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SSHSA's oral history series steams ahead

Our new SHIPS program is charting a new course to explore the role of ships transporting passengers to faraway lands all over the globe. Watch the latest episode featuring an oral history with former SSHSA President Ted Scull as he discusses what it was like traveling via steamship to Europe at the age of 17 on board the SS *Liberte* of the French Line. Ted recalls what it was like on board, exploring other classes, and how he fell in love with this community at sea.



He details his experiences traveling across Europe and how this trip influenced the rest of his life. He touches on travel, leisure on board, class differences, post-World War II Europe, and traveling through storms at sea. This video also features primary sources like photos and video from the SSHSA archives and images from Ted's personal collection. Sit back, relax, and enjoy the ride at <https://shiphistory.org/ships-transport/>.

SSHSA is producing the SHIPS series to better explore our three themes of immigration, trade and leisure through the stories of our members and friends. We already have three videos on immigration at <https://shiphistory.org/ships-immigration/> that highlight three very different experiences. Travel to America from Czechoslovakia on board the SS *Nyassa*, from Germany on board the SS *United States*, and from Italy on board the SS *Madonna*. Each video has an accompanying educational lesson or blog post, and all of our educational offerings are 100 percent free to use, so check them out and tell a teacher that you know!

President's Message

By Pat Dacey

As we approach summer, I would like to share some exciting news with our members and friends. After a 1.5 year process, during unprecedented times, the board and



staff of the SSHSA have completed a new strategic plan for our organization. This was the first time that a full plan was developed from the “ground- up” since 2006, and that plan was used for the last 15 years with a

Caption: The French Line's *Liberte* docked at New York in December 1951. (Photo: SSHSA Archives).

Have a virtual "Ace" up your sleeve this Friday

How can you be both well-known and underappreciated? The World Ship Society – Port of New York Branch will explore that very contradiction while digging into the history of a prominent group of postwar combination ships.

Doug Newman will give several American Export Lines ships the credit they rightfully deserve in “The Five Lives of the Four Aces” this **Friday, June 17, beginning at 6:00 p.m. Eastern on Zoom**. SSHSA members are welcome to attend, but registration is required. [Click here to sign up](#).



Although they are among the better-known passenger-cargo liners, the “Four Aces” – *Excalibur*, *Exochorda*, *Exeter* and *Excambion* – are often seen as adjuncts of the express liners *Independence* and *Constitution* rather than important in their own right. But these four ships are notable in several ways.

Rebuilt from World War II U.S. Navy attack transports as passenger-cargo liners for the American Export Line’s service from the U.S. to the Mediterranean and as far as the Middle East, they are examples of the many vessels converted from wartime to peacetime use after the war. The ships also highlight a mid-20th century U.S. Merchant Marine that was heavily subsidized, partly in anticipation of yet another world war.

But the ships had a lot of non-military touches that made them stand out. The designs represented the height of postwar modernity, both as single-class ships with private facilities in every stateroom and as the world’s first fully air-conditioned liners, as well as in their modernist art and design.

When you have registered for the program, you will receive an email that includes a link to join the meeting. If you do not already have Zoom on your computer, you will be prompted to download and install the software. If you do not wish to install it, you can also click on the “Join from your browser” link. A Zoom account is not necessary to attend; however you do have to register with your name and a valid email at the link above.

few revisions. We are all very proud of our new plan for the years 2022-24 and beyond, as it fully captures the current state of our organization and - combined with our newly expanded mission statement - accurately reflects our goals, values and vision for the future.

Our strategic plan expands our mission to amplify our educational initiatives and extends our focus to include the hardworking crews and legendary passengers who traveled these magnificent vessels. Our new plan also aligns our values and vision with our organizational themes of immigration, trade and leisure, which are used by the SSHSA to translate our

If you have any further questions, please contact us at 401-463-3570 or info@sshhsa.org.

(Photos: The Wolfsonian—Florida International University).

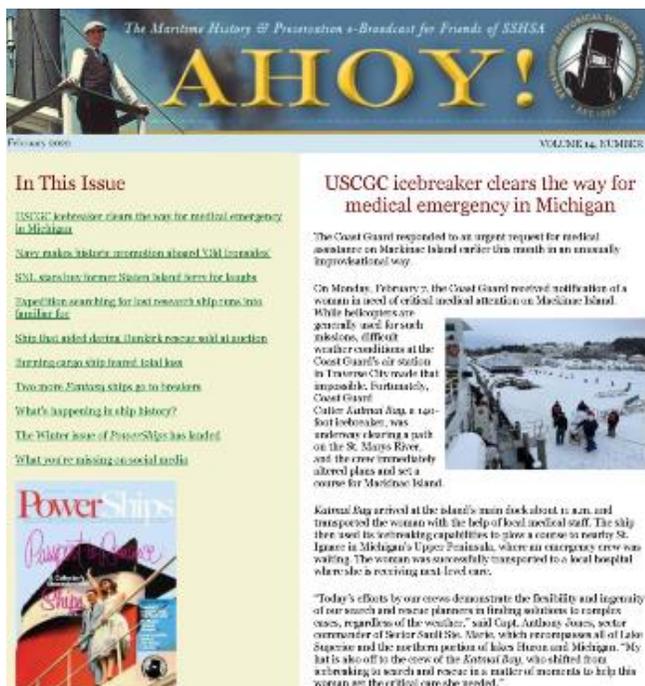
Archives for *AHOY!* and *The Telegraph* now available online

With an average 300 billion emails sent worldwide every single day, it's understandable that one of SSHSA's quarterly electronic newsletters could get lost in the shuffle. But we're making it easy to stay current by putting nine years of newsletters online so that you never have to miss a beat.

AHOY! and *The Telegraph* have been making the email rounds since 2013, keeping you up to date on member news, chapter information, events, lectures and general maritime bulletins. They are a great way to follow ship preservation efforts taking place around the country, as well as SSHSA's educational offerings, fundraising opportunities, and collection updates.

Simply visit <https://www.sshsa.org/publications/telegraph.html> or <https://www.sshsa.org/publications/ahoy.html> to get started. *The Telegraph* archives start with November 2013 and the *AHOY!* archives start with December 2013. Both will be updated with the most current issues, so you never have to worry about these fantastic updates getting lost in the mail ever again.

If you need an edition that is not listed, please contact SSHSA at 401-463-3570 or email us at info@sshhsa.org and we will be glad to help. [You can also click here](#) to add a secondary email address to the list or send the link to your friends to bring them on board!



vast maritime history.

I want to thank the board and staff of the SSHSA for their participation and contributions to the process as well as the design team for shepherding the planning process over the past year.

I hope you will join me in celebrating this expanded mission statement as we continue to steam ahead together into the future: **"Through recording, preserving, and educating, the mission of the SSHSA is to share the impact of engine-powered vessels, their crews, and their passengers with future generations."**

We also have a great finding aid for all of the topics covered in *Steamboat Bill* and *PowerShips* located at [http://www.sshsa.org/media/PowerShips/SB and PS Index.pdf](http://www.sshsa.org/media/PowerShips/SB_and_PS_Index.pdf). It's a wonderful place to start for anyone looking for more information on a ship, and we will be glad to help you obtain individual issues and articles that are available from our 82 years of publication.

Support the Summer Fund and give these treasures a voice

There are many of people out there who incorrectly assume that SSHSA is just a magazine. Yes, we are extremely proud of each issue of *PowerShips* that we put out, but the organization is so much more. The Ship History Center in Rhode Island is a living, breathing tribute to the age of steam.

As stewards of this memorable time in American history, there is a lot to do. Everything that we take in has to be carefully catalogued, interpreted and preserved because each object has its own story. We need your help to make sure that every story is told.

The Summer Fund is a regular part of our annual fundraising program and provides invaluable resources for operations during a traditionally slow period. 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, with any questions at mberard@sshsa.org.

Caption: A cabinet of Grace Line memorabilia from the Richard Doran Collection at SSHSA shows the depth of our collections. This is just a tiny fraction of the stories that your Summer Fund contribution can help tell. (Photo: SSHSA).



Coming up in *PowerShips* #322

New SSHSA Members

Welcome aboard!

Mr. Edward Ajemian
Ms. Dominique Basso
Mr. Martin Bollinger
Mr. Mitchell Boone
Mr. William Laird Culp
Mr. Devin Donnelly
Mr. James Fitzgerald
Mr. Dave Holland
Mr. Robert Krych
Mr. Hugh McLaughlin
Mr. Alan D. Melnyk
Mr. Michael Pacuta
Mr. Nathaniel Ratcliff
Mr. Bryan Rodrigues
Mr. Benjamin Ryan
Mr. Allen Salyer
Ms. Jordan St. Clair

Captain s' Circle

A big Thank

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 Delta Line

Terry Tilton offers an in-depth history of three ships that garnered national acclaim for the Ingalls Shipyard: *Del Norte*, *Del Mar* and *Del Sud*. The trio is revered for a blend of modern naval architecture, passenger comfort and shipbuilding excellence. Unique and innovative, the "Del" ships dominated combination passenger/cargo services to the east coast of South America.



The First Steamboat Race

Despite an exclusive monopoly held by Robert Fulton and Robert Livingston to navigate New York waters by steamboat, an Albany business group headed by James Van Ingen had competing steamboats constructed. But before the legal challenges commenced, Van Ingen's *Hope* was challenged to a race by Fulton's *North River*. Read Jerry Canavit's exciting story to learn who won.

Away to Sea on P&O

In *Lives of the Liners*, William Miller tells us the story of Alex Jamison and his work at the Harland & Wolff Shipyard, the Bank Line and finally P&O Lines. It's a fascinating account of his service aboard numerous ships, including



the *Oronsay*, *Uganda*, *Canberra* and *Sky Princess*.

Japan's Mitsui O.S.K. Lines

MOL was the last of the major Japanese lines to provide a traditional passenger liner service following the end of World War II. Today, it's considered Japan's largest shipping group, and quite possibly the world's largest by virtue of its many subsidiaries. Jim Shaw presents their story.

Captions: Top, The 44,000-ton Canberra under construction at Belfast. (Photo: P&O). Bottom, The Mitsui O.S.K. Lines-managed Sakura Maru being pushed away

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

Engineer

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Mr. and Mrs. Patrick Dacey
Mr. Michael Fisher
Mr. Robert J. Golden
Mr. Webster S. Martin
Mr. William G. Muller
CAPT and Mrs. Roland R. Parent
Mr. Donald Pomplun
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Mr. and Mrs. Stephen Smith
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Mr. Alexander D.

from its berth at San Francisco, California, in the late 1960s. The ship was in liner service between Japan and Brazil via the Panama Canal. (Photo: Jim Shaw).

Chapter News

Southern California

Provided by Bruce Vancil, Chapter President

Saturday, May 7, saw our spring board and member's meetings. The board met in the morning and reviewed past meeting minutes, budget and projections, and committee notes and reports. It's safe to say the board found the chapter to be quite fiscally sound with no meeting or catering expenses with the exception of Zoom fees. Our bottom line has gone up thanks to the generosity of our members. Many thanks to everyone who renewed, and special thanks for all who included a bit more by way of a donation.

We do look forward to the day when we can gather somewhere again, but will continue to produce lectures and other online content in line with our mission for maritime history. We discussed running selected YouTube videos run in real time in a Zoom meeting format - kind of a "Tramping Live," as it were. The future is looking fun.

The member's meeting featured Richard Smith regarding Cunard Captains. Richard stayed up until after 10 p.m. in his home in Southampton, United Kingdom, and expressed an interest in attending more meetings in the same way. Go Richard! After that, Wayne Yanda

presented the art of the Matson line and other Pacific liners. The phantom of cyberspace tried to sabotage his presentation, but Wayne won out and did a beautiful job, as usual, to a delighted audience.



Touring the Royal Yacht Britannia

by Nelson B. Anstee, MD

Her Majesty's Yacht Britannia, one of the more popular visitor attractions in Edinburgh, Scotland, is the decommissioned royal yacht of Queen Elizabeth II. In service from 1954 until 1997, she's the last of a long line of British royal yachts beginning in 1699. Britannia is the second of a vessel to bear the name, the first being the racing cutter built for the Prince of Wales in 1857.

During her 43 years, the yacht traveled more than 11 million nautical miles around the globe. Britannia is now permanently berthed at Ocean Terminal, Leith, Edinburgh. I was fortunate enough to be able to visit Britannia in August 2006 after a wonderful evening on Queen Mary 2 from New York.



HER MAJESTY'S YACHT BRITANNIA (RIGHT) AND HER CATERER, QUEEN MARY 2 (LEFT) ARE VISITED BY THE AUTHOR. PHOTOGRAPHS BY THE AUTHOR. COURTESY OF THE BRITISH ROYAL NAVY. COURTESY OF THE BRITISH ROYAL NAVY. COURTESY OF THE BRITISH ROYAL NAVY. COURTESY OF THE BRITISH ROYAL NAVY.

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Attendance was good and the meeting ended after the traditional raffle. **Our next meeting will be on August 6**, and we are working to confirm our two presenters, so mark your calendar and look for the announcement when it comes out.

Until then, do take care of yourself and stay safe. Know that we look forward to seeing you again there in the Zoom meeting.

The July *Ocean Times*—the Chapter’s Journal—pays tribute to Her Majesty Queen Elizabeth II on The Queen’s Platinum Jubilee celebrating 70 years on the throne. The issue features a tour of HMY *Britannia*, the Royal Yacht of which The Queen would say “This is where I can truly relax.” Chapter member Nelson Arnstein takes us on a photo journey of her Majesty’s floating palace.

Chapter member and PowerShips West Coast regional editor Jim Shaw shares his experiences of shipboard travel on "A Slow Boat From China."

Chapter member Don Persson recalls his personal adventure rescuing the last passenger from the sinking *Andrea Doria* as a teenager.

The spring in Southern California has witnessed a number of maritime happenings. The end of April saw the naming ceremony of Princess Cruises’ *Discovery Princess* at the Los Angeles Cruise Terminal. Then, LA Fleet Week returned over the Memorial Day weekend after a pause due to the pandemic. Member Kevin Anthoney brings us his reports of both of these events as the West Coast begins to return to a near-normal lifestyle.

Member Steve Mayo kindly offers the *Ocean Times* another of his wonderful paintings for this issue’s “Ship Shot,” this work being of the *Point Arena*, a U.S. Shipping Board Great War- era steam freighter that operated regularly along the West Coast.

Chapter President Bruce Vancil entertains us with a “Tramping Cyber Space” as he presents videos of passenger vessels and interesting maritime facts for our viewing pleasure.

“You Are Invited to Matson Day on Treasure Island” features Old Tramp reminiscing about August 9, 1939, the day that was Matson Line Day at the Golden Gate International Exposition. There is a rumor that Old Tramp was in attendance on that day.

Overall, this issue brings us passenger ships, working ships, an historic tragedy, a celebration day at the fair, West Coast history, and a couple of local events. A good mix for all chapter members.

Looking forward, the October *Ocean Times* Bill of Fare includes the following stories: “The Night the Lights Went Out,” “Ships of Stone,” “The Little Tug Boat That Could,” “Six German Combo Ships,” “A Majestic Princess,” “Tramping Cyber Space,” “Ship Shot,” and more.

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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.

Stay safe, stay well, and enjoy maritime history as often as possible.

Caption: A preview of the cover for the July 2022 edition of the SoCal Chapter's *Ocean Times*. Click on the image to visit the chapter's website and sign up for a copy (Photo: Southern California Chapter).

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.

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.

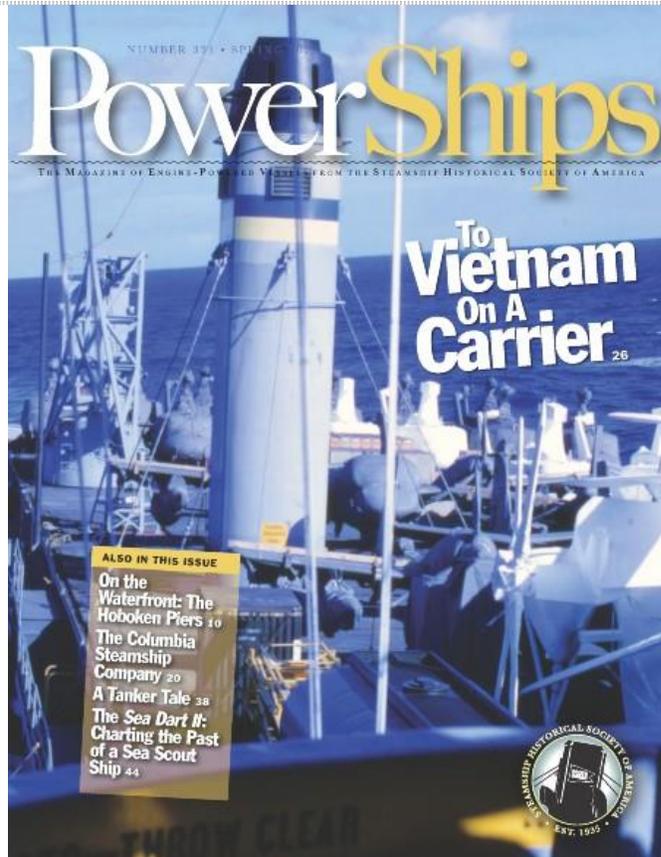
Bryan Lucier, Editor, The *Telegraph*

SSHSA is a nonprofit 501(c) 3 organization funded by donations from members and friends. SSHSA is dedicated to sharing the maritime heritage of powerful ships, legendary passengers and hardworking crews. Gifts to SSHSA are appreciated and may be considered tax-deductible.

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of *PowerShips*!**

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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
Director
steam@sshsa.org

Astrid Drew
Research &
New Media
adrew@sshsa.org

Heather
Kisilywicz
Archivist
Assistant
archives@sshsa.org

Michele
Berard
Senior
Philanthropic
Adviser
mberard@sshsa.org

Alissa Halacy
Project
Coordinator
acafferky@sshsa.org

Amy Rajack
Administrative Assistant
arajack@sshsa.org

Jim
Pennypacker,
Editor
PowerShips
editor@sshsa.org

Richard
Barwis
Advertising
Representative
richard@cornerstone-media.biz