte@sshsa.org

Bryan Lucier
 Membership and Outreach
 Specialist
blucier@sshsa.org

Aimee Bachari
 Education Coordinator
steam@sshsa.org

Astrid Drew
 Research & New Media

1938 *Nieuw Amsterdam*

The opening scene from the 1954 Oscar-winning movie, “On the Waterfront,” treats the viewer to another winner – the *Nieuw Amsterdam*, berthed boldly at her Hoboken, New Jersey, pier. Terry Tilton provides a detailed history of the ship to show why he thinks it’s the best passenger ship of all time.

The *General Greene* to the Rescue

Eric Wiberg tells us the WWII story of the U.S. Coast Guard Cutter *General Greene*. She whisked Allied merchant sailors back to Nantucket, sailors who were rescued from five lifeboats of four of the 38 Allied ships attacked by 73 U-boats from Nova Scotia to Montauk.

“Run Away to Sea” on P&O-Orient Lines

In “Lives of the Liners,” Bill Miller revisits the P&O ships of the 1950s and 1960s as the company grew its trade worldwide. Travel once again on some of the classics in all of their glory – from the *Orontes* and the *Stratheden*, to the *Arcadia* and *Iberia*.

Presidential Yacht USS *Mayflower*

Best known for the role it played in the negotiations to end the Russo-Japanese War in 1905, the *Mayflower* was a presidential yacht that served under five commanders-in-chief from 1909-1929. Gary Lombardo explores this large and luxurious ship, its time with the Coast Guard during World War II, and its eventual transition to private owners.

The First Floating Nuclear Power Plant

The Liberty Ship *Charles H. Cugle* was too late to see wartime service, but just in time to be part of a unique project to provide offshore power in the Panama Canal Zone. Eric Pearson takes us back to the 1960s to see the *Cugle*’s conversion to a nuclear power plant that played a key role in allowing ships to pass through the canal during the Vietnam War and the closure of the Suez Canal.

Photos: Top, a brochure from the inaugural cruise of the *Nieuw Amsterdam* in 1939 (SSHSA Archives). Below, a postcard of P&O’s *Arcadia* (Henry Uhle collection, SSHSA archives).



Chapter News

adrew@sshhsa.org

Chris Lehrbach
Development Director
clehrbach@sshhsa.org

Alissa Cafferky
Project Coordinator
acafferky@sshhsa.org

Jim Pennypacker, Editor
PowerShips
editor@sshhsa.org

Richard Barwis
Advertising Representative
richard@cornerstone-media.biz

Delaware Valley Chapter

Steve Loveless, chapter chairman, will present a program entitled "The History of the Postwar Cunard Line Fleet" on **Sunday, January 19, 2020**. The program will document the story of the Cunard Line from the time the ships returned to peacetime service after World War II, including the rebuilding of the fleet in the 1950s, the decline of the fleet in the 1960s, the careers of the *Queen Elizabeth 2* and her fleetmates, the purchase of Cunard by the Carnival Corporation, and the creation of the *Queen Mary 2*, *Queen Victoria* and *Queen Elizabeth*. Extensive use of slides, photographs and Cunard memorabilia from Steve's personal collection will be on display. The highlight of the day will be the display of an actual Red Ensign and life ring from the MS *Britannic*, the last White Star Line ship in the fleet from the 1930s merger of the two companies.

The program will take place at the Independence Seaport Museum at 211 South Columbus Boulevard in Philadelphia from 2 to 4:30 P.M. A brief chapter business meeting will take place, and refreshments will be provided. Please contact Steve at 215-495-8889 or at sldvcsshhsa@gmail.com for questions or to reserve a spot.

Programs for February, March and April are yet to be determined. Contact Steve if you wish to receive information about the future programs.

Golden Gate Chapter

Chapter dues are \$6 in the United States and \$9 for foreign addresses. Membership includes six chapter meetings and field trips each year, as well as an 8-page newsletter mailed every two months. For more information, call chapter President Norman Freitag at 510-276-7520.

Kings Point Student Chapter

This fall was SS *United States* season at the Merchant Marine Academy. On September 21, students from the Chapter participated in the unveiling of a two-story painting of the SS *United States*, which now hangs in Ackerman Auditorium. The following month, on October 4, the Chapter was also treated to a tour of the ship by the SS *United States* Conservancy.



The group has also been holding monthly meetings, is working on a trip to the NS *Savannah*, and making plans to host guest speakers in the new year.

Photo: Students from the Merchant Marine Academy at Kings Point visited the SS *United States* in October (CAPT James Zatwarnicki).

Southern California

The Southern California Chapter's November meeting was held in the Carpathia Room on board the *Queen Mary*. Scott MacDonald shared his pictures and experience of sailing aboard the storied cruise ship *Marco Polo*. Having sailed with fellow member, Bruce Lyons, he recalled the various stops and events with an obvious passion for the more classic cruise liners still in service. His takeaway message: If you can, take a trip while she's still available. Time may be short.

The winter meeting will be held on **Saturday, February 1, 2020**.

The chapter is seeking new members. There is plenty of room to grow, so please share the opportunity with any like-minded friends, relatives and neighbors you may know. Guests are always welcome at the meetings if they want to try before joining.



The Southern California Chapter is also seeking an associate editor for the *Ocean Times*. Help lay out and produce this stellar publication, and you may be considered for a future promotion to editor. This is a great opportunity to bolster your resume, and the chapter is happy to provide letters of reference to volunteers for college, job applications and interviews, and more. Volunteering isn't just about what you give - it's also about what you get. Again, please share this opportunity with anyone you know who might be a good fit for this role. To join the team and contribute to the chapter's ongoing success, email Bruce Vancil at steamer@pacbell.net.

The January issue of the *Ocean Times* is full of history both past and current. "The Last Mutiny? — Around The Horn to California on the *Clan Buchanan*" is a personal account of a four-month-long voyage from England around the horn to San Francisco. It has been a busy fall in Southern California, and the *Ocean Times* has reports on L.A. Fleet Week 2019, the *Carnival Splendor* departing Long Beach on that line's longest voyage to date, and the opening of The Cunard Story permanent exhibit aboard the RMS *Queen Mary*. The *Oroya* (III) is remembered in "Seldom a Profitable Voyage." More *Queen Mary* history is presented in "The Day the Queen Waited." "Ship Shot" will bring us personal memories of the ships we traveled on and those missed, all brought on by a chance encounter with the *Artania*. "Tramping Cyber Space" brings us links to a four-part documentary on the history of the Port of Los Angeles.

Want your own copy of the *Ocean Times*? Join the Southern California Chapter of the SSHSA. Contact Sherrill Smith (ladysherrill@msn.com) for information and a membership form.

Photo: Southern California Director Scott MacDonald presents his experiences aboard the *Marco Polo* to two dozen chapter members at the November 2019 social meeting (Bill Keene).

The *Telegraph* is the quarterly electronic newsletter for members and friends of Steamship Historical Society of America. It is produced in March, June, September, and December.

Bryan Lucier, Editor, The *Telegraph*

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