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Executive Director's Message

NS Savannah hosts Annual Meeting, National Maritime Day in Baltimore

More than two dozen friends and members joined us in Baltimore last month to hold SSHA's 83rd Annual Meeting and celebrate the 200th anniversary of the SS *Savannah's* historic transatlantic voyage.

A full weekend of activities began in the Eisenhower Room aboard the NS *Savannah*, the country's only peacetime nuclear vessel. We were able to hear from various board members and staff about the future of SSHA as we push forward toward 2020 and beyond.



Following the Annual Meeting, there was a presentation by Maritime Administration officials about the proposed decommissioning of the NS *Savannah* and plans to remediate the limited amount of nuclear material that is still inside the ship. The process will be tricky given the ship's status as a Historic Landmark, but officials hope to get the proper clearances over the next several years and begin the process in October 2023. It should take about a year to complete the work, after which MARAD will seek ways to terminate the ship's nuclear license and dispose of it in some way. This could mean donating it to an organization willing to preserve the ship, using it for an artificial reef, or offering it up for recycling.



Those in attendance were given guided tours of the ship and able to have lunch in one of its 50s-style dining areas. The afternoon featured a roundtable discussion on the origins of steam and the history of the NS *Savannah*, as well as tours of the liberty ship *John W. Brown*, which was also at the pier that day. She

Summer is just about a week away, and I hope all of you have some great plans in store for barbecues, family fun and vacations.

Here at SSHSA, we are coming off one of our busiest and most productive times of the year. In the last month and a half alone, we held a fabulous fourth edition of our Ocean Liner Dinner and raised more than \$50,000 with proceeds of nearly \$30,000; we celebrated the 200th anniversary of the SS *Savannah* aboard her counterpart, the NS *Savannah* in Baltimore; and we recruited five new people to join our Board of Directors as we look to keep up the momentum for the rest of 2019 and beyond.

You can read more about these remarkable achievements here in the Telegraph, but I wanted to take the time to thank each and every one of you out there for helping us to make them happen. We do our best to get the ball rolling, but it's those of you who show up and support us at each step along the way who are the stars.

So make sure your membership is up to date for the summer issue of *PowerShips* and take some time to get some well-deserved rest and relaxation. We're already working on plans for the next big event, and we hope to see all of you there. Have a safe and happy summer!

**There is still time
to renew your
SSHSA**

had a special surprise on board, as visitors got a chance to see the steam whistle of the *Normandie* in action on her deck.

The ships were also saluted on Sunday as part of MARAD's National Maritime Day festivities.

Thanks to everyone who made the trip to join us! Couldn't make it? [Click here to take in all of the sights and sounds of the weekend courtesy of our Flickr gallery.](#)

Photos: At top, SSHSA President Don Leavitt presides over the Annual Meeting in the Eisenhower Room of the NS *Savannah*. Below, attendees got a rare peek at some of the inner workings of the nuclear-powered ship.

Board of Directors adds five new members

The Board of Directors and staff at SSHSA are pleased to announce that five new members have agreed to join our board – Dr. Andrew O. Coggins Jr., Patrick Dacey, William H. Miller, Darshell Silva, and CAPT James Zatwarnicki. Elected in a conference call on June 1, they will help fill the shoes of three board members who recently finished their terms – David Powers, Paul O'Pecko, and Howard "Buzz" Smart. Please join us in welcoming them to the fold!

Dr. Andrew O. Coggins Jr. is an internationally known cruise industry analyst based in New York. Dr. Coggins is a retired U.S. Navy Commander with over twenty-three years of service on seven ships. He has spoken at numerous conferences, and given interviews on issues and trends in the cruise and travel industries. He is also an active member of SKAL International and Pacific Asia Travel Association (PATA), as well as international travel and tourism marketing and networking organizations. He currently teaches courses in cruise industry management at Pace University.



Patrick Dacey of Glen Gardner, New Jersey, recently retired as a Lieutenant of County Detectives after spending 30 years in law enforcement. He earned an undergraduate degree from Jersey City State College and a master's degree in human resources, design and training from Seton Hall University. His civilian career includes an extensive background in criminal investigations, narcotics, community outreach, training and counter terrorism with the Middlesex County Prosecutor's Office. In addition, he retired from the reserve component of the United States Army with the rank of Lieutenant Colonel after 25 years. He has had a lifelong interest in passenger ships and joined SSHSA in the 1970's as a student member. A veteran of more than 60 voyages and crossings, he is also chairman of the board of the World Ship Society, Port of New York Branch. He is married to Denise and they have one son together, Philip.



membership

Summer 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 look forward to welcoming you back on board.

New SSHSA Members

Welcome aboard!

Mr. Stuart Aaron
Ms. Katie Bass
Mr. Jeff Bauriedel
Mr. Craig R. Benson
Mr. and Mrs. Steve Beringhause
Mr. David J. Betz Sr.
Ms. Susan Bianconi
Mr. Richard Billups
Block Island Ferry
Boston Duck Tours
Mr. Ronald Brosz
Mr. Tim Brown
Mr. Ken Brownlee
Mr. William Campbell
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Mr. Robert Chervenock
LCDR Paul E. Cornelius
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Mr. Patrick Darmody
Mr. George DiFilippo
DiMillo's On The Water
Mr. Christopher Edwards
Essex Steam Train & Riverboat
Mr. Danny Finnegan
Mr. Paul Fisher
Mr. Douglas Foreback
Frances Fleet Inc.

William H. Miller was born in Hoboken, New Jersey on May 3, 1948. In addition to his teaching career and authorship of more than 40 books, he was chairman of the World Ship Society's Port of New York Branch from 1970 to 1976, deputy director of the New York Harbor Festival Foundation from 1979 to 1982, historian at the Museum of the American Merchant Marine in 1979, and creator of a course entitled "The Ocean Liner" at the New School of Social Research in Manhattan in 1981. He also created the passenger ship database for the Ellis Island Museum and appeared in the documentary *SS United States: Lady in Waiting*. A documentary about his life and studies, *Mr. Ocean Liner*, premiered aboard RMS Queen Mary 2 on July 1, 2010.



Darshell Silva of Warwick, Rhode Island, is the Library and Media Specialist for the North Kingstown School District, per course faculty member at the University of Rhode Island, and Education Technology Consultant for various organizations. She holds a Master of Library and Information Studies degree, a School Library Media Specialist Certification, both from the University of Rhode Island, and a Blended Learning Certificate from Roger Williams University. Darshell teaches information literacy, technology instruction, coding, and maker education, among other duties. She has served on many educational organization boards as well as won numerous awards for her excellence in education. She comes from a long line of Cape Verdean stevedores and has worked with SSHSA to incorporate ship history project based learning lessons in her classroom.



CAPT James Zatwarnicki of Hoboken, New Jersey, graduated from SUNY Maritime College in June, 2002 with a degree in Marine Transportation Management and later earned a Master of Science in International Transportation Management. He holds a license as Master Unlimited Tonnage Upon Oceans and Master of Towing Vessels. Capt. Zatwarnicki actively sailed on his license from June of 2002 until he began working at the US Merchant Marine Academy in April 2018 as an Assistant Professor of Nautical Science. He has sailed on several types of vessels throughout his career including survey vessels, container ships, tugboats, military supply ships, and served as master of the USNS Gordon and USNS Shughart. He is very active with the Sea Scouting program, Boy Scouts of America, and has been affiliated with Ship 228, the Sea Dart II, in Rahway, NJ for 27 years.



Letters to the editor

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Mr. Jaime Gonzalez
Mr. James Graf
Mr. Stephan Gunnery
Mr. Leo Hallen
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Mr. Neale J. Schuman
Mr. Daniel Scopetta

Since the last issue of *The Telegraph* went out, we received a couple of letters to the editor with some stories and memories that we would like to share. We're always happy to accept submissions at info@sshhsa.org, and will make an effort to run as many as we can in each issue of *The Telegraph*. We hope you enjoy these tales and they inspire you to submit some of your own!

Remembering the Delbrasil and other C-3 passenger-cargo ships

To the editor:

My Winter 2018 copy of Power Ships got buried and I just opened it, [only] to see the color picture of the *Delbrasil* entering the harbor of Rio de Janeiro with Sugar Loaf in the background [Questions & Answers with Steamboat Bill, Issue #304, Page 5]. There were six of those C-3 passenger-cargo ships - "combis" - designed by Commodore V. M. Friede, later of Friede and Goldman Naval Architects here in New Orleans. The first flight of three were the *Delbrasil*, *Deltargentino* (note the "t"), and the *Delorleans*. The second flight of three were taken over by the Navy on the ways, and Mississippi Shipping Company, "The Delta Line," never saw them. The last one, another *Deltargentino*, was the USS *Monrovia* (APA 31) and was the first ship I had ever been on in my life.

In 1953, I was a "plebe" (freshman) cadet/midshipman at the U.S. Merchant Marine Academy at Kings Point, NY, the fourth federal academy. The academy wanted to march in President Eisenhower's first inaugural parade but there was no money to get there. Since most of our officers/instructors were also Naval Reserve officers, they cooked up a "Naval Training Cruise" and packed the regiment into that troop transport like sardines. It was pipe-rack bunks, salt water showers, the whole bit. But we got there, marched and came back.

After graduation, I went to work for Delta Line in New Orleans in 1956. I met Captain Charles Spicer, the operations manager, who invited me into his office for a chat. I kept looking at the framed photo he had on his bulkhead; it looked like *Monrovia*. "That's the *Delbrasil*, my last command and a fine ship she was." I tried to explain about the *Monrovia*, but since no one in Delta Line seemed to know about the second set of ships, it was hopeless.

After the war, Delta Line elected not to take those battle-weary ships back and instead chose to have new C-3 combi ships. The trio were designed around a standard C-3 hull by George Sharp and were built in nearby Pascagoula, Mississippi, at Ingalls. I was assigned as an engineer on the SS *Del Mar*, the first of the last three C-3 passenger-cargo combi ships built. There were many of those combis built; most were taken over by the military during WW2.

Two of those first three were taken over by Farrell Lines for the African run, *Delbrasil* became the *African Endeavor*, and *Deltargentino* became the *African Enterprise*. Both ran successfully for years. The *Delorleans* was eventually taken by California Maritime Academy as a training ship and later became something called the "Artship," which was a failure even in the artsy Bay area.

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Mr. Christopher Wright
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Captains' Circle

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

Commodore (\$500)

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CAPT and Mrs. James J. McNamara
Dr. Laurence Miller

The wartime operation of *Delbrasil* as the *USS George F. Elliott* (AP-105) can be [found on the "Haze Gray & Underway" website](#).

I stayed with Delta, finally came ashore and in 1984 was superintendent engineer over all three coasts; we had taken over Grace Lines by then, when Delta went out of business, like so many U.S.-flagged shipping companies.

Don Burnham
New Orleans, LA

A risky mail delivery

To the editor:

Concerning the photo of Clarence Chamberlin on the S.S. *Leviathan* [Full Steam Ahead, Issue #308, Page 7]. The program was for passengers to write letters as the ship left NYC and they would be flown back to the mainland by Chamberlin from a point out at sea - a point not too far out at sea.

Several years ago, I had the pleasure of attending a talk by Chamberlin and he told the story of that event. A temporary short flight deck had been constructed on the ship with a slight downward angle. With the ship at full speed into the wind, a takeoff would be possible. The problem was [that] it had rained and the flight deck was wet. The ship's captain knew nothing about aviation, therefore was convinced that without good ground traction a takeoff would not be possible. He delayed the flight until his crew had completely dried the ramp, getting Chamberlin much farther out at sea than he wanted or had planned. He flew off and held his breath for the very limited amount of fuel on board to last to the mainland. Chamberlin's talk was a wealth of interesting stories and that was just one of them.

Add Austin
Labelle, FL

Stay up to date on social media

There's no reason to wait for the next issue of PowerShips, 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!

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- We shared an interesting article (<https://bit.ly/2KenqBf>) about the much-debated structure of a sunken ship that the Greek historian Herodotus described in “Histories” around 450BCE. The ship was recently found in the Nile that may have been undisturbed for over 2,500 years.
- For #ArchivesHashtagParty through the National Archives, SSHSA shared some great, strange and wonderful things we have in our archive like collections of beer cans and soap packets, as well as an image of a ship’s gardener on the Mauretania attending to plants and fresh flowers for distribution throughout the vessel.
- Just in time for National Maritime Day, PowerShips issue #309 applauded the SS *Savannah*'s momentous triumph and other legendary ships that make up our country's rich maritime heritage.
- On Memorial Day we remembered those who lost their lives in service to our country.
- We reminded our followers to turn their Father's Day shopping into a force for good. [Click here to shop at Amazon Smile](#), and Amazon donates to Steamship Historical Society Of America Inc.
- Did you know that in addition to those of us here in North America, www.shiphistory.org has been used by Canadians, Indonesians, Germans, and Polish people? See what people all across the globe are learning with STEAMing Into the Future! And keep checking back as we plan to add more lessons in the coming weeks!
- Our membership roles have continued to increase and diversify since our founding in 1935. Currently we have members from all 50 states except Montana, Nebraska, South Dakota and Mississippi. The first to join SSHSA from each of the missing states will receive a free issue of PowerShips! [Click here to sign up now](#). And if you have friends in those state who might be interested, please share this information with them.
- We remembered the Battle of Normandy. During World War II (1939-1945), the Battle of Normandy, which lasted from June 1944 to August 1944, resulted in the Allied liberation of Western Europe from Nazi Germany’s control. Codenamed Operation Overlord, the battle began on June 6, 1944, also known as D-Day, when some 156,000 American, British and Canadian forces landed on five beaches along a 50-mile stretch of the heavily fortified coast of France’s Normandy region. The invasion was one of the largest amphibious military assaults in history.



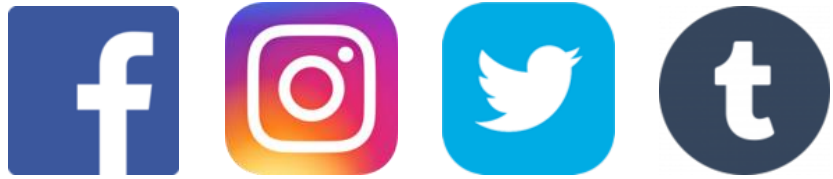
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The Rev. Armand Mantia
Mr. David L. McColloch

Photos: Ship-branded soap packets and beers are among some of the quirkiest items that we shared as part of the National Archives Hashtag Party (SSHA collections).



Coming up in *PowerShips* #310

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

Here are some highlights for the summer issue:

Queen Elizabeth 2: The Early Years

In "Lives of the Liners," Bill Miller talks about the trials and tribulations that Cunard faced as it worked to replace the *Queen Elizabeth* in the 1960s. The company weathered design changes, cash flow problems and even a six-week maritime strike to ultimately complete one of history's most iconic vessels, the *Queen Elizabeth 2*.



Presidential Yachts: 1880–1921

Presidential yachts were used to transport presidents to important ceremonies, serve as venues for international diplomacy and host both foreign and domestic dignitaries. Gary Lombardo, PhD, presents an intriguing story of their service to the United States, introducing us to the first three presidential yachts – the *Despatch*, the *Dolphin* and the *Sylph*.

The Port of Da Nang, Vietnam: 1966–67

Little has been written about South Vietnam's seaports and their role in the Vietnam War. David Hendrickson offers a pictorial history of Da Nang, the primary military port during the war, which had to be significantly and quickly updated to meet the needs of the U.S. Navy.

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The Demise of the MV *Union Reliance*

The *Union Reliance*, which started out as a C3-M cargo ship in 1939, sailed under six different names and five different Ports of Registry. Eric Pearson presents the ship's unique history as an aircraft carrier and migrant ship, as well as its eventual collision and demise.



Photos: Above, the *Queen Elizabeth 2* accompanied by a Moran tugboat (SSHSA Archives). At right, the *Mornacland*, which would see service in World War II as the HMS *Archer* and eventually become known as the *Union Reliance* (SSHSA Archives).

Chapter News

Southern California

Sunny skies and warm breezes greeted 26 members and guests of the Southern California Chapter at Pier 49 aboard the SS *Lane Victory* for the May social meeting and the presentation titled "Singing River Shipyard — Ingalls at Pascagoula," given by CAPT Terry Tilton. Terry presented the history of Ingalls through photos and stories of the shipyard and the ships that it built.

The next social meeting will be held on August 3 and feature Steve Lund talking about Civil War ironclads and the new technology developed that was later introduced into merchant ships. Also at the August social meeting, Steve Lawson will explain the boiler explosion of the USS *Bennington* (PG-4) in San Diego Bay in July 1905. The explosion killed 66 seamen. The gunboat was beached, but was deemed unsalvageable. In 1912, she became a barge for Matson Navigation at Honolulu.



SoCal has been working with *Queen Mary* officials to rearrange the meeting space known as the Caronia Room that has been used for other purposes of late. Last November's meeting was moved to SS *Lane Victory*, which we also did again for the May 2019 meeting. While they have excellent meeting space, access is difficult for some chapter members and it requires us to move audio/visual equipment and raffle items from *Queen Mary* to the *Lane Victory*. It is hoped that the calendar can be corrected and our meetings restored to the *Queen Mary* as soon as possible.

Bill Keene was able to attend the 30th anniversary observance aboard the USS *Iowa* in remembrance of the 47 crew members whose lives were lost in a massive explosion in gun turret 2. The overcapacity ceremony was attended by several crew veterans who lived through that horrible day, along with some surviving family members, several of whom spoke of their experience with the

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event. Kimberly Kay Reynolds, governor of Iowa, commented that the state's people feel a close bond with the ship, also noting that a large model of the battleship sits on view in the state's capitol building.

We continue to seek writers for the *Ocean Times* journal as well as speakers for our quarterly members' meetings. Anyone wishing to submit an article or offer a lecture, please contact the chapter through any of our board members or Bill Keene directly at steamer@pacbell.net.

The chapter is also seeking volunteer help with website development as well as a social media strategy. Please email Bill if you are interested.

The July issue of the *Ocean Times* will include articles on Union Oil's Tanker Trio — the story of *Sansinena*, *Torrey Canyon*, and *Lake Palourde*, as well as the Trans-Pacific Service on Japan's OSK Line. "Ships 101" will also continue, this time is focusing on Livestock Carriers. "Ship Shot" will bring us a very personal account of a chance meeting with an old friend in her last days, and there is also a story on how you can further support your Southern California Chapter.

Want your own copy of the *Ocean Times* or "Cruise Ships 2018 — Year In Review?" Join the Southern California Chapter of the SSHSA. Contact Sherrill Smith (ladysherrill@msn.com) for information and a membership form.

Photo: The Southern California Chapter held its May social meeting aboard the SS Lane Victory, now a museum ship located at berth 46 in San Pedro, California. Later that day, Princess Cruises' Golden Princess departed for a repositioning cruise to Alaska for its Summer assignment. (Bill Keene)

Delaware Valley

On Saturday, June 15, the Delaware Valley Chapter is hosting a day trip to the Bayshore Center, home of the New Jersey tall ship *A.J. Meerwald* and other interesting maritime things. After lunch, the group will be on to the East Point Lighthouse for a visit and, lastly, dinner together at the Pegasus Restaurant. Any last-minute decisions to join us are welcome. **Contact Chapter Chairman Steve Loveless as soon as possible at 215-495-8889 if you would like to attend.**

There are tentative plans to head down to the Jersey Shore **in July** and visit the Tuckerton Maritime Museum and Long Beach Island Maritime Museum.

In September, we will be joining our friend Marcos Sallaveria for a tour of the significant maritime historical sites of Lewes, Delaware. Marcos is on the staff of the Lewes Historical Society and recently presented a program for the chapter here in Philadelphia.

On Sunday, October 20, the chapter will join with the Independence Seaport Museum and the Oliver Evans Chapter of The Society For Industrial Archaeology to host a special lecture program. Our featured speaker will be Christian Rodin, maritime historian and librarian at the University of Pennsylvania. Christian will be speaking on the career of the 1925 *MS Kungsholm*, focusing on her exquisite art deco interiors. Event will be held

at the Independence Seaport Museum on Penn's Landing along the Delaware River in Downtown Philadelphia. Reception to follow.

Delaware Valley Chapter meetings are held at The Independence Seaport Museum at Penn's Landing on the Delaware River. Membership is \$15 for one year. Contact Steve Loveless at slldvcsshsa@gmail.com or 215-495-8889 for more details on any of the above programs, or if you are interested in joining.

Golden Gate

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.

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*