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Executive

And the award goes to ...

When we last put the call out for awards, we were in the middle of the roller coaster ride known as COVID-19. Handing out the awards is one of the best jobs we have here at SSHSA, and our representatives have made presentations in San Diego, San Francisco, Seattle, Little Rock, Toledo, Detroit, Key West, Buffalo, Philadelphia, Providence and Boston over the last several years. But with varying advice on travel throughout the pandemic, we never really hit a time where it seemed right to go out and celebrate.

But what a difference the last few months have made. With restrictions being rolled back and vaccinations readily available, we think it's long overdue to announce the latest slate of SSHSA award winners. Join us in congratulating the ships, individuals and organizations below, and be on the lookout for board and staff members presenting awards throughout the summer as America continues to reopen for business.

Without further ado, here are our winners!

Ship of the Year - Cape Henlopen

The *Cape Henlopen* has the honor of being one of the oldest operating ferries in the world and one of the few ships who served in World War II still in active service.

Her work in the war was varied, but one of the highlights was participating in the invasion of Normandy on D-Day, dropping off 200 men and 70 vehicles of the 29th Infantry Division and taking on wounded men for treatment. She worked throughout the war transporting troops and vehicles eastward and casualties westward across the English Channel, though bad luck saw her needing repairs following collisions with other ships and underwater obstructions. She was being prepared for the Pacific Theater when Japan surrendered, and earned one battle star for her World War II service.



Director's Message

The warm weather is rolling in and there are a lot of us ready to stretch our legs and get out in the world after so many months stuck at home. With that, we're preparing for some road-trippers to make their way through Rhode Island in the coming weeks. If you're one of them and thinking about making a stop at the Ship History Center along the way, here's what you need to know.

We're happy to say that we have already welcomed a few members in on a limited basis over the last month. Rhode Island has relaxed its restrictions regarding the number of people allowed inside the building, but we're still trying to keep groups small for everyone's comfort. As such, tours are only available by appointment. Please give us a call at 401-463-3570 at least a week in advance and we'll be happy to work out all of the details of your visit.

The SSHSA staff has been vaccinated and we are currently operating without masks on a regular basis. If you would prefer that we wear one when you are here, simply let us know. Likewise, we welcome members who have also been vaccinated to remain maskless indoors. However, if you have not been vaccinated or do not wish to disclose your status, we will provide you with a paper mask when you arrive.

We appreciate your understanding in all of this. It's been a crazy year and a half, but we are excited to welcome you

After a period of inactivity, she was decommissioned and sold to the Chesapeake Bay Ferry District of Norfolk, Virginia, where she began a second career. Over the last several decades, she has operated between Lewes, Delaware, and Cape May, New Jersey, for the Delaware River and Bay Authority, and currently between New London, Connecticut, and Orient Point, New York, for Cross Sound Ferry Services.

Tugboat of the Year – W.O. Decker

The *W.O. Decker* is last surviving New York-built wooden tugboat. Constructed in 1930 by the Newtown Creek Towing Company as the *Russell I*, she was renamed *W.O. Decker* in 1946 after being sold to the Decker family's Staten Island tugboat firm. Originally under steam power, she was donated to the South Street Seaport Museum in 1986 and refit with a diesel engine. She is listed on the National Register of Historic Places and is an exemplary model of the types of steam tugs that were once an abundant sight in New York Harbor. She underwent an overhaul in 2018 and was restored thanks to public, private and volunteer support.



Museum Ship of the Year – City of Milwaukee

The SS *City of Milwaukee* is a Great Lakes railroad car ferry that once plied Lake Michigan, often between Muskegon, Michigan, and Milwaukee, Wisconsin. She was built for the Grand Trunk Milwaukee Car Ferry Company in 1931 at Manitowoc, Wisconsin to replace SS *Milwaukee*, which sank on October 22, 1929. She has a carrying capacity of 28–32 fully loaded rail cars and was powered by four Scotch marine boilers. She steamed for Grand Trunk until 1978 and then chartered to the Ann Arbor Railroad until she was retired permanently in 1982. She is currently preserved in Manistee, Michigan, as a National Historic Landmark museum and bed and breakfast, and represents the last unmodified traditional railroad car ferry afloat upon the lakes, still with her triple expansion steam engine, original woodwork and brass fixtures.



Jay Allen Award for Editorial Service – Terry Tilton and David Boone

all back to the building that you helped purchase. We simply couldn't have done it without your unwavering support throughout the pandemic. At a time when many organizations struggled to exist, we took a big step forward to cement our legacy for decades to come.

Thank you, and welcome home!

There is still time to renew your SSHSA membership

The summer issue of *PowerShips* is coming together as we speak. 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. John Amos
Mr. James Anderson HCD
Mr. John M. Bailey
Mr. Brian Baum
Mr. Ruuben Bergstedt
Mr. Joseph Blunt
Mr. John W. Boylston
Mr. Todd Buckley
Ms. Bonnie Caines
Ms. Jennifer Carlson
Mr. Jim Comisky
Mr. John Geary
Mr. James Gillen
Mr. Greg Gorga

CAPT Terry Tilton USN (Ret.) grew up on a farm in Iowa, but as a young man he longed for the sea. He attended and graduated from the U.S. Naval Academy in Annapolis, Maryland, serving 25 years as a Naval Officer and completing a career qualified to command any ship in the Navy. He is a researcher and author of several feature-length articles in *PowerShips*, most notably his extensive compilations on companies such as Ingalls Shipbuilding. He is also an active participant as researcher, author, speaker, and officer in the Southern California Chapter of SSHSA.



David Boone of New Jersey has been the editor of our Tugboat column since the Summer 2006 issue of *Steamboat Bill*. He began sketching ships and tugboats at an early age and, in 1960, he traded a "crude poster color painting" for a ride on the Curtis Bay Towing Company's *Reedy Point*. During the 1960s he rode a number of tugs and painted many maritime scenes before joining Curtis Bay's Philadelphia operations in 1971 as a dispatcher. He rose through the ranks and became Operations Manager in 1992. He retired in 1999 to work as a full-time maritime artist, painting tugs and other types of vessels.



H. Graham Wood Distinguished Service to SSHSA – Andy Lizak

Andy Lizak has been a member of SSHSA for more than 50 years, much of that as an active member of the Southern New England Chapter. He served as corresponding secretary, program chairman and chapter chairman in addition to giving many presentations related to the Fall River Line. He has also volunteered at the Ship History Center for the last several years sorting and filing a massive quantity of maritime brochures and sailing schedules.



Samuel Ward Stanton Award for Lifetime Achievement – Jim McNamara

CAPT James McNamara is a 1964 graduate of New York State Maritime College, earning a bachelor's degree in maritime transportation. He joined SSHSA as a student and is a lifetime member who has received awards for his work as chief surveyor in cities all over the country, including the U.S. Coast Guard Meritorious Public Service Award and the U.S. Coast Guard Distinguished Public Service Award. He was inducted into the International Maritime Hall of Fame at the United Nations in New York in 2007 and served as Chairman of the Marine Section of the National Safety Council from 1987 to 1988. Since 1999, McNamara has been chairman of the Maritime Industry Museum at Fort Schuyler, New York. He has also served several terms on the SSHSA Board of Directors.



Mr. Randy Granier
 Mr. David Gross
 Mr. Ted Guenther
 Mr. David Hamilton
 Mr. Donald Hetherington
 Mr. Jeffrey Hitchens
 Mr. C. Duff Hughes
 Mr. Patrick Hussey
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 Mr. Michael Tattoli
 Mr. Brian L. Wallin
 CDR David F. Winkler, U.S.
 Navy Reserve (Ret.)
 Mr. David R. Wong
 Mr. Mark Zimmerman

Captains' Circle

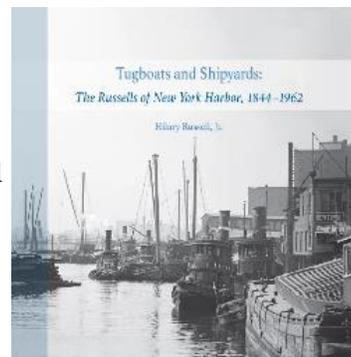
A big Thank You to our Captains' Circle members for their membership and support!

Engineer

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 CDR Andrew O. Coggins Jr.,
 USN (Ret.)
 Mr. Michael Fisher
 Mr. Robert J. Golden
 Mr. Webster S. Martin
 CAPT and Mrs. Roland R.
 Parent
 Mr. Richard Rabbett
 Mr. Thomas C. Ragan
 Mr. and Mrs. Stephen Smith
 Mr. John S.W. Spofford
 Mr. Douglas A. Tilden

C. Bradford Mitchell Award (book, organization or singular achievement) – “Tugboats and Shipyards: The Russells of NY Harbor 1844-1962” by Hilary Russell Jr.

This book chronicles the life and times of Arthur Russell, his sons and his grandsons in their various maritime businesses – sail lightering, tugboats, barges and ship building. The book also contains genealogies of four generations of Russells, as well as stories remembered and retold by various tugboat captains and their wives and daughters. Hilary Russell taught at Berkshire School in Sheffield for many years, and now directs the Berkshire Boat Building School and teaches at WoodenBoat School in Brooklin, Maine; Yestermorrow Design/Build School in Waitsfield, Vermont; the Riverport Wooden Boat School in Kingston, New York; and at his shop in Sheffield.



Photos (from top): The MV *Cape Henlopen* is shown departing North Cape May, New Jersey, on September 27, 1969, while working for the Delaware River and Bay Authority (Braun Brothers Collection, SSHSA Archives). The historic *W.O. Decker* tugboat in New York Harbor (Richard Bowditch, South Street Seaport Museum). The SS *City of Milwaukee* (R. Loren Graham Collection, SSHSA Archives).

Grab your (virtual) seats for an afternoon with Bill Miller

The only thing hotter than the weather these past few weeks has been the demand to see Mr. Ocean Liner's upcoming presentation.

Bill Miller is headlining our next Ship Talk on Saturday, June 26, at 2 p.m. to discuss "Floating Palaces: The Great Atlantic Liners," and tickets are going fast! The program is free and open to the public, [but attendees must register by clicking here.](#)

Miller, an SSHSA board member, is a beloved maritime speaker who has written over 100 books and is considered an international authority on the subject of ocean liners and cruise ships. Don't believe us? Ask anyone who has had the chance to see one of his keynote speeches at our Ocean Liner Dinners. [Everyone who attends is in for a real treat.](#)



The talk features a photographic overview of the great Atlantic liners, from the likes of the *Mauretania*, *Titanic* and *Imperator* to the Art Deco age of the *Ile de France*, *Rex*, *Normandie*, *Queen Mary* and *Queen Elizabeth*. Go aboard to see the lavish first class, the suites and salons, and the lower-deck steerage – those huddled masses that came westward by sea. There are two World Wars, the Depression and the final, pre-jet era in the 1960s and

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USN (Ret.)
CAPT Robert F. Wasson Jr.

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the last of this grand fleet, finishing up with the current age of the *Queen Mary 2*.

Future ship talks are scheduled to include Susan Gibbs, president of the SS United States Conservancy, in July, and Douglas Tilden, former vice president of the United States Lines, in August. [Sign up for Mr. Ocean Liner's presentation today](#), and stay tuned for more details!

Members, donors: Time to step up for Posner Challenge

The SSHSA membership is coming through once again. We are already nearly one-third of the way to meeting our goal for a \$250,000 grant with lots of time to go. [Help us cross the finish line quickly by making your gift today!](#)

The matching grant from the Posner Foundation of Pittsburgh is the largest gift ever given to the Steamship Historical Society of America. Once achieved, the funds will be used to support program enhancements at the Ship History Center and share more of the organization's unique maritime collection online.

Through its foundation, the Posner family has supported SSHSA for more than a decade with strategic investments designed to advance our mission, reach, scope and capabilities. The challenge started on March 1, 2021. After SSHSA has raised \$250,000 toward Full Ahead!, the Posner Foundation will match that amount. **To date, we have raised more than \$75,000.**

Every dollar raised will help bring decades of maritime heritage closer to the public, both in person and online. The Full Ahead! campaign seeks to raise \$3.5 million overall to archive and interpret a collection that comprises hundreds of thousands of images, objects, artifacts, periodicals, artwork, official records and memorabilia that help tell an extensive history of powerful ships, their passengers and their crews.

Thank you to everyone who has already stepped up to secure SSHSA's future, [and to those who are currently considering a gift](#). We truly could not do this without you.

Help shine some sun on our collections



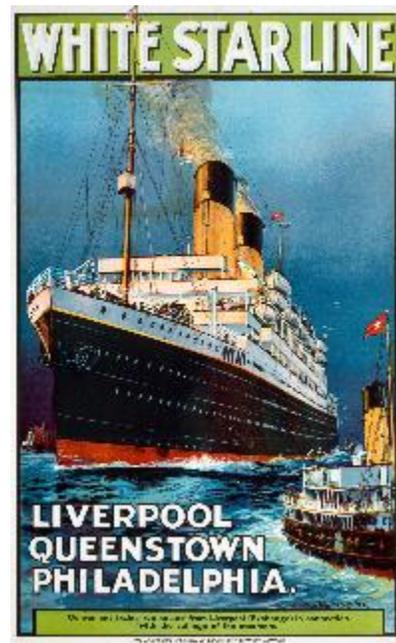
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Mr. Thomas Lavin
Dr. Mark P. Macina
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Mr. W. John Miottel
Mr. William G. Muller
Mr. Carl R. Nold
Mr. Patrick D. Ortego
Mr. Roy C. Rose
Mr. Howard Smart
Mr. Donn R. Spear
Mr. Alexander Swavy

Mariner

Mr. Ronald Amos
Prof. Lester Bartson III
Mr. Brian Baum
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Mr. and Mrs. Steve Beringhause
Mr. and Mrs. Charles D. Bieser
Mr. Ted Blank
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Mr. John Gray
Mr. Robert A. Haslun
Mr. Albert R. Hinckley Jr.
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Mr. Randolph P. Huber

Keep an eye on your mailbox because you might find an important SSHSA collection in there soon. Our [annual Summer Fund](#) mailing highlights the Stephen Barrett Chase poster collection, which features digitized original passenger liner posters from around the world. Chase purchased the posters throughout his successful career as an interior designer while traveling the world.

In addition to their beauty and connection to the glorious age of transatlantic travel, the posters are a great example of the type of work that your donations support. The Summer Fund is a regular part of our annual fundraising program and provides invaluable resources for operations during the coming dog days. Each dollar that we raise helps with day-to-day undertakings like building our collections database. Less than 10 percent of our archive is currently online, meaning other posters, lithographs and artifacts remain in storage, unseen.



[Click here to make a contribution to the 2021 SSHSA Summer Fund](#) and keep us running at full steam all year round. Thanks in advance for your consideration, and feel free to contact Michele Berard, senior philanthropic adviser, at mberard@sshsa.org.

Photo: A poster for the White Star Line advertising passage between Liverpool, Queenstown and Philadelphia. The ship portrayed is most likely the *Laurentic*, with a tender vessel in the foreground (Chase Poster Collection, SSHSA Archives).

Stay up to date on social media

Keep up with all things #shiphistory in real time! Be sure to follow us on all our social media channels. Liking, commenting and sharing our posts helps us to reach more shipsters and promote our mission. Below are a few important highlights, but we post every single weekday on our social media channels if you want to log on, follow us and join in the fun!

We celebrated #WomensHistoryMonth by featuring Lydia "Rose" Weld. She earned a degree in naval architecture and marine engineering from the Massachusetts Institute of Technology in 1903 and was one of the first

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 Mr. Michael Thomas
 Mr. Steven Tise
 Mr. Richard Vanaria
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 Mr. Stephen Weaver
 Mr. Chase Welles

female engineers in America. Weld worked as a draftsman in the engineering division of Newport News Shipbuilding and Dry Dock Company during World War I. She produced plans for machinery to be installed on naval ships and became a member of the American Society of Mechanical Engineers, one of the first two women allowed to join.



Along with other archives around the country, we participated in the National Archives, #ArchivesHashtagParty with #ArchivesTipOfTheHat featuring this great picture of one of SSHSA's founders, R. Loren Graham.

We celebrated St. Patrick's Day with the Irish ferry *Leinster*, built by Harland & Wolff at Belfast, Northern Ireland in 1948. It was operated by the British & Irish Steam Packet Co. Ltd.

Don't miss #FridayFilmNight where we share a video from our YouTube channel at www.YouTube.com/c/ShipHistory.

Learn more about our education program, STEAMing Into The Future, and how we met the challenge of virtual education in this presentation for the Council of American Maritime Museums featuring Archivist Astrid Drew ([Click here](#)).



Did you know educators can now link our lessons right to their Google Classrooms? Each lesson in our STEAM K-12 education program can be done in person or remote, and we're making it easier than ever to incorporate learning with primary sources into your classrooms. Visit <https://shiphistory.org/> to see what we have to offer.

We continued our #OnThisDay series:

- March 29, 1844, Uriah P. Levy, the Navy's first Jewish flag officer, is promoted to the rank of captain. He also became the first person of Jewish faith to be promoted to commodore and was instrumental in persuading Congress to abolish flogging in the Navy.
- April 8, 1838, the *Great Western* made her maiden voyage from Bristol to New York.
- April 21, 1913, Cunard Line's RMS *Aquitania* was launched.
- May 5, 1903, the RMS *Carpathia* made her maiden voyage. She would go on to help rescue survivors from the *Titanic* in 1912.
- May 11, 1960, the French Line's SS *France* was launched.
- May 13, 1862, Robert Smalls escaped slavery with a crew of fellow slaves. He posed as the captain of the CSS *Planter*, navigated the cotton steamer off the dock, picked up family, and left the harbor, steaming past two Confederate

Mr. Jack Wendler
Mr. Eric Wiberg
Mr. Ewald Wiberg
Mr. Steve Winter
Ms. Margaret Jean Wort
Mr. Kirk Youngman
Dr. Charles Zuckerman

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checkpoints in the process. He later became a U.S. Representative. Learn more about his story and other steamboat escapes in our lesson Mississippi Steamboats: Enslavement and Freedom <https://shiphistory.org/2021/02/26/steamboats-enslavement-and-freedom/>.

- May 27, 1936, the *Queen Mary* made her maiden voyage.
- June 3, 1911, the Fabre Line began its service to Providence, Rhode Island. Between 1911 and 1914, the Fabre Line carried 30,000 passengers to Providence, most of them immigrants. Thanks to donor and former board president, Ted Scull, SSHSA is working on a new program to create an educational video on Italian immigration to the United States. Stay tuned for more updates as the program moves forward!
- June 6, 1944, the Allied troops stormed the beaches in Normandy in World War II. D-Day, codenamed Operation Overlord, was the largest seaborne invasion even undertaken. We shared a picture of Navy destroyer USS *McCook*, was one of the ships that took part in D-Day.

Want more? Click on the icons below!

Photos: Top, SSHSA founder R. Loren Graham (right) poses with another man near the doors to the bridge of the SS *United States* (Edward O. Clark Collection, SSHSA Archives). Bottom, the MV *Leinster* was a passenger ferry that operated across the Irish sea between 1937 and 1966 (Braun Brothers Collection, SSHSA Archives).



Coming up in *PowerShips* #318

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!

The Founding of United States Lines, Part 2

Continuing his story celebrating the 100th anniversary of the founding of the United States Lines, former company vice president Douglas Tilden presents a colorful account of its evolution during the World War II era and up until the 1960s.

Another Look at the Race Between the *Natchez* and the *Robert E. Lee*

Jerry Canavit presents an in-depth report of one of the most famous races between two steamships. There have been differing accounts of the race



through the years, and Canavit considers many of them as he seeks the most likely scenario. Find out more about each ship, what preparations each took, the number of stops each made and, of course, who ultimately won.

More Recollections of the QE2 and Her Early Years

William Miller offers a loving look back 50 years, when Cunard wanted a new image, a new look, something away from the sometimes staid and dowdy era of the perceived traditional, stuffy Cunard. So they launched the QE2.

Steamer Alpena: The Tale of Two Careers

Alpena represents the oldest operating commercial vessel on the Great Lakes and is one of the last remaining steamers anywhere. Mark Shumaker follows *Alpena's* story from her beginnings in the U.S. Steel fleet to an unlikely second career hauling cement for Holcim Inc.



The SS V.A. Fogg Explosion

In February 1972, an explosion destroyed the SS *V.A. Fogg* and killed her entire 39-man crew. Eric Pearson takes a closer look at the factors that contributed to the tragedy, and how the shipboard safety measures that followed have led to safer operations aboard modern tank ships.

Photos: Top, the *Robert E. Lee* gained a reputation for speed almost almost as soon as she entered service in 1866, which made her a target for the owners of the *Natchez* four years later (SSHA Archives). Bottom, the *Alpena* underway in the St. Marys River as the *Leon Fraser* in 1976 (Bob Campbell photo). Her colors were a salute to America's Bicentennial.

Chapter News

Southern California

Provided by Bruce Vancil, Chapter President

The Southern California Chapter held its May 1 member's meeting via Zoom with approximately 30 chapter members and guests logging in for two interesting presentations.

Kate Vescera presented a well-researched and well-presented history of the *Queen Mary* in Long Beach. While The *Queen Mary* sailed for 31 years, she

has now been in Long Beach with engines cold and boilers gone for 53 years. A famous English psychic predicted that the *Queen Mary* would know her greatest fame when she sailed no more. Pretty spot on if you ask me.

Jason Klavir, our second speaker, presented data regarding the modern cruise ships sent to Aliaga, Turkey, to be scrapped as a result of the cruise industry shuttering because of the COVID-19 pandemic. A passionate presenter, he couldn't help but see the careless and unfeeling treatment as beloved cruise ships were run up on the beach to be cut up, wedged into a relatively small area and crashed into ships already on the beach. Many of the ships he covered were well-known to a modern audience and one could not avoid the sense of loss he expressed.



Many thanks to both of our presenters for a job very well done.

The coming August 7 chapter social meeting also will be held via Zoom and include two interesting presentations. *Ocean Times* Assistant Editor Alan Huguenot will present a program on the design of the *Mauretania* and *Lusitania*. Brian Hawley will present the history of either the White Star Line or Cunard Line. An invitation containing the Zoom meeting link will be sent out to chapter members in advance.

The July 2021 issue of the *Ocean Times* brings the chapter membership a wide variety of articles beginning with a personal tour of the *Queen Elizabeth 2* in photos and story by Nelson Arnstein in "Queen Elizabeth 2 in Dubai 2019."



SoCal Chapter Vice President Jim Shuttleworth brings us West Coast maritime history in "Wood Versus Iron, Electricity Versus Oil," the story of the collision between the SS *Columbia* and the steam schooner *San Pedro* that resulted in the sinking of the *Columbia*.

Bill Miller recalls P&O's 175th anniversary celebration at Southampton and the grand departure of seven ships of the fleet in Ship Shot. Chapter President Bruce Vancil provides us with "Bits & Bobs of Maritime History" with links to videos about coaling ships before the use of oil, the early efforts of health care at sea and the experiences of traveling in steerage in his regular offering of Tramping Cyber Space.

The July *Ocean Times* also includes an update on the status of the *Queen Mary* in Long Beach as the liner's lease holder continues through the bankruptcy court.

There will also be an August *Ocean Times Special Edition*. The issue includes the personal experiences of two chapter members. "On the Beach of the Mississippi River — July 1973," by Don Persson relates the story of a cruise adventure during a departure from New Orleans. In "A Honeymoon Memory," Jim Shaw shares a cruise aboard the *Hellenic Patriot* (ex-*Nippon*) that was one of the 14 ships held captive in the Great Bitter Lake from 1967 to 1975. Tramping Cyber Space takes us back to when cruise ships did not have balconies in "A Time Before Balconies." The USCGC *Bluebell*, the West Coast's oldest cutter, is celebrated in a Ship Shot from Jim Shaw.

Want your own email 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.

All are invited to visit and enjoy the Southern California Chapter's website at www.socalsshsa.org, and also the chapter's Facebook page at <https://www.facebook.com/shiphistorysocal/>.

Photo: A preview of the covers for the July (top) and August (bottom) editions of the SoCal Chapter's *Ocean Times*. Click on either image to visit the chapter's website and sign up for a copy.

Delaware Valley Chapter

When possible, 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 Chapter Chairman Steve Loveless at slldvcsshsa@gmail.com or 215-495-8889 for more details or if you are interested in joining.

Golden Gate Chapter

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.

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Bryan Lucier, Editor, *The Telegraph*

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