

# Telescope



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GREAT LAKES  
MARITIME  
INSTITUTE

DOSSIN GREAT LAKES MUSEUM  
Belle Isle, Detroit, Michigan 48207

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## MEMBERSHIP NOTES ●

### IT IS TIME TO RENEW FOR 1981. . .

The first year of the new decade is behind us and what a year it has been. Last year most of you renewed early and that helped us to plan for 1980. The economy was down, so we didn't expect as many new members as in other years. We were wrong! Thanks to all of you spreading the word about Telescope, the increase in membership has been unbelievable. The increase in membership forced us to stop accepting new members and RENEWALS for 1980, because we didn't have a complete years' issues to give them. We started accepting new members for 1981 in August, so next year is off to a good start.

Your renewal form for 1981 is the false cover on this issue. No other billing will be sent. By renewing early, we both save money. Dues are the same as last year so, PLEASE DO IT NOW!

Finally, thanks to you, the members, for making the Institute the successful organization that it is. Season's greetings and best wishes to you for a good year.

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## MEETING NOTICES ●

The November entertainment meeting will be held on November 21, 1980. The speaker will be Mr. William Luke. (See meeting notice on page 174.)

There will be no meetings in December. The next business meeting (*which all members are urged to attend*) will be held on January 9. The entertainment meeting will be held on January 30. All meetings are at 8:00 p.m. at the Dossin Museum.

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OUR COVER PICTURE. . .After a late season gale 1913, the Cleveland-Cliffs Iron Company's flag ship *William G. Mather* (i), the first vessel with a 60-foot beam on the Great Lakes, battles Lake Superior ice with her sister ships: *J. H. Sheadle* and *Michigan*. Marine artist Paul LaMarre created this painting to complement this month's lead article.

## Seasons Greetings

*Telescope* Magazine is produced with assistance from Dossin Great Lakes Museum  
an agency of the Historical Department of the City of Detroit.

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# LOOKING FORE AND AFT

by  
DAVID HOEK

*This year, the Cleveland-Cliffs Iron Company held their annual Masters' and Chiefs' Meeting. This article appeared in Cliffs News in the spring/1980 issue and is reprinted here with their permission.*

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Weather-wise captains and chief engineers of Cleveland-Cliffs' fleet of Great Lakes ships gathered in northeastern Ohio last March for a special anniversary celebration.

These veteran officers of the freighters that carry iron ore, coal and grain across the Great Lakes had just completed the company's 75th annual Masters' and Chiefs' Meetings.

Cleveland-Cliffs, a pioneer in the lakes' marine transportation industry, is recognized as the first major fleet operator to have the annual meetings at the start of each sailing season. They were scheduled this year, as they were in 1905 and every year since, as the bulk carriers the men command were being swept free of winter's grime and preened for new voyages across the blue and green waters of Lakes Erie, Superior, Michigan and Huron.

Only this year is unique. Cliffs is the first on the Great Lakes to reach the 75-year milestone and the masters and chiefs were guests at a banquet Cliffs' top executives hosted to mark the occasion. The men looked forward to the 1980 sailing season and back to 1905 when earlier captains gathered to sharpen their skills for the season ahead.

Cliffs' long history of masters' and chiefs'

meetings is "a reflection of the company's distinguished leadership in the marine transportation industry of the Great Lakes," said John L. Horton, a veteran of nearly 40 years with Cliffs' Marine Division and Assistant to Senior Vice President M. Thomas Moore.

"Cliffs' recognized very early that the successful operation of each ship requires her masters and engineers to have a full understanding of the safety and operating goals and complete knowledge of the many innovations introduced each year."

The purpose of that first meeting in 1905, as in 1980, was to introduce new equipment, new safety measures and navigational and operating procedures. But in 1905, life at sea held more dangerous hardships and perils because ship-to-shore communication and sophisticated weather prediction were non-existent. The iron-willed men who commanded the smallest wooden-hulled ship of the fleet to the most modern steel-hulled vessel met in earnest comradeship to learn.

At a leisurely banquet concluding the first meetings in 1905, they recalled the saga of previous seasons. They told of their crews' courage as they battled spring ice and endured November gales of cutting winds and snow to take their cargos of lumpy red iron ore safely over the world's largest, most hazardous inland water system to the "iron furnaces" on the shores of Lake Erie and Lake Michigan.

Had those veteran sailors paused in their meeting, gazed across the industrial flats that flank the curling Cuyahoga River in Cleveland or squinted to see sandstone break-



walls protecting the harbor, they would have noted tall-masted schooners mingling with steel-hulled ships that were the properties of Cliffs' marine division. The 1905 shipping season came during a period of transition on the Great Lakes. Steel was replacing wooden ships just as the spindly wheeled motor car was replacing the horse and buggy on shore. It was an exciting, vibrant time, and Cliffs' masters must have sensed it as they envisioned a busy, challenging season with predictions of record volumes of iron ore to be moved.

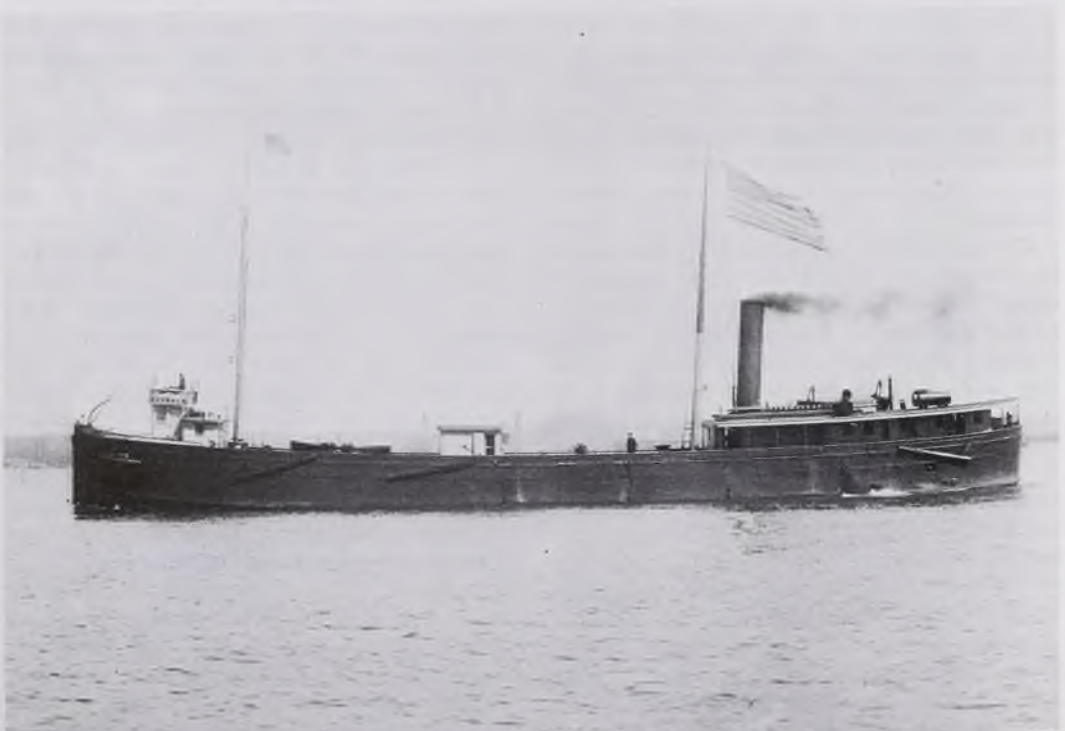
Sailing with Cliffs and the other steamship companies 75 years ago was a risky adventure undertaken by strong individualists who tolerated cramped quarters and long periods away from their homes. Without communication from shore and with only their personal skills to foresee swift and violent changes in weather and the "seas," their courage bred legends.

Later, 1905 would be recognized as the year the era of modern shipping came into existence. It marked the introduction of 10,000 ton, steel-hulled ore carriers stretching

more than 500 feet.

Cliffs, already a pioneering company in the iron mining industry in Michigan and Minnesota for half a century, was at the forefront of this new development. The leap into a new time of shipping must have brought much pride to the company's inventive leaders as the new ships themselves did. The Industrial Revolution was under way and steel was king. Cleveland-Cliffs was an iron ore mining company, its ships temporary holding points for the red ore flowing into iron furnaces from which rivers of steel cascaded across the land to become autos, bridges, skyscrapers, farm equipment and of course, to return to the isolated land of the iron ore ranges as steel-hulled ships.

When 1905 began, the movement of iron ore had been underway for only 53 years, since 1852. The first shipment had been six barrels loaded aboard the steamer *Baltimore* at Marquette, Michigan, after a mule wagon trip from the nearby Cleveland Iron Mining Company, predecessor of Cleveland-Cliffs. Those six barrels, the infant outpouring of a soon-to-be-mighty tide, were shipped



*The FALCON was the smallest ship in the 1905 fleet.*



McDonald Collection/DOSSIN MUSEUM

*The MARQUETTE, shown here after colliding with the SENATOR in November, 1929.*

to Sault Ste. Marie, Michigan, where they were portaged around rapids not yet breached by the Soo Locks. The ore had to be reloaded then onto another ship for the last leg of the journey to Cleveland's steel furnaces.

In 1855, the Cleveland Iron Mining Company chartered the brigantine *Columbia* to carry the first ore cargo through the newly opened Soo. By 1869, the bark-rigged sailing vessel *George Sherman* was recorded as being half owned by The Cleveland Iron Company, representing the beginning of the Cliffs Fleet.

Small wonder that Cliffs has continued its pioneering tradition with innovations in pelletizing and processing iron ore and in exploring and developing uranium and oil shale, potential important sources of energy to fuel America's growth.

In the half century between the first shipment of iron ore through the Soo to the gathering of Cliffs' masters on that promising day in March of 1905, the nation's industrial development could be measured by the expansion of the Great Lakes iron ore fleet.

When the company's original *William G. Mather*, named for the president of The Cleveland-Cliffs Iron Company, was launched in 1905, she established a record as the first Great Lakes ship with a 60-foot beam.

Those who looked in awe at her massive 511-foot length said it had to be the greatest. . .ships could go no further. But the next year brought the launching of the first of the 600-footers, ships which would reign supreme for many years. The men of vision who shaped an industry and a nation continued to exert their mastery over the restless Great Lakes and to exercise their ingenuity in hastening the evolution of the steel industry.

Cliffs' 1905 fleet included 14 vessels ranging from the sturdy wooden-hulled 174-foot *Falcon* to the 511-foot *Mather*. Combined capacity for all ships in the fleet was about 46,000 tons. Compare this with the 1980 fleet of 14 vessels, crowned by the 826-foot *Walter A. Sterling*, a self-unloading vessel. The "smallest" Cliffs ships today are 600-footers, former queens of the lakes. Led by the 29,130-ton capacity of the *Sterling*,



the fleet enters the 1980 season with a single-trip capacity of nearly 240,000 tons.

Three of the ships in the 1980 fleet carry the same proud names as those in the 1905 fleet. They are the *Mather*, *Pontiac* and the *Cadillac*.

Steel's growth in the early 1900's challenged every skill. Many steamship men directed their fleets from paneled offices high above Cleveland's Cuyahoga River, where they could watch mountains of iron ore grow on docks from one set of side windows and the changing face of Lake Erie from another.

They must have dreamed of unending progress and opportunity and hastened to turn dreams into 600-foot realities that transported increasing volumes of iron ore. From the 1,449 tons unloaded by ship in Cleveland in 1855, a record 30 million tons of ore were expected to be shipped to steel mills in 1905. In 1979, the Great Lakes fleets moved more

than 92 million gross tons of iron ore.

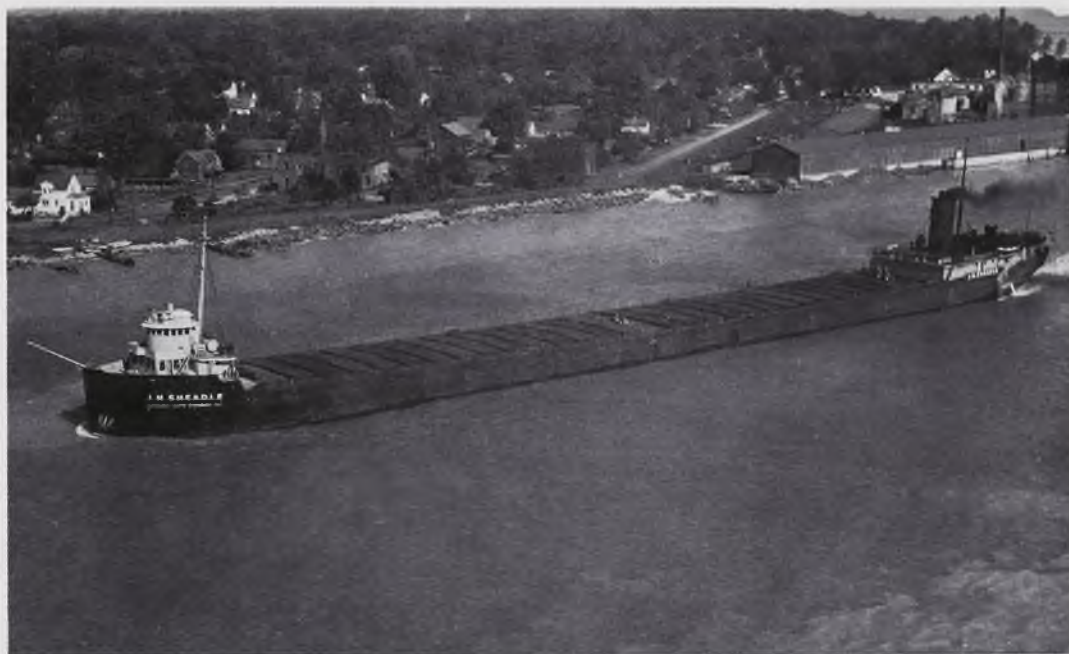
Today, most iron ore is in the form of marble-sized pellets containing 63-65% iron. One of the companies responsible for making this revolutionary process a successful commercial venture was The Cleveland-Cliffs Iron Company. The man who directed the successful venture was the late Walter A. Sterling, a native of Ishpeming, Michigan on the Marquette iron ore range, who was Cliffs' president from 1952 to mid-1961 and namesake of Cliffs' self-unloader.

Without progress in the shipping industry which led to the introduction of the first steel-hulled ore carrier in 1887, the cost would have been prohibitive to process low-grade iron ore into high-grade pellets and to deliver the product to steel mills.

There were many signs of this progress in 1905, starting with the launching of the first 10,000-ton ship, the 552-foot *James C.*



*The JOLIET painted to celebrate the 100th anniversary of the Cleveland Iron Mining Company.*



McDonald Collection/DOSSIN MUSEUM

*The original WILLIAM G. MATHER was renamed J. H. SHEADLE in 1925 and renamed H. L. GOBELLE in 1955 and sold in 1964.*

*Wallace*. Others soon followed, including *Cliffs' Mather*. Their huge hulls dwarfed the "monsters" of a previous era, like the 300-foot *Cambria* built in 1887 and the 498-foot *James H. Hill* built in 1900. These ships were being given new economic life by stretching them through the additions of 72-foot midsections - a feat that began about 1900 and was used for several years with great enthusiasm. The supremacy of the 500-footer was soon lost to the 600-footers, backbone of the fleet for many years.

Now, 1980 is the era of 1,000-foot, 60,000-ton capacity marine transportation "systems." The *Wallace*, that first 10,000-ton capacity ship, cost its owners \$420,000 in 1905; the 1,000-footers of the 1980's cost \$50 million and more.

The 1905 shipping season officially opened April 4 in Cleveland when the steamer *City of Detroit* sailed into the Cuyahoga River Harbor. Forecasters and boat watchers had been keeping their eyes on the mighty port and its river for several months by then.

On January 4, a marine reporter for *The (Cleveland) Plain Dealer* had written that he had seen 96 large lake-going vessels docked

on the river. "The only sign of life on the boats is a curl of smoke rising from a small chimney. Perhaps the sight of a man or dog can also be noted" he wrote.

On March 11, the first trip of the Great Lakes season had been recorded by the steamer *Lakeside*, which had left Sandusky, Ohio and fought her way out about 15 miles across Lake Erie to Kelleys Island. She had cut through ice 18 inches thick.

The first ore boats left the Cleveland harbor April 7, bound for the upper reaches of Lake Superior and their first cargoes of ore for the season. Three days later they joined a line of vessels with similar missions at the Soo Locks. Eventually nearly 100 steamers had to wait for more than two weeks for record ice jams in Superior's Whitefish Bay to break up before proceeding through the Soo. Then came a mad dash to be first at the ore loading docks at Ashland and Superior, Wisconsin and Duluth and Two Harbors, Minnesota.

The 1905 shipping season raced on. New ships were delivered, many others lengthened and the ore trade edged up to the predicted record 30 million tons.

Then, as the crews began to look ahead



to the season's end and Christmas holidays at home, the great November storm of 1905 struck the Great Lakes. The plunging barometer heralded the gale early in the afternoon of November 27. It was to last for 24 hours, make countless heroes and cause agonizing drama.

Headlines in the Cleveland papers reported:

**"Score of Vessels Wrecked in Storm on Great lakes. Millions of Dollars and Possibly Numerous Lives Lost in a 70-Mile-an-Hour Gale Which Lasted 24-Hours. Heavy Snowfall Blinds Sailors."**

Among the missing ships was Cliffs' *Angeline* with Capt. S. A. Lyons commanding. She was last reported seen near the Keweenaw Peninsula in Lake Superior, downbound with a load of ore when the storm peaked. After three days of "fearing the worst," the ice-covered lady was spotted limping toward the Soo. Captain Lyons reported battling seas that "ran higher than the stack" for two harrowing days. But the ship and her crew were safe and their journey would continue.

All the boats were at their home ports by December 5 that year. The Cuyahoga River in Cleveland was again crammed with vessels waiting out the long winter.

Predictions at the beginning of the year had proven accurate, the season had brought records - ice jams, ore movement, new ships and a savage storm adding new legends to the lore of the lakes.

Thus the 1905 season ended for the masters and crews of the proud Cliffs fleet. Meetings would come each spring during fit-out, that traditional period of readying for new sailing seasons. They would be held during war, peace and depression. But a common denominator throughout the three quarters of a century since 1905 has been the excitement stirred by the first powerful thrusts of massive propellers, pushing ships and their crews away from the dingy winter's berth in the industrial heartland to the savage wild headlands of the iron mountains to the north.

For those who sail, history repeats itself with each season of anticipation as the sea remains unchanged in a dramatically changing world of man and technology. □



*The ANGELINE would survive the 1905 Storm.*





Dossin Museum Collection

*The converted T-3 Type tanker, WALTER A. STERLING is the flag ship of Cleveland-Cliffs.*



McDonald Collection/DOSSIN MUSEUM

*A converted Victory ship, the CLIFFS VICTORY was lengthened in 1951 and again in 1957 to her present length.*

# BENNY AND THE BOOM

by  
R. D. GRAHAM

One fine morning in February, 1913, a man and his son left their home on Marmora street in the village of Trenton, Ontario. They waited briefly while one of the boy's chums caught up, and then the trio set out on the short walk down to the harbor, where the Trent flows into the arm of Lake Ontario known as the Bay of Quinte.

They crossed the old covered bridge that spanned the Trent, and that was due for replacement that year; as they reached the

swing bridge, the boy noted that the ice around his father's ship looked good and solid.

The man was Capt. Benjamin Bowen, master of the wooden steamer *Compton* of the Canada Import Company. The ship was laid up at the cold storage warehouse on the west bank, right near Mowat's Hardware. The Captain's son Walter was only fourteen, but keen on sailing; he had been helping his father for a couple of years already.



*How it may have looked. Walter Bowen, age 24, descending to the ice of Trenton harbor from the prototype of the modern landing boom.*



Aboard the ship a few minutes later, Captain and son prepared to test a simple device they had developed, and they could hardly be blamed if they failed at the time to foresee the full significance of their invention.

The kindly Capt. Ben had often agonized over the safety of his men, who in the absence of shoreside line-handlers were obliged to leap ashore as the ship approached a wharf or lock wall. The practice was common; the danger of falling between wharf and ship all too real. Even the act of landing ashore after the leap posed a threat.

As a solution, Bowen rigged a boom low on the *Compton's* foremast. This boom could be swung 90 degrees to port or starboard, and was long enough to extend well beyond the vessel when so swung. A line provided with knots was rigged at the end of this spar so that a man could grab hold, hang on as the boom was swung by a shipmate, and then lower himself to the ground in safety, even though the ship had not yet reached the shore.

A few members of the engine room crew watched with mild curiosity as Capt. Bowen and Walter prepared to test the device for the first time. Young Walter grasped the line at the end; his father then swung him out



Bowen Collection

*Capt. Benjamin Bowen in the 1940's, when he was a pilot on the BAY OF QUINTE.*



Bowen Collection

*Capt. Walter M. Bowen in 1961.*

beyond the starboard side, holding the boom in position as the boy wriggled down the knotted line to ice level. A short exchange of shouted information indicated that all had gone well. The experiment was over very quickly - the landing boom was born.

There is no need to tell of the landing boom from that point. Capt. Ben Bowen acquired the nickname of "Boomer" in recognition of his contribution, but he never became overwhelmed by his own ingenuity. Walter and others suggested that a patent be obtained, but the old mariner resisted, saying that it was reward enough for him if ever the contraption saved some poor young fellow's life. The able and affable Bowen sailed for many more years as master and pilot, and when he died in 1954 at the age of 87 he was mourned throughout the entire industry.

The boy who tested his father's invention went on to serve on the ships, with time out for convoy and mine laying service with the Canadian Navy in World War I. In time, he too was Captain Bowen. Walter Melsop Bowen (often called Ben himself) would command a succession of ships during his

own colorful career. He would survive the torpedoing of the canaller *Mont Louis* in the Caribbean in 1942, and the sinking of the 730-foot *Leecliffe Hall* in the lower St. Lawrence in 1964. Today, living in quiet retirement in Trenton with his wife Helen, he still remembers that day in 1913.

It would be redundant to speculate upon the significance of the Bowen's invention. There is one incident, however, that might serve as a postscript. One day in the late 1960's, Capt. Lawrence E. McDonald, a Montreal Harbor pilot, was attempting to bring a deep-sea ship alongside a quay. Wind and current were against him; to make things worse, dockside people were busy with another ship and could not take his lines.

Thinking quickly, the lakes-trained pilot asked the ship's master to land a couple of crew members in the quay using one of the vessel's crane booms.

Although the procedure was strange to him, the captain complied; men were swung onto the wharf, where they quickly took lines; the ship was soon "all fast" at the quay.

Captain Ben may have smiled. □



Landing men from the MAPLECLIFFE HALL at Eisenhower Lock in St. Lawrence Seaway.



# THE JOHN S. PARSONS SHIP CHANDLERY



by  
RICHARD F. PALMER

A very important component of maritime life on the Great Lakes in sailing days was the ship chandlery. Virtually every port of any importance had at least one or two to cater to the needs of captain and crew. It was the ship chandlery that literally kept the fleet moving on a day-to-day basis.

The chandler supplied everything from sail canvas and Manila rope to frying pans and flower pots. It is said that the chandler business evolved from the waterfront grocery store.

No ship chandler was more noted and well liked than John S. Parsons of Oswego. Himself the son of a noted lakes captain, John S. Parsons ran his ship chandlery on Water Street at this Lake Ontario port from 1890 to the time of his death on May 14, 1940, at the age of 75. He was one of the last of his profession who saw the transition from sail to steam.

Once there were as many as five such establishments on Water Street in the heyday of the schooner. The Parsons chandlery traced its roots back into the 1840's when

Courtland C. Cooper established a chandlery at 105-107 Water Street. One of Cooper's clerks was young Daniel Lyons, an Irish immigrant. Eventually, Lyons established his own chandlery business. For a time, he was associated with George C. Finney, who operated chandleries, both in Oswego and Chicago.

Lyons & Finney, Ship Chandlers, are listed in the 1859 Oswego City Directory at 105-107 Water Street. Other Water Street chandlers included Charles H. Smith, Benjamin F. Green and James C. Cooper & Company. About 1879, Lyons's son, Stephen H., became a partner in his father's business and the firm became known as Daniel Lyons & Son. Within a few years this was the only chandlery left in Oswego, as the steamship era had diminished the demand for ship supplies.

Parsons joined the Lyons firm in 1881. When Daniel Lyons died at the age of 55 on August 2, 1882, Parsons and Stephen Lyons became partners. The elder Lyons left an estate of \$70,000, including part or whole interests in several vessels.

Parsons was well-suited for the business,

as he was around sailing and steamships all his life. Born in Oswego on December 25, 1864, his father of the same name was a seasoned veteran, both of the Great Lakes and the High Seas. He was one of those sea captains they often write stories about.\*

John was the son of his father's second wife. His first wife drowned when the schooner *Osprey* foundered while attempting to enter Oswego Harbor in the fall of 1858. On January 4, 1860, he married Eliza McCauley, a local girl and they had one son and three daughters.

The boy grew up on the waterfront and in many ways mirrored his sea-faring father. On March 12, 1890, John S. Parsons officially took over the business established by Lyons more than 30 years previous. He was Collector of Customs at Oswego under President Taft and for many years was one of the most influential men in the city. At the age of 23, he was Republican Alderman of the First Ward. He served as county clerk in 1897 and was a member of the old Police and Fire Commission from 1894 to 1902.

A very active politician, John S. Parsons was business manager for several Republican gubernatorial candidates. He was executive auditor for Governors Charles S. Whitman and Nathan S. Miller. He was the area's chief prohibition officer for several years.

A promotional brochure called "Industrial Oswego", published in 1910 by the local chamber of commerce, carried the following item concerning Parsons:

"Probably no mercantile establishment of Oswego has a wider influence than that of Mr. John S. Parsons, who conducts a ship chandlery business at 157, 159 and 161 Water Street. This house was established half a century ago, the present proprietor having had it for the past twenty years, acquiring it from the founders, D. Lyons & Son.

The building comprises practically three stores besides a hall located over the City Club rooms on Water Street, used for storage of reserve stock. This stock exceedingly large and well assorted and includes everything in Manila rope, ship and yacht supplies, such as sails, canvas, lanterns, instruments, oars

as well as everything in paints, oils, varnishes, soaps, wire rope, tar, oakum, hose and in fact, an entire stock of nautical supplies. A proof of the reliability of the firm and the esteem in which Mr. Parsons is held is evidenced in the immense trade done by the house. Mr. Parsons is a native of Oswego and has always been engaged in this line of business. He is prominent in the city as a man who takes an active part in the administration of the city's affairs and has been County Clerk, Alderman and Fire and Police Commissioner. He is an influential member of the Chamber of Commerce and is Treasurer of the body."

Mr. John T. Donovan of Oswego, who carried on the chandlery business for 10 years after Mr. Parsons' death recalled, "My old boss was a grand old man. He was very well liked. He had tremendous memory. If you had a big discussion in some saloon as to what year a certain schooner was lost, you would call him up and he would say, 'well, I remember I was nine years old, and it was the day after my birthday and my father brought me down to the lake and I saw her over on the Fort bank. . .'. He always tied something in to pin down a date."

It is said that John Parsons personally handed out nearly two million cigars in his lifetime and passed the hat almost that often for shipwrecked and distressed mariners Canadian and American. Donovan said, "he carried a lot of skippers on the cuff when times were bad."

Originally, the chandlery was located in a building called the Academy of Music. About 1903 or 1904, that structure was demolished and Parsons moved his business next door into the old Market House. This building, constructed as the first City Hall in 1836, still stands. "It was a colorful old place," Donovan said. The chandlery would be filled with the pungent scent of Stockholm tar from oakum, spun yarn and marlin and the fresh flavor of new Manila rope, stored in great coils. Parsons carried most anything marine; compasses, single, double and triple-sheaved blocks, anchors, three-cornered

\*Captain John S. Parsons (October 8, 1831-January 20, 1912) was born in Yarmouth, England and was apprenticed to the master of the 200 ton brig *Vivid* at the age of 12. In 1851, he came to the Great Lakes. During his long career, he served as mate and master on a score of schooners and steamers. These vessels included the brig *Roscius*, the bark *Morgan* of Chicago and schooners *Monsoon*, *Odd Fellow*, *Henry Clay*, *Charles Crooks*, *Dreadnaught*, *Patrick Henry* of Clayton, *Charles Y. Richmond* of Chicago, *Osprey*, *Kate Richmond* and *Emeu* (later owned by Lyons & Finney).

He also was master of New York Central Railroad's propellers *Euphrates* and *Toledo* and the railroad's schooner *Araxes*. At one time he commanded the propeller *Evergreen City*. Other charges included the *Algerine* and *Theodore Perry*. He had an interest in the tug *Maria Melvin* of Oswego. From 1870 to 1881, he was superintendent of the D. L. & W. coal trestle in Oswego. Active in local politics, he served as a Common Councilman and Excise Commissioner. He was active in the Oswego Yacht Club and owned the yachts *Sappho*, *Vixen* and *Idler*.





Author's Collection

*The John S. Parsons Ship Chandlery, which saw the transition from sail to steam.*

needles for sewing double-o canvas with palms, fine needles for hemming handkerchiefs, grapnels, sheet bower and kedge anchors by the pound, hundred weight or ton.

Parsons is remembered as a typical steel gray, clean shaven Yankee businessman, keen and kind, twinkling eyed, but affable, up-and-coming, calling everyone by his first name and very polite to the ladies.

"When you walked in, there was a beautiful model of a ship in a glass case that Mr. Albert G. Kramer had built. Mr Kramer lived at 113 W. Seneca Street. He was an old Norwegian or Swede and lived alone almost like a hermit. He'd sit in the front window building ship models while kids watched. Another old man, Captain Johnson, would spend an hour every time he came in, admiring the

model of a square rigged ship. He'd tell how he started sailing on a ship just like that when he was a kid."

The store was heated with old-fashioned bright nickle-plated coal stoves. Big galvanized pails were on top of them, filled with water to restore the humidity.

The office was one of the finest marine museums on the Great Lakes; the walls literally covered with hundreds of marine paintings, sketches, charcoals and photographs of long departed schooners, brigs, steamers, tugs and yachts. There were builders' models of vessels carefully created by some long forgotten ships' carpenter. Donovan said, "he even had some charcoal sketches in there, as well as paintings by James G. Tyler, the famous marine artist.\* He and Mr. Parsons

\*James Gale Tyler was born in Oswego in 1855 and died in 1931. He got his start in art through Morgan M. Wheeler, who owned a large fleet of vessels in Oswego. One day, Wheeler saw the boy down on the docks sketching a boat. Mr. Wheeler took him uptown

and bought him pencils, crayons and art supplies to encourage the talented lad. For years, his ships and yachts and other marine paintings graced many famous galleries. Tyler was considered an impressionist with much gifted talent.

were old friends. He occasionally presented Mr. Parsons with a beautiful oil painting, just from this friendship. By that time, Mr. Tyler had moved to New York City and had become very famous."

There also were works by Mike Cummings, who owned a fleet of schooners known as the "Star Line." After Mr. Parsons died, much of this valuable marine historical material was left to the Oswego County Historical Society. During his lifetime, Mr. Parsons was often called upon by marine historians to verify or supply facts relating to old shipping days. His death notice said he was "familiar to practically every person engaged in Great Lakes shipping."

Donovan said he went to work for Parsons in 1928, after graduating from high school. One of Donovan's early experiences in the chandlery business was in 1932. The Huron Portland Cement Company of Detroit established a facility here early in the season. Harbor improvements were underway and the firm leased a temporary site and dock.\*

While work progressed on cement silos, the firm utilized the steamship *John W. Boardman*, which was one of its fleet, for storage of bulk cement. One winter night, Parsons called Donovan and some others to help him with securing the ship. The *Boardman* was breaking loose from its moorings, having been held in place with 1½ inch steel cables.

"We went down and opened up a coil of heavy harbor tow line, which was stored on the second floor of the ship chandlery. We had to uncoil it out through an open window and recoil it back on a truck which was below. We got one line on the stern and the other on her bow. These two big Manila lines held her safe the rest of the winter. Rope would stretch and give while the steel cable would just snap when the ship surged with the sea."

Although the Parsons Ship Chandlery remained in business long after sailing days, things weren't quite the same. In earlier times, Parsons would sell as much as 100,000 feet of line in a single season to calloused-handed masters and mates. By the 1930's, harbor tow line, sailing canvas and hawsers

were in the past and were spoken of only in memory by the old timers who gathered round the pot-bellied stove on cold winter days.

Parsons was able to stay in business by changing with the times. His trade now ran in paints, oils, varnishes and enamels in the growing popularity of pleasure craft. Only occasionally would a request come in for a barometer, compass or life preserver. Donovan said business was good in the 1930's, but slumped after World War II. In 1950, "Business got so poor I sold out." He said it was "just as well," as shipping "went to pieces" in Oswego.

"It certainly isn't what it used to be. Back in the '30's, ships would be waiting at anchor to get in to the grain elevator and coal dock. We had a very busy harbor in those days."

The ghost of the John S. Parsons Ship Chandlery still haunts Oswego Harbor. Faded lettering advertising the business can still be seen on the old Market House, facing the Oswego River, on once busy Water Street. What one might trade for a few moments in this old establishment the way it was. And be able to sit in a circle with old sea captains to hear their stories.

One of the last sailing ships built on Lake Ontario was the schooner *John S. Parsons* (registry number 76999) launched at Chaumont, New York in 1892. She measured 92.7 x 21.4 x 9.4 and was rated 115.26 gross tons and 109.50 net tons. It was believed this vessel was named for the father of the Oswego ship chandler.

The vessel was built and operated by Captain Franklin D. Phelps, who also constructed several other ships between 1882 and 1915. These included the schooner *Emma* (135602) 1882; steamer *Jessie* (46564) 1900; steamer *Frank D. Phelps* (200234) 1903; steamer *M. G. Phelps* (213393) 1914; steamer *Isabella H.* (213102) 1915; steamer *Hinckly* (96578) 1901; hay scows *Northern Lights* and *M. I. Wilcox*.

The *Parsons* made her home port at Cape Vincent and was particularly familiar on the St. Lawrence River. About 1896, she was converted to a steam barge. By 1910, the engines had been removed and down-graded

\*Huron Portland Cement Company was the first upper lakes corporation to locate in Oswego, to take advantage of facilities then offered for distribution of bulk cement into New York state and New England by rail, canal and highway. Oswego was the most

easterly of Huron's plants. It has since been sold to the Northeast Cement Company. The *John W. Boardman* was renamed *Lewis G. Harriman* and is still in active service. The firm has operated a fleet of self-unloaders for many years.



to a tow barge. There are indications however, that the vessel retained her rigging throughout her career.

On December 10, 1910, the *Parsons* was stranded on Rock Shoal near Alexandria Bay and went down in 60 feet of water. However, she was raised and put back into commission.

At 4:00 a.m. on November 24, 1913, the *Parsons* left Charlotte (Rochester) with a cargo of 360 tons of soft coal, in tow of the steamer *Frank D. Phelps*. The vessels were bound for Morristown, below Ogdensburg. About 6:00 a.m., they encountered heavy seas east of Fair Haven. Finally, a stern plank gave way in the *Parsons*. Two crewmen endeavored to stop the inrush of water by blocking the hole with blankets, sheets and bedding, but this was useless. The ship started to lurch forward a half hour later. Communication between the ships was impossible, but those on the steamer could see the men on the barge were in danger. All possible speed was made for Oswego, but the heavy seas threatened to snap the tow line

at any moment and leave the barge adrift.

As the *Parsons* continued to settle, the three man crew gathered their belongings up from below and attempted to launch the yawl. The barge suddenly listed and filled the small boat with water. Two men fell directly into the yawl and the other man fell into the water, but was soon pulled aboard.

The *Phelps*, after dropping the tow line, backed toward the sinking barge. A line was heaved out to the yawl and the men were brought to safety. The rescue was witnessed by hundreds along the bank. The crew of the *Parsons* was taken below, where they were treated for exposure and dressed in dry clothes. Captain Phelps later commented, "I will never tow another barge in the fall of the year."

The *Parsons* went down in about 60 feet of water just outside the harbor entrance. By the following day, the barge was breaking up and large amounts of wreckage washed ashore, including the masts. Thus ended the career of one of the last Lake Ontario schooners. □



JOHN S. PARSONS, last of the Lake Ontario schooners.

# GREAT LAKES & SEAWAY NEWS



Editor: **FREDERIC E. WEBER**  
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**F. JORDAN SCHANBECK**  
**TED STROMBERG**

In the September/October, 1980 issue of Telescope, we made two mistakes in photo credits. The *Indiana Harbor* and the *American Mariner* were sent to us from the American Steamship Company, not American Shipbuilding Company.

Jun. 20. . .The Canadian self-unloader *Brookdale* which went aground today was refloated two hours later.

Jun. 24. . .The Cuban vessel *Carlos Manuel de Cespedes* sailed from Toronto for Cuba.

Jun. 25. . .The Greek bulk carrier *Oinoussian Mother*, bound from Leningrad for the St. Lawrence River, passed by Brunsbuttel today.

. . .The tug *Hanseatic* arrived at Spezia from Quebec City, P.Q. with the old lakers *Marinsal* and *Royalton* in tow.

Jun. 29. . .From Yokohama, Japan came a report that repairs have been completed on the Liberian vessel *Federal Huron* and she sailed from Yokosuka for Yokohama where she arrived later in the day.

Jun. 30. . .Halco, owner of the *Cartiercliffe Hall*, which burned last June in Lake Superior, has agreed to a \$1.4 million out-of-court settlement with the families of seven sailors killed and two others burned in the incident.

Jul. 1. . .*Montrealais* arrived at Port Weller Dry Docks where she will be repaired.

. . .The bulk carrier *Frank R. Denton* of the Kinsman fleet, cleared Superior, Wisconsin with a record load of 540,000 bushels of malting barley for Oswego, New York.

. . .The Canadian passenger cruise boat *Island Queen*, passed Detroit upbound at 10:15 a.m..

. . .The Liberian vessel *Olympic Palm* arrived at Kiel, West Germany.

. . .The Greek vessel *Georgis Prois* bound for Sorel from Augusta in ballast, collided with the *Kapetan Antonis* in fog, between Cape Race and St. Pierre et Miquelon. Both vessels were damaged. The *Georgis Prois* proceeded to Sorel for survey and *Kapetan Antonis* headed for St. John's,



## GREAT LAKES &amp; SEAWAY NEWS ●

. . .The U.S. and Canadian Seaway agencies have set December 15 as the date of the Seaway closing.

Jul. 4. . .Survey was completed on the *Georgis Prois* at Sorel, P.Q. Only temporary repairs will be made. Permanent repairs have been deferred till next dry docking.

. . .*Federal Huron* sailed for Maputo via Kanda with a load of cars.

. . .The Canadian self-unloader *Cape Breton Minor* bound for Montreal, P.Q. from Windsor, Ontario with a cargo of bulk salt, went aground on Dark Island in the St. Lawrence River near Prescott, Ontario. Steering failure caused the grounding.

Jul. 5. . .*Cape Breton Minor* was refloated and headed for the Port Weller Dry Docks where she will be repaired.

. . .The chief engineer of the Bob-Lo boat *Ste. Claire* needed some threads on the end of a 2 inch pipe. The only place that could do the job was the Delray Power plant of the Detroit Edison Company and the *Ste. Claire* was able to sail again.

Jul. 6. . .The Canadian freighter *Canadian Prospector* anchored off Quebec City, P.Q. with steering problems. She was bound for Port Cartier, P.Q.

. . .Mr. William O'Neil, Commissioner of the Canadian Coast Guard has been appointed President of the St. Lawrence Seaway Authority, replacing Mr. Paul Normandeau, who retired.

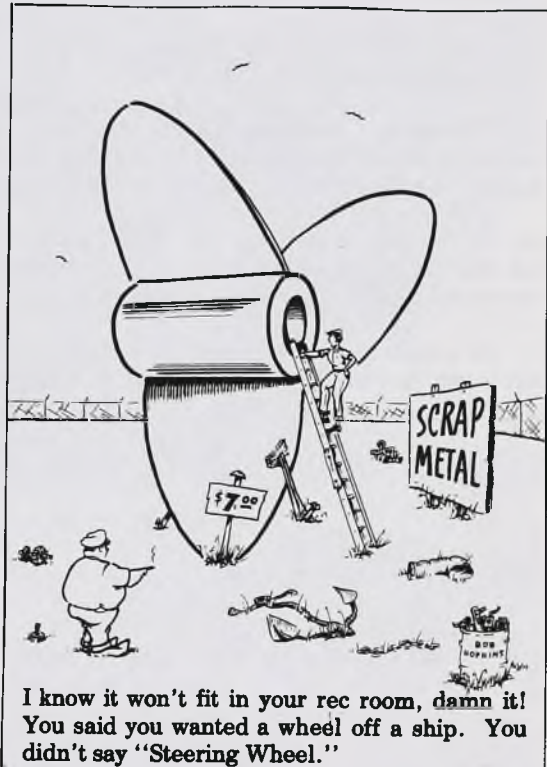
Jul. 7. . .Bethlehem's new 1,000 footer *Burns Harbor* under went sea trials.

. . .*Canadian Prospector* having completed repairs, continued her voyage.

. . .The bulk carrier *Paul H. Carnahan*, of the Hanna fleet, is at Fraser's shipyard in Superior, Wisconsin for a five year sight and survey inspection and maintenance repairs. After the inspection is complete she will be laid-up for the season. A new bow thruster will be installed at Fraser's.

. . .A wildcat strike by lock operators at the St. Lambert and Beauharnois Locks of the St. Lawrence Seaway has shut down the Seaway. Canadian workers have gone on a limited strike against a plan to reduce the number of workers on each shift. They are refusing to handle commercial vessels, but are allowing pleasure craft to go through.

Jul. 8. . .Seaway still closed and 40 vessels have been affected. The Welland Canal, American and Iroquois Locks are still working, but the Upper and Lower Beauharnois, Cote Ste. Catherine and St. Lambert Locks are still strikebound.



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## ● GREAT LAKES & SEAWAY NEWS

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Newfoundland for survey.

Jul. 3. . . The *Kapeton Antonis* arrived at St. John's where she will be dry docked at the Canadian National Railway's dry dock. The stern of the vessel was punched in and there is a 30-foot vertical gash extending from below the waterline all the way up the superstructure.

Jul. 9. . . It looks almost certain that Cleveland Cliffs will not run the *Thomas F. Patton*, *Charles White* and *Tom M. Girdler* any more because they lost the Republic Steel contract.

. . . The tugs *Malcolm* and *Barbara Ann* of Malcolm Marine of St. Clair, Michigan arrived at Duluth, Minnesota.

. . . The Seaway was opened after the Canadian Labor Relations Board ordered the strikers back to work and appointed a mediator to look into the reasons for the strike. Seaway officials hope to have the 45 vessels that are backlogged cleared up by July 12 or 13.

Jul. 11. . . The motor vessel *Angelica Schulte* (Cyprus) anchored in the St. Lawrence River off Isle Blanche due to trouble with the engine cooling system. Repairs were expected to last eight hours before she could proceed to sea.

. . . The Canadian motor vessel *Fort Ramezay* anchored off Riviere Maheux, Quebec, due to minor trouble with engine fuel. Repairs will take about two hours and then she will proceed

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J. P. MORGAN JR., one of seven ships scrapped by U.S. Steel.



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GREAT LAKES & SEAWAY NEWS ●

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Photo by Paul Wiening

*The BROOKDALE is damaged during a storm.*

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to Fort Chimo.

Jul. 12. . .The Panamanian motor vessel *Glory Makotoh* on a voyage from New York, anchored off Cap Chien, Quebec for repairs to cooling pump. After repairs have been completed, she will proceed westward.

. . .In Detroit, Michigan, the U.S. Coast Guard cutter *Bristol Bay* led a parade of boats passed a reviewing stand at Hart Plaza, saluting the G.O.P., which began their convention there on the 13th. The *Roger Blough* and the *Henry Ford II* were in the parade.

. . .The Canadian Host Committee operated the ferry *Windmill Pointe* so delegates, alternates and the press could cross the Detroit River to Windsor, where some are staying. The trip took about 10 minutes.

Jul. 13. . .The Panamanian motor vessel *Janje*, on a voyage from Toledo, Ohio anchored about four miles above Pointe au Pic, Quebec with engine trouble. Repairs were completed 6 hours later and she departed for sea.

. . .The *Eugene J. Buffington* and the *J. P. Morgan Jr.* departed Duluth-Superior under tow for Milwaukee where they were prepared for the trip overseas by tugs *Barbara Ann* and *Malcolm*.

Jul. 14. . .The old tanker *Cape Transport* idle at Kingston, Ontario since last November aroused the ire of Kingston politicians. They want the hull moved from the LaSalle causeway.

Jul. 16. . .Just after 9:00 a.m., a severe wind storm struck the Detroit area. At the Ford Rouge

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## ● GREAT LAKES & SEAWAY NEWS

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plant in Dearborn, two bridge cranes were blown over. An unloading crane was blown over into the Rouge River at the Great Lakes Steel plant at Zug Island. The Jefferson Avenue and Dix Avenue bridges over the Rouge River lost power, thus closing the Rouge River to navigation.

. . . Ford's self-unloader *Henry Ford II*, inbound, anchored in the Detroit River. The *William Clay Ford* was recalled from her trip to Duluth and also anchored in the Detroit River.

. . . The Canadian self-unloader *Brookdale* lost her unloading boom during the wind storm.

Jul. 17. . . Halco's as of yet unfinished self-unloader *Frankcliffe Hall* began to load potash at Thunder Bay, Ontario. The shipyard there was about to strike and the vessel cleared in advance of the shutdown.

. . . Ford's *Benson Ford* loaded inbound, anchored in the Detroit River. She will be layed up when she reaches the basin.

. . . Gaelic's tug *Wm. A. Whitney* and barge *Cortland*, inbound from the Rouge River from Buffalo with a load of oil, tied up at the Delray Power Plant dock so steam could be used to keep the oil warm.

. . . Repairs have been completed on the *Lake Anja* and she sailed from Rotterdam.

Jul. 18. . . The Inland Steel bulk carrier *E. J. Block* passed down the Soo enroute to lay-up. It is rumored that she will not come out again.

Jul. 19. . . *Brookdale* unloads at Buffalo, New York.

. . . Bridges still out on the Rouge River.

. . . From now until September 12, the U.S. Corps. of Engineers steam dipper dredge *Gaillard* will be cleaning rock obstruction in the Livingston Channel of the Detroit River. The Corps.'s tug *Marquette* will assist.

. . . The Canadian tanker *Imperial St. Clair* cleared Port Weller Drydock.

Jul. 20. . . *Frankcliffe Hall* passed down the Welland Canal on her first trip. She will stop at Hamilton for additional work on her conversion.

. . . *Brookdale* arrived at Toronto and is laid-up.

. . . *Cape Breton Miner* drydocked at Port Weller.

. . . The self-unloader *Richard J. Reiss* anchored in the Detroit River. Bridges are still out.

Jul. 21. . . Power has been restored to the bridges and the Rouge River is opened to navigation. All vessels leave the anchorage.

. . . The Greek vessel *Agios Ioannis*, loaded, hit the east end underwater of the Port Cartier, P.Q. basin and ruptured her bulbous bow. She has taken on water, causing her to touch the rocky bottom while departing the basin channel entrance. She went to the Seven Islands anchorage to await temporary repairs.

. . . Ford's *Ernest R. Breech* entered the Rouge River loaded and heads for the Rouge Plant escorted by the Gaelic tug *Kinsale*.



## GREAT LAKES &amp; SEAWAY NEWS ●



Photo by George Ayoub

. . . Halco's bulk carrier *Lawrencecliffe Hall* struck the St. Louis de Gonzague lift bridge over the Seaway near Valleyfield, P.Q., the bridge was damaged seriously and the Seaway has been closed. The *Lawrencecliffe Hall* was loaded with iron ore and has extensive damage to the port bow above and below the water line. She anchored with a depth of 31 feet.

Jul. 22. . . *Lawrencecliffe Hall* cargo is being lightered into a Valleyfield Salvage barge so draft can be brought up to 26 feet.

. . . The Seaway opened after the Seaway Authority made temporary repairs to "stabilize" the bridge. 35 vessels were stranded by the closure.

. . . The first keel laying of the Upper Peninsula Shipbuilding Company took place today at Ontonagon, Michigan.

Jul. 23. . . With some of her cargo taken off, the *Lawrencecliffe Hall* tied up at a Valleyfield dock where the rest of her cargo will be discharges. Further inspection showed extensive damage extending from the bridge deck downward to the 1-foot draft mark and from the bow to the collision bulkhead. Present indications state that repairs will be made at a Montreal drydock.

Jul. 24. . . The Seaway was closed about 2:30 a.m. when the ocean vessel *Baltic Skov* lost her main engine and drifted aground. She was in American waters and tugs were called. She was loaded with sunflower seeds for Denmark. The Seaway was expected to reopen that afternoon.

. . . About 8:00 a.m., the Hannah tug and barge 2903 arrived at the Delray Power Plant and tied up. About 45 minutes later Bouchard's tug *Eveing Tide* and barge *B. No. 105* pulled up along the 2903. The load of oil in the 2903 was transferred into the *B. No. 105*. The reason for the transfer is unknown.

Jul. 25. . . The U. S. Naval ship *Navaho*, a new class of Navy fleet tug passed downbound at Port Huron, Michigan. She was the fourth of seven being built by Marinette Marine Corporation at Marinette, Wisconsin. The tugs are 226 feet long and have a 42-foot beam.

. . . The U. S. Navy destroyer *U. S. S. Robert A. Owens* departed Detroit for Erie, Pennsylvania. She has been on a summer cruise of the Great Lakes.

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## ● GREAT LAKES & SEAWAY NEWS

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Jul. 26. . . At Toronto the fuel was pumped out of the *Brookdale*, adding to the rumor that she is finished.

. . . The bulk carrier *Alastair Guthrie* was a welcomed visitor for Welland Canal watchers as she heads for Oswego, New York.

. . . *Navaho* passed down the Welland Canal headed for sea and the west coast of the U. S.

Jul. 29. . . *Lawrencecliffe Hall* cleared Valleyfield and headed for Montreal. E.T.A. for Montreal was July 30, where repair work will begin at dockside. She will be drydocked around August 4th. Cargo will remain in storage at Valleyfield until repairs are completed. After which she will reload and head for intended destination Conneaut, Ohio.

. . . From Kobe, Japan came a report that the Greek bulk carrier *Sea Tiger* had requested a survey for outstanding damage done in grounding in Delaware on July 6, 1978 and in a collision with the Canadian vessel *Saguenay*, May 16, 1980. The collision took place while on a voyage from Sault Ste. Marie to South Korea. E.T.A. to Sasebo, Japan was August 2, 1980.

. . . The Greek vessel *Clarita*, upbound the St. Lawrence River for Montreal, anchored off Ile Rouge due to rudder trouble. Repairs will take about 2 hours.

Jul. 30. . . The Greek vessel *Giovanna*, sailing from Detroit for Spain reported to Quebec Radio that she had high temperatures in No. 1 and No. 3 hatches. She proceeded to anchorage in the St. Lawrence River at Pointe a la Martiniere and requested a Coast Guard inspector.

Jul. 31. . . The Israeli m/v *Elat* has requested a survey at Three Rivers, P.Q. for August 2 in respect to propeller damage due to striking bottom.

. . . The Danish vessel *Atlantic Prosperity* anchored in the St. Lawrence River above the Quebec bridge because of engine trouble. After repairs were completed two hours later, she headed for Quebec City.

. . . Halco's *James Transport* is to be lengthened by 40 feet at a cost of \$1 million. Location where work will be done has yet to be announced.

. . . The cement carrier *E. M. Ford* was rededicated at Sturgeon Bay, Wisconsin.

Aug. 1. . . The *Thomas F. Patton*, *Charles White* and *Tom M. Girdler* have been sold to a German shipbreaker for scrap.

. . . Algoma Central Railway has ordered a 730-foot straight decker from Collingwood Shipyard for a 1982 delivery.

. . . *Agios Ioannis* sailed from Seven Islands for Rotterdam.

Aug. 2. . . The Canadian motor ferry *Alphonse Desjardins* arrived at Section 81, Quebec City to change one piston. She returned to service later in the day.

Aug. 3. . . The bulk carrier *Edward B. Greene* off the dry dock at Fraser Shipyards at Superior, Wisconsin. She had normal maintenance repairs.

Aug. 4. . . Upper Lakes's bulk carrier *Gordon C. Leitch* had engine problems and anchored in lower Lake Huron.

. . . Bridge No. 19 of the Welland Canal at Port Colbourne, Ontario was lowered early and struck



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GREAT LAKES & SEAWAY NEWS ●

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the vessel *Scan Crusader*. The structure was damaged and Port Colbourne traffic must be rerouted for several weeks.

Aug. 5. . . *Edward B. Greene* arrived at Conneaut, Ohio with her last load as a straight decker.

. . . The Canadian tug *Glenada* towed the *Gordon C. Leitch* from her anchorage to the North Slip at Sarnia, Ontario.

. . . The *Alva C. Dinkey* passed down the Soo under tow.

. . . The Welland Canal Heritage Foundation has been established to coordinate and promote the Welland Canal as a tourist facility and historic part of Canada's transportation network.

Aug. 6. . . A sailor died when he fell trying to board the self-unloader *Jean Parisienne* in the Welland Canal.

. . . The wall by the guardgate collapsed at Thorold, Ontario when brushed by the *Frontenac*.

. . . *Edward B. Greene* arrived at American Shipbuilding's Toledo yard, where she will be con-

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EDWARD B. GREENE, one of several ships being converted to self-unloaders.

## ● GREAT LAKES &amp; SEAWAY NEWS

verted to a self-unloader. She tied up next to the P.M.'s *Elton Hoyt II*.

Aug. 7. . . *Gordon C. Leitch* cleared the slip at Sarnia with the help of the tug *Glenada* and headed for Thunder Bay, Ontario.

. . . The 76½-foot oaken vessel *Hjemkomst* was launched at Duluth, Minnesota. She is a Viking ship and will sail across the Atlantic Ocean in 1982 to Oslo, Norway to commemorate the voyage of her owner and builder, Bob Asp's, Scandinavian ancestors.

Aug. 8. . . The Canadian vessel *Artic* was due to leave Montreal for the far north. She will carry 10,000 tons of heavy construction equipment, 3,000 tons of structural steel and 2,000 tons of prefabricated units. The *Tundraland* will follow next week with bulk supplies.

. . . The Spanish vessel *Luis Pereda*, traveling from Toledo, anchored in the St. Lawrence River at Rivière Maheu, P.Q. to repair a fuel injector. With repairs completed, she headed for Port Carleton, P.Q.

Aug. 9. . . The car ferry *Arthur K. Atkinson* was recommissioned at Manitowoc, Wisconsin.

Aug. 10. . . At Kingston, Ontario the *Cape Transport* has been renamed *Wittransport II* in preparation for passage through the Seaway. Three lawsuits remain over an earlier attempt to remove creosote from her hull tanks.

Aug. 11. . . The Panamanian vessel *Georg Kurz* cleared Erie, Pennsylvania headed for Valleyfield, P.Q., but lost her main engine and is towed back to Erie for repairs.

. . . The *Lawrencecliffe Hall* is drydocked at Montreal.

. . . At the Port Weller Dry Dock there was a minor fire aboard the *Cape Breton Miner*. One fireman was injured, but the blaze was quickly controlled.

Aug. 12. . . The Canadian bulk carrier *Ralph Misener* suffered an engine room fire when the crankcase of the engine exploded. Four men were injured. She is a "dead ship" at Pointe du Fort, Saguenay River. She was on a voyage from Chicago to Port Alfred with a cargo of coke. Later: the tug *Port Alfred II* was assisting to Ha Ha Bay, Port Alfred. The four crewmen have been taken to the hospital. She is anchored and damage is extensive.

. . . From Muskegon comes a report that the *E. M. Ford* is back at work hauling cement.

Aug. 13. . . Marine Salvage has purchased the Canadian icebreaker *N. B. McLean*.

. . . At Manitowaning on Manitoula Island comes a report that the *Norisle*, retired as a museum, is having problems. The deck which was resealed in 1979 still leaks. Civic officials ponder alternative steps.

. . . The bulk carrier *Merle M. McCurdy* returned to service for Kinsman.

. . . Chief Engineer, Peter Allan, of the *Ralph Misener* died in a Quebec City hospital from injuries suffered in the explosion aboard the *Misener* on August 12.

. . . The *Ralph Misener* has been towed to Port Alfred, where her cargo will be unloaded and then onto Montreal for repairs.

. . . The *Thomas Patton*, under tow of tugs *Salvage Monarch* and *Hellen M. McAllister* passed down the Welland Canal enroute to Europe.



## GREAT LAKES &amp; SEAWAY NEWS ●

. . . U.S. Steel's old bulk carrier *Governor Miller* passed through the Soo under tow of the tugs *Malcolm* and *Barbara Ann*.

Aug. 14. . . A preliminary finding of the U.S. Coast Guard states that human error was the probable cause of the June 25 collision between two Canadian freighters on the St. Clair River.

Aug. 15. . . *J. P. Morgan Jr.* arrived at Buffalo, New York under tow of the tug *Daryl C. Hannah*.

. . . U.S. Steel's new 1,000-footer *Edgar B. Speer* was moved from the Lorain Shipyard to the B & O dock there.

Aug. 19. . . *Elat* passed Gibraltar, eastbound for Haifa.

Aug. 20. . . C.S.L.'s *Fort Chambly* went aground in the St. Mary's River near the vicinity of Six Mile Point. With the aid of two tugs and some lighting of fuel, she was refloated.

Aug. 21. . . Columbia's *Courtney Burton* downbound at the Soo on her last trip as a straight decker. She will emerge from Bay Shipbuilding next May as a self-unloader.

Aug. 22. . . *Sir James Dunn* arrived at Montreal where she was inspected. She will proceed to Hamilton, Ontario where her cargo will be discharged. A further inspection will be made at that time.

. . . The *Kapetan Antonis* under tow of the German tug *Simson* arrived in Birkenhead, England



Photo by Dino Ianni

GOVERNOR MILLER being towed out of Poe Lock at Soo.

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● GREAT LAKES & SEAWAY NEWS

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Photo by Barry Anderson

*CHARLES M. WHITE being towed at Port Colborne, Ontario.*

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after a nine day voyage from St. John's, Newfoundland. After she discharges her cargo, she will go to Poland For repairs.

. . .C.S.L.'s bulk carrier *Sir James Dunn* has been refloated with the aid tugs. She went aground in the St. Lawrence River near Champlain, P.Q. on August 21. She will proceed to Montreal for inspection.

Aug 23. . .*Georg Kurz* arrived at Montreal from Hamilton, Ontario.

. . .*Eugene J. Buffington* departed Port Huron, Michigan under tow of tugs *Barbara Ann* and *Paul E.* She had been there since July 27.

. . .*Eugene J. Buffington*, towed by *Barbara Ann* and *Paul E.* passed Detroit, downbound, at 11:05 p.m. The *Buffington* anchored in the Detroit River off Zug Island, with the *Paul E.* standing by.

. . .The British liner *Oriana* arrived at Montreal, the largest liner ever to visit that port.

Aug. 24. . .Tug *Barbara Ann* passed Detroit upbound at 1:25 a.m.

. . .*Cape Breton Miner* cleared Port Weller Dry Docks.

. . .The *Alva C. Dinkey* under tow of tugs *Malcolm* and *Barbara Ann* passed Detroit downbound.



## GREAT LAKES &amp; SEAWAY NEWS ●

. . . *Charles M. White* towed out of Cleveland harbor and headed for the Welland Canal.

. . . *Halco's Steelcliffe Hall* anchored in the St. Lawrence River near Pointe au Pic, P.Q. with engine trouble. Repairs will take about four hours, then she will proceed to Conneaut, Ohio.

Aug. 25. . . *Eugene J. Buffington* left anchorage, downbound, under tow of tugs *Barbara Ann* and *Paul E.*

. . . *Robert S. Pierson* was drydocked at Port Weller.

. . . *Pinedale* is now at the United Metals dock at Hamilton, Ontario.

Aug. 26. . . *Charles M. White* towed down the Welland Canal by tugs *Salvage Monarch* and *Helen M. McAllister*.

. . . *Alva C. Dinkey* towed into Buffalo, New York by *Barbara Ann*.

Aug. 27. . . *Eugene J. Buffington* towed down the Welland Canal by tugs *Barbara Ann*, *Paul E.* and *Stormont*.

. . . The Greek vessel *Mount Othrys* suffered an engine room fire at Hamilton, Ontario. She



Photo by Al Sykes

HELEN EVANS will be towed overseas.

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## ● GREAT LAKES & SEAWAY NEWS

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was loading coil steel at the time. Extensive damage has been reported.

Aug. 30. . .The Greek vessel *Wismar* lost power below Lock No. 2 of the Welland Canal and anchored. She was upbound and light. Earlier in the season she made news at Montreal when placed under arrest.

. . .At Gravenhurst, Ontario, the *Segwun* starts steam up for the first time since 1957. The old Lake Muskoka steamboat will have her Ministry of Transport trials next week. Finishing touches on the interior will continue all fall prior to resuming service in 1981.

. . .The old Canadian bulk carrier *Helen Evans* towed from Hamilton, Ontario by the tug *Daniel McAllister*. She has been sealed for an overseas tow.

. . .*Kapetan Antonis* cleared Liverpool for Cork, Ireland.

Aug. 31. . .*Kapetan Antonis* towed by the motor tug *Brackengarth* arrived in Cork.

### MISCELLANEOUS. . .

. . .Canada Steamship Lines (1975) Ltd. is now known as the CSL Group Inc., as of January 1, 1980 and its Water Transport Division has been incorporated as Canada Steamship Lines Inc. Other subsidiaries of the CSL Group Inc. include Canadian Shipbuilding & Engineering Ltd., Interan Logistical Services Ltd., Kingsway Transport Ltd. and Voyageur Enterprises Ltd.

. . .Hall Corporation Shipping Ltd. is now known as Halco Inc.

. . .The Greek vessel *Archangelos* has been sold by Laertis Maritime Company S.A. to Tartus Maritime Company S.A., Panama and has been renamed *Danielle*. She was a Seaway visitor in 1979.

. . .The 1,000-foot self-unloader *James R. Barker* has been transferred by Moore-McCormack Leasing Inc. to Interlake Steamship Company.

. . .The British vessels *Silverclyde* and *Silvertweed* have been sold by Silver Shipping (Jersey) Ltd. to Argo Shipping (Jersey) Ltd. and have been renamed *Argo Clyde* and *Argo Tweed*. Both have been visitors to the Lakes.

. . .The tug *Raga 1 ex-Seetrans 1*, has been sold by Raga Schiffahrtsges m.b.h. to Petersen & Alpers, both of West Germany and renamed *Hanseatic*. (See June news.)

. . .The West German vessel *Paul Lorenz Russ* has been sold by Parteneederei to Russ Shipping Company of Panama and renamed *Pampana*.

. . .The Canadian freighter *Seaway Queen* received no damage as a result of her grounding on June 2nd.

. . .From Great Briton comes a report that one of the oldest steamships in the world, the steam yacht *Gondola* built in 1859 and a derelict since World War II, will resume service on Coniston Water in the Lake District in September giving trips around the Lake.

. . .From Toronto, Ontario comes a report that marine scientist Joseph MacInnis and a group of researchers have located the wreckage of the *HMS Breadalbane*, which sank off Beechy Island about 90 miles south of the magnetic North Pole 127 years ago. MacInnis said it is the most northerly shipwreck ever found.



## GREAT LAKES &amp; SEAWAY NEWS ●

- . . .Cleveland-Cliffs is accepting bids on a 1,000-footer with delivery in 1983.
- . . .Columbia's *J. R. Sensibar* has been sold for scrap.
- . . .*Eskimo* has been renamed *Mathilda Desgagnes* by her new owners.
- . . .The steam tug *Edna G.*, which is nearing the end of her career, will most likely be given to the city of Two Harbors, Minnesota.
- . . .Upper Great Lakes Pilot Association District 3 has purchased the District 2 pilot boat *Sally M. W.* and has renamed her *Soo River Belle*. She will replace the *J. P. IX* in the St. Marys River.
- . . .The old U.S. Steel bulk carriers *Thomas F. Cole* and *D. M. Clemson* have been towed from Duluth to Thunder Bay, Ontario.
- . . .The self-unloader *Roger M. Kyes* was laid up at Muskegon, Michigan next to the passenger ship *Aquarama*.

## SCRAPPINGS. . .

- . . .*Bristol City* as *Agelos Gabriel* at Brodospas, Yugoslavia, April 3, 1980.
- . . .*Lyngenfjord* as *Eastern valour* at Kaohsiung by May 3, 1980.
- . . .*Shomrow* as *Alaburaka* at Kaosuing by April 16, 1980.
- . . .*Procyon* as *Lasia* at Kaosuing by February 22, 1980.

## NOVEMBER MEETING. . .

Mr. William Luke will present his photographic log, "Lakehead to the St. Lawrence Gulf" on November 21, 1980 at the Dossin Great Lakes Museum at 8:00 p.m. This program will show many of the vessels that are currently trading on the Great Lakes and St. Lawrence Seaway. Bill is a native Detroiter, who became interested in the vessels and commerce of the Great Lakes while watching the "grand ships" passing his family's summer home at Fort Gratiot Beach near Port Huron, Michigan for 38 years. Bill concluded a twenty-five year career with the Detroit Bank & Trust Company in 1975 as the Vice-President of the Commercial Loan Division.

Bill Luke is a member of the Great Lakes Maritime Institute and every major historical society on the Great Lakes. He has served as president of the Marine Historical Society of Detroit. Bill is a graduate of Adrian College and Denison University.

We hope that you will be present to share Bill's great love affair and photographic talents on November 21.



# INDEX, VOLUME XXIX

Prepared by KATHY McGRAW, Editor. ROBERT E. LEE, Editorial Advisor.  
and MRS. THELMA C. SAVAGE.

This index provides the reader of *Telescope* with a complete listing of names of ships, persons, institutions, organizations, places and titles appearing in Volume XXIX, 1980.

Page numbers given are *page numbers only* and to avoid confusion, issue numbers are eliminated. The one exception is reference to a cover picture in which case the listing would appear "Cover-3" which would indicate the cover of issue No. 3 - May/June. Numbers with an asterisk [\*] indicate a photograph. Names of vessels appear in *italics*. All other entries appear in regular typeface. □

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