

SJM 10 A STAFF MEASURE SUMMARY**Carrier:** Sen. Robinson**Senate Committee On Rules****Action Date:** 05/19/25**Action:** Be adopted with amendments. (Printed A-Eng.)**Vote:** 4-1-0-0**Yeas:** 4 - Bonham, Golden, Jama, Thatcher**Nays:** 1 - Manning Jr**Fiscal:** No fiscal impact**Revenue:** No revenue impact**Prepared By:** Leslie Porter, LPRO Analyst**Meeting Dates:** 4/16, 5/19**WHAT THE MEASURE DOES:**

The measure urges the President of the United States, the Executive Director of the Maritime Administration of the United States Department of Transportation, and the Congress of the United States, to purchase the SS United States from Okaloosa County, Florida, designate it as a national landmark, restore it to its full working condition as soon as is practicable using funds transferred from the United States Department of Defense, and name it the official flagship of our nation.

ISSUES DISCUSSED:

- Senator Robinson's love of history
- The history, current condition, and potential future, of the SS United States
- The current location of the SS United States and how restoration could be funded
- The SS United States not having a connection to Oregon

EFFECT OF AMENDMENT:

The amendment urges the President of the United States, the Executive Director of the Maritime Administration of the United States Department of Transportation, and the Congress of the United States, to restore the SS United States as soon as is practicable, use funds transferred from the United States Department of Defense for its restoration, and to designate it as a national landmark.

BACKGROUND:

The SS United States, built in 1950 and 1951, was the flagship of the United States Lines and is known with deep affection as “America’s Flagship.” As of 2025, the SS United States holds the Blue Riband award for the highest average speed crossing the Atlantic Ocean in either direction, a record she set on her maiden voyage in July 1952.

The SS United States was designed by American naval architect William Francis Gibbs following the conclusion of World War II, during which Gibbs and his company designed more than 70 percent of all American ships deployed. At 990 feet in length, the SS United States is the largest ocean liner ever built entirely in this country. It is one of the most graceful ships ever constructed and remains one of our nation’s finest engineering marvels, with groundbreaking innovations in steam propulsion, hull form, fire safety, and damage control. Aside from the RMS Queen Mary, which has been permanently moored in Long Beach, California, since December 1967, the SS United States is the only ocean liner still afloat that retains the evocative multi-stack look associated with the most renowned ocean liners in history, including such notable vessels as the RMS Titanic, the RMS Olympic, the RMS Lusitania, and the SS Normandie.

Due to a lack of available funding to complete the restoration of the SS United States, this example of American ingenuity is currently in Mobile, Alabama, in preparation for being transported to Destin, Florida, where she is scheduled to be sunk off Florida’s Gulf Coast and become part of the world’s largest artificial reef.