

# Telescope

An illustration of two rolled-up maps or documents, one slightly overlapping the other, with a telescope resting on top of them. The illustration is in a light, sketchy style against the orange background.

MARCH ☆ APRIL, 1983  
Volume XXXII; Number 2



GREAT LAKES  
MARITIME  
INSTITUTE

DOSSIN GREAT LAKES MUSEUM  
Belle Isle, Detroit, Michigan 48207

## MEMBERSHIP NOTES ●

In the January issue of *Telescope*, we stated that the whaleback *Meteor* had been scrapped in 1969. The photo caption should have read *retired* in 1969. We regret the error and hope that our members will visit the museum ship when they visit Superior, Wisconsin.

The 1983 Ship Model Contest will be held in October. The entry deadline is September 15, 1983. Those interested should send a self-addressed envelope to the museum for details.

Dr. Charles and Jeri Feltner have written a book on reference sources for Great Lakes History. *Great Lakes Maritime History: Bibliography and Sources of Information* contains over one thousand entries divided into categories such as reference works, directories and registries, ship-building and construction, U.S. Government organizations and societies and archives. Those interested should write Seajay Publications, P.O. Box 2176, Dearborn, Michigan 48123 for further information.

Within the next few months, the Institute will print a list of items available by mail from our gift shop. Those interested in receiving a copy should send a self-addressed envelope to the Museum.

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## MEETING NOTICES ●

Jacqueline Rabe will be our guest speaker at the next entertainment meeting on March 18. (See meeting notice on page 55.) All members are invited to bring 10-15 of their best slides taken at the Soo Locks and St. Marys River to the May entertainment meeting scheduled for May 20.

Future business meetings are scheduled for April 15 and June 17. All meetings are held at the Dossin Museum and begin at 8:00 p.m.

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**OUR COVER PICTURE.** . . Vessels built between 1905 and 1916 with 504-foot keels, proved to be among the most efficient vessels on the lakes and the *Ferndale* was a fine example, sailing for over 60 years. This photo of the *Ferndale* was taken by Capt. William Hoey in the Livingston Channel in 1977. The article has been updated by the Editor.

# 504 FEET...

## A CLASSIC DESIGN

by  
ARVID R. MORKEN

*This article first appeared in the April, 1968 issue of Telescope. It has been updated with information from the Dossin Museum files and Namesakes 1956-1980 by John Greenwood (Freshwater Press, 1981).*

Both shipbuilder and shipowner ushered in the era of the standardized Great Lakes bulk freighter shortly after the turn of the century. Several early attempts for a standardized design proved successful for their

time and became *master plans* for a number of ships. . . especially those built with keel lengths of 346 and 414 feet.

The first few years of this century was also a period of great change for the lake fleet. While the concept of a standard design remained, designs hailed as being successful one year were superseded by newer innovations the next year. For example: in 1902, the Superior Shipbuilding Company launched the 444-foot steamer *James H. Hoyt* (b. *Bric-*



Massman Photo/Dossin Museum

A.A. AUGUSTUS



*oldoc*). The *Hoyt* differed from its contemporary sisters in that it had hatches spaced on 12-foot centers. In 1904 the 540-foot steamer *Augustus B. Wolvin* appeared with girder-type arches in the cargo hold rather than stanchions, permitting Hulett unloaders to empty the hold without encountering obstructions.

Innovations proven successful by the *Hoyt* and the *Wolvin* were incorporated into a design for several bulk carriers constructed in 1905 - lake carriers with a keel length of 504-feet. These boats, with an overall length of 524 feet, quickly became recognized as being among the most efficient vessels in the entire lake fleet.

From 1905 to 1916, no less than nine Great Lakes shipyards built a total of 43 bulk carriers with a 504-foot keel. Never before had a basic design become so accepted. American Shipbuilding Company built 22 boats of this size, 15 of them at Lorain and the balance at Cleveland. Great Lakes Engineering Works sent eight down the ways, four at Ecorse and two each at Ashtabula and St. Clair. Five were launched at Wyandotte and another four came out of West Bay City. Three others were built at Toledo and one was built at Superior.

In volume numbers, the 504-foot class would eventually place second to the 580-foot class, the so-called 'standard' 600-footers. And only time will tell if the class will yield to the 730-footers of today. Granted, there are about three dozen 'maximum-sized' lakers now in service with more on order, but about one-third of these are converted ocean ships with considerable variation in

design.

Strangely, the 504-foot freighter never set any records for size despite their popularity. Right from the start they had to bow to the *Wolvin*, and about the same time the first 504-footers entered service, the Pittsburgh Steamship Company took delivery of four 549-foot ships of the 'Corey' class.

Still, the 504-footers were of respectable size and they carried close to 10,000 tons of cargo per trip. The class remained respectable in size until only a few years ago and the ships are presently disappearing almost as rapidly as they appeared.

Notably, only two bulk freighters in this class had their careers cut short by shipwreck. They were the steamers *Isaac M. Scott* and *Charles S. Price*, both operated by the Hanna interests and both lost in Lake Huron in the great November Storm of 1913. And, both were replaced a year later by two more vessels of identical dimensions.

Most units in the class had beams of 54-feet, but a handful had beam dimensions varying from 52 to 58 feet. Most had 30 hatches spaced on 12-foot centers, but a few had 16 hatches spaced on 24-foot centers. Most had triple-expansion engines, but a few appeared with quadruple-expansion engines and the Joy Valve Gear, an engineer's pride but an oiler's nightmare. Some had small rounded texas houses while others had larger squared-off texas houses. There were others variations, too, but each steamer was still very much a sister to the others.

The following list describes those vessels built to the dimensions of 504 x 54 x 30. There were 35 in this group.

*J.S. Ashley (b. Fred A. Manske ii. c. Brookdale)*. Built in 1909 at Lorain by American Shipbuilding Company. Converted to a self-unloader in 1937. Owners: Kinney Steamship Company; Pioneer Steamship Company; American Steamship Company and Westdale Shipping Ltd. Sold for scrap in 1980.

*A.A. Augustus (b. Howard Hindman ii)*. Built in 1910 at Lorain by American Shipbuilding Company. Owners: Pioneer Steamship Company and Hindman Transportation Company. Sold for overseas scrapping in 1969.

*John J. Barlum (b. Algocen i)*. Built in 1909 at Cleveland by American Shipbuilding Company. Owners: Barlum Steamship Company and Algoma Central Steamship, Ltd. Sold for scrap in 1968.

*J.H. Bartow (b. Pioneer ii)*. Built in 1907 at Wyandotte by Detroit Shipbuilding Company. Owners: E.D. Carter; Barlum Steamship Company. To Italy in 1961 for scrapping.

*Herbert F. Black (b. Joliet. c. Poweraux Mark)*. Built in 1916 at Lorain by American Shipbuilding Company. Owners: Donner Steamship Company (M.A. Hanna Company, manager), Cleveland Cliffs Steamship Company and Auxiliary Power Corporation, New York. Sold for scrapping in 1964.

*A.M. Byers (b. Clemens A. Reiss ii. c. Jack Wirt)*. Built in 1910 at Cleveland by American Shipbuilding Company. Converted to a self-unloader in 1955. Owners: North American Steamship Company; Reiss Steamship Company and Erie Sand Steamship Company. Sold for scrap in 1973.

*Caldera (b. A.T. Kinney. c. Hillsdale)*. Built in 1908 at West Bay City by West Bay City Shipbuilding Company. Owners: Kinney Steamship Company; Wilson Transit Company and Winona Steamships Ltd. (Reoch Group). Sold for overseas scrapping in 1968.



Dossin Museum Collection

### LEONARD C. HANNA

*E.D. Carter (b. William T. Roberts. c. Dow Chemical i. d. Norman J. Kopmeier. e. Pinedale).* Built in 1906 at Wyandotte by Detroit Shipbuilding Company. Owners: E.D. Carter; American Steamship Company and Redwood Enterprises, Ltd. (Reoch Group). Sold for non-transportation use in 1977 and sold for scrap in 1980.

*William D. Crawford (b. Baird Tewksbury. c. George Hindman iii).* Built in 1914 at Lorain by American Shipbuilding Company. Owners: Virginia Steamship Company (M.A. Hanna Company, manager); Midland Steamship Company and Hindman Transportation Company. Sold for scrap in 1967.

*James E. Davidson.* Built in 1905 at Ecorse by Great Lakes Engineering Works. Owner: Tomlinson Fleet Corporation. Sold in 1963 for overseas scrapping.

*William H. Donner.* Built in 1914 at Ashtabula by Great Lakes Engineering Works. Converted to a crane ship in 1956. Owners: Mahoning Steamship Company (M.A. Hanna Company, managers and later Bethlehem Transportation Corporation, manager) and Bethlehem Steel Company (Boland & Cornelius, manager). Sold for use as a floating scrap iron barge and transfer ship at Milwaukee in 1970.

*Howard M. Hanna, Jr.* Built in 1914 at Cleveland by American Shipbuilding Company. Owners: Hanna Transit Company (W.C. Richardson, manager) and Columbia Transportation Company. Sold for scrap in 1968.

*Leonard C. Hanna.* Built in 1905 at Cleveland by American Shipbuilding Company. Owners: Mahoning Steamship Company (M.A. Hanna Company, manager) and Bethlehem Transportation Corporation. Sold for scrapping in 1966.

*Charles S. Hebard.* Built in 1906 at Cleveland by American Shipbuilding Company. Owner: Wilson Transit Company. Partially dismantled at Superior in 1965. Hull towed to Charlevoix, Michigan to be used as a breakwater.

*Hoover & Mason (b. Colonel E.M. Young. c. Sparkman D. Foster).* Built in 1905 at Ecorse by Great Lakes Engineering Works. Owners: Tomlinson Fleet Corporation and River Steamship Company (Browning Line). Sold to Marine Salvage, Port Colborne in 1965 for scrapping.

*Charles L. Hutchinson i (b. Fayette Brown ii).* Built in 1910 at Lorain by American Shipbuilding Company. Owners: Raleigh Steamship Company (H. Wineman, Jr., manager); Brown Transit Company. Wrecked on Anticosti Island in the Gulf of the St. Lawrence in 1964, while enroute to Spain for scrapping.

*Robert L. Ireland ii.* Built in 1914 at Lorain by American Shipbuilding Company. Owners: Kinney Steamship Company and Wilson Transit Company. Converted to a floating dry dock at Superior in 1961 and currently owned by Fraser Shipyards, Inc.



*Charles O. Jenkins (b. John W. Davin. c. Michael Gallagher ii).* Built in 1907 by Detroit Shipbuilding Company in Wyandotte. Owners: Jenkins Steamship Company and Midland Steamship Company. Scrapped in 1961.

*La Belle.* Built in 1909 at Lorain by American Shipbuilding Company. Owners: La Belle Steamship Company (M.A. Hanna Company, manager) and Kinsman Transit Company. Sold in 1960 for scrapping.

*Leonard B. Miller (b. Charles W. Galloway. c. Robert C. Norton. d. Buckeye ii).* Built in 1910 at Cleveland by American Shipbuilding Company. Converted to a combination self-unloader and crane ship in 1958. Owners: Miller Transportation Company (W.C. Richardson, manager); and Columbia Transportation Company. Retired in 1978 and sold to Lake Services, Inc. in 1979.

*Charles S. Price.* Built in 1910 at Lorain by American Shipbuilding Company. Owners: Mahoning Steamship Company (M.A. Hanna Company, manager). Foundered in Lake Huron on November 11, 1913, with all hands lost.

*John P. Reiss.* Built in 1910 at Lorain by American Shipbuilding Company. Owners: North American Steamship Company and Reiss Steamship Company. Sold for scrap in 1972.

*Peter Reiss.* Built in 1910 at Superior by Superior Shipbuilding Company. Converted to a self-unloader in 1949. Owners: North American Steamship Company; Reiss Steamship Company and Clepro Marine Corporation. Converted to a barge at Toledo in 1972 and sold for scrap later that year.

*Isaac M. Scott.* Built in 1909 at Lorain by American Shipbuilding Company. Owner: Virginia Steamship Company (M.A. Hanna, manager). Foundered in Lake Huron on November 11, 1913, with all hands lost.

*Quincy A. Shaw (b. Edmund W. Mudge).* Built in 1911 at Lorain by American Shipbuilding Company. Owners: Calumet Transportaion Company; Producers Steamship Company and National Steel Corporation, all under the management of M.A. Hanna Company. Scrapped in 1963 at Port Arthur.

*Socapa (b. George G. Barnum. c. Hennepin).* Built in 1905 at West Bay City by West Bay City Shipbuilding Company. Converted to a self-unloader in 1957. Owners: Tomlinson Fleet Corporation; Redland Steamship Company and Gartland Steamship Company. Sold for scrap in 1975.

*Powell Stackhouse.* Built in 1905 at Wyandotte by Detroit Shipbuilding Company. Owners: Mahoning Steamship Company (M.A. Hanna Company, manager and later Bethlehem Transportation Corporation, manager) and Bethlehem Transportaion Corporation. Sold for scrap in 1966. Left the Lakes for overseas scrapping in 1967.

*John Stanton.* Built at Lorain in 1905 by American Shipbuilding. Owner: Pioneer Steamship Company. Sold for scrap in 1961.



MICHAEL GALLAGHER

*Sylvania (b. D.M. Philbin. c. Sylvania).* Built in 1905 at West Bay City by West Bay City Shipbuilding Company. Lengthened 48 feet and converted to a self-unloader in 1948. Owners: Tomlinson Fleet Corporation and Columbia Transportation Company. Withdrawn from service in May, 1980.

*G.A. Tomlinson i (b. Henry R. Platt, Jr. i).* Built in 1909 at Lorain by American Shipbuilding Company. Owners: Douglass Steamship Company (J.J.H. Brown, manager); Pioneer Steamship Company and Gartland Steamship Company. Sold for scrap in 1970 and was resold for sinking in a breakwall project at Hamilton, Ontario in 1971.

*J.E. Upson.* Built at Cleveland by American Shipbuilding Company. Owners: Wilson Transit Company and Republic Steel Corporation. Sold for scrap in 1969.

*E.H. Utley (b. Cambria iii).* Built in 1910 at Wyandotte by Detroit Shipbuilding Company. Converted to a crane ship in 1955. Owners: Franklin Steamship Company; Beaver Steamship Company (H.K. Oakes, manager); Bethlehem Transportation Corporation and Bethlehem Steel Company (Boland & Cornelius, manager). Sold for use as a floating scrap iron vessel in 1970.

*Peter White (b. John C. Hay).* Built in 1905 at Ecorse by Great Lakes Engineering Works. Owners: Presque Isle Transportation Company; Cleveland Cliffs Steamship Company and Browning Line. Sold for overseas scrapping in 1963.

*William H. Wolf ii.* Built in 1908 at Lorain by American Shipbuilding Company. Owner: Gartland Steamship Company. Scrapped in 1966 at Port Colborne.

*Joseph Wood (b. Sullivan Brothers ii).* Built in 1910 at Lorain by American Shipbuilding Company. Owners: Eastern Steamship Company (M.A. Hanna, manager) and Gartland Steamship Company. Sold for scrap in 1967.

Eight other bulk freighters in this class also had a keel length of 504-feet, but they had variations in beam. Three of them, built for Boland & Cornelius interests, had beams of 56-feet. The trio included:

*Louis R. Davidson (b. Diamond Alkali i. c. Dow Chemical ii. d. Ferndale ii).* Built in 1912 by Great Lakes Engineering Works at Ashtabula. Converted to a self-unloader in 1932. Owners: Yale Transit Company; American Steamship Company and Westdale Shipping, Ltd. Sold for scrap in 1974.



JOHN C. HAY





Dossin Museum Collection

### THUNDER BAY QUARRIES

*Theodore H. Wickwire, Jr. (b. Thunder Bay Quarries i. c. United States Gypsum ii).* Built in 1910 at St. Clair by Great Lakes Engineering Works. Converted to a self-unloader in 1932. Owner: American Steamship Company. Sold for scrap in 1972.

*Harry Yates i (b. Consumers Power ii. c. Fred A. Manske i. d. Leadale i).* Built in 1910 at St. Clair by Great Lakes Engineering Works. Converted to a self-unloader in 1934. Owners: American Steamship Company and Westdale Shipping, Ltd. Sold for scrap in 1978.

Another group of three bulk freighters but had 58-foot beams. They also had quadruple expansion engines. These three were:

*John Dunn, Jr. (b. Sprucedale).* Built in 1908 at Toledo by Toledo Shipbuilding Company. Owners: American Transportation Company; Great Lakes Steamship Company; Wilson Transit Company and Redwood Enterprises, Ltd. (Roech Group). Sold for scrap in 1969.

*Fred G. Hartwell i (b. Harry W. Croft).* Built in 1908 at Toledo by Toledo Shipbuilding Company. Owners: Tomlinson Fleet Corporation; Headwaters Steamship Company. Sold for overseas scrapping in 1969.

*Norway (b. Ruth Hindman ii).* Built in 1910 at Toledo by Toledo Shipbuilding Company. Owners: United States Transportation Company; Great Lakes Steamship Company; Wilson Transit Company and Hindman Transportation Company, Ltd. Sold for scrap in 1975.

Two other steamers launched as the *Millinoket* and *Alexis W. Thompson*, differed from the rest of the freighters in the 504-foot class in that they had beams of 52 and 55-feet respectively. Particulars on these two vessels are as follows:

*Millinoket (b. Herbert K. Oakes. c. Steelton i. d. Carlton).* Built in 1907 at Ecorse by Great Lakes Engineering Works. Owners: Beaver Steamship Company (H.K. Oakes, manager) and Bethlehem Transportation Corporation. Scrapped at Hamilton in 1950.

*Alexis W. Thompson (b. William H. Becker. c. Edwin N. Saunders, Jr. ii. d. Ernest R. Johnson).* Built in 1908 at West Bay City by West Bay City Shipbuilding Company. Owners: Becker Steamship Company; Midland Steamship Company and River Steamship Company (Browning Line). Scrapped in 1961. □



# THE LOSS OF THE ELIZA H. STRONG

by  
PAUL J. SCHMITT

Much has been written of the courage and strength of seamen during the age of wooden ships and iron men, but the ships themselves seem to have had a sort of strength and courage worthy of the iron men that sailed them. Pounded by angry seas, stranded on rocky shoals, jolted by collision and some, like that of the steamer *Eliza H. Strong*, consumed by fire; these stout white oak hulls yielded only grudgingly to the destructive forces of man and nature. Rebuilt and reconditioned numerous

times, many of these vessels piled up enviable records for durability and longevity before being finally laid to rest.

The 205-foot steamer *Eliza H. Strong* began her stormy career in 1873 at Marine City, Michigan, when a keel was laid at the Morley & Hill shipyard. A 980-ton vessel had been ordered and was to be christened *City of Rochester* when launched later that year. Fate took a hand, however, in the form of the Financial Panic of 1873, causing the



*The N.K. FAIRBANK was considered a large bulk carrier when she was launched in 1874.*

order to be cancelled and work on the vessel to be suspended.

The unfinished vessel was to lie in her stocks for a full year before work was continued when the builders decided to finish the vessel rather than to let their already considerable investment stand idle.<sup>1</sup> On July 18, 1874, the *N.K. Fairbank* slid into the Belle River. She was considered a large bulk carrier for her day, measuring 205 x 36 x 11 and of 980 tons burden. She was powered by a double low pressure 34" diameter, 30" stroke engine and in addition carried three masts for sail. Low freight rates during the 1874 season delayed her fitting out until the spring of 1875, when her career began in earnest. For the next twenty years, the *Fairbank* served her owners well with only a stranding on Pt. Iroquois in Lake Superior to mar her record.<sup>2</sup>

Title to the vessel changed hands several times during her first two decades. In 1882, the Morley family bought out the Detroit Dry Dock Engine Company's interest, then in 1884, sold the *Fairbank* to J.W. Moore and others of Cleveland. The vessel's home port was then changed to that city from Rochester, New York. In 1880, A.S. Pierson of San Jose, California became major owner with others in Cleveland, including Moore, having a lesser interest. In March of 1893, Pierson bought out Moore's interest and moved to Mentor, Ohio. The *Fairbank* operated profitably out of Fairport, Ohio that year until her stranding on Pt. Iroquois in August. She was laid up for the rest of the season with repairs eventually costing \$20,000. This loss was apparently too much for Pierson, because in June of 1894, the *Fairbank* was seized by the U.S. District Court and sold to satisfy his creditors. J.W. Moore, being familiar with the vessel and recognizing a bargain, purchased her and took major interest along with the Commercial Bank of Cleveland. The *Fairbank* was brought back to Cleveland and put in command of Capt. Truman Moore.

Capt. Moore continued as master of the *Fairbank* through the rest of the season and opened the 1895 season as well. The evening of Thursday, May 2nd, found the *Fairbank* in eastern Lake Erie. She had loaded 50,000 bushels of corn the previous Sunday for Milmine Bodman & Company of Chicago and was destined for Ogdensburg, New York. Capt. Moore had ordered the vessel's speed checked down as the weather was very smokey and visibility difficult. The precaution proved insufficient, however, as at 2 a.m.

the *Fairbank* ran aground on Morgan's Point, six miles west of Port Colborne, Ontario. The crew was immediately ordered to lighten the vessel by throwing the cargo overboard. This effort seemed to be working, but at 4 a.m., fire was discovered in the forecabin (a lamp exploded). The crew was then put to work in an attempt to battle the fire. But as it had a headway deep in the hold, Capt. Moore was soon forced to abandon ship. The crew made their way to Port Colborne where tugs were dispatched to help fight the blaze. When they arrived at the scene, however, the vessel was already burning to the water line, and water pumped into the wreck only succeeded in scuttling her.<sup>3</sup> The *Fairbank* was abandoned to her insurance carrier, Smith, Davis and Company of Buffalo, a \$30,000 loss.<sup>4</sup> On May 7, the wreck was sold to the Carter Brothers of Port Colborne for \$625. They immediately initiated salvage efforts, using the tug *Alert* and within a week were able to raise the vessel and tow her into the mouth of the Welland Canal. The cargo of corn was removed and sold to area farmers for 20 cents a bushel, while the wreck itself was towed to Buffalo.<sup>5</sup>

Though badly damaged, the staunch white oak hull was found to be sound and thus retained by the Carter Brothers. They undoubtedly intended to rebuild the vessel in some capacity when finances would permit. But as with many low priority projects, the rebuild could wait. Three seasons were to pass with the hull of the *Fairbank* lying unattended and exposed to the elements until the summer of 1898, when the long awaited rebuild was begun. The wreck had been sold to Capt. William Strong of Tonawanda, New York and he began the process of rebuilding the vessel. Work progressed steadily through the fall and winter with the installation of a new fore and aft engine built by the King Iron Works of Buffalo. On May 10, 1899, the vessel was enrolled at Buffalo as the *Eliza H. Strong*. Her dimensions were basically the same with the new tonnage being listed as 781 tons gross and 614 tons net. Built for the lumber trade, her center mast had been removed.

The *Strong* entered service that year and closed the 19th century on a profitable, if uneventful note. The season of 1900, however, was not to be so kind, as her master, Capt. William Strong, was accused of cowardice when he failed to go to the aid of his consort, the schooner *Commodore*, when their towline parted during a fierce storm on November 8, 1900. The *Eliza H. Strong*



had been upbound on Lake Superior when the towline parted, and while the 136-foot *Commodore* was left to fend for herself, the *Strong* took shelter in the Munising Harbor. The incident took on a more ominous tone when the schooner went missing (and feared lost) for almost a week. <sup>6</sup>

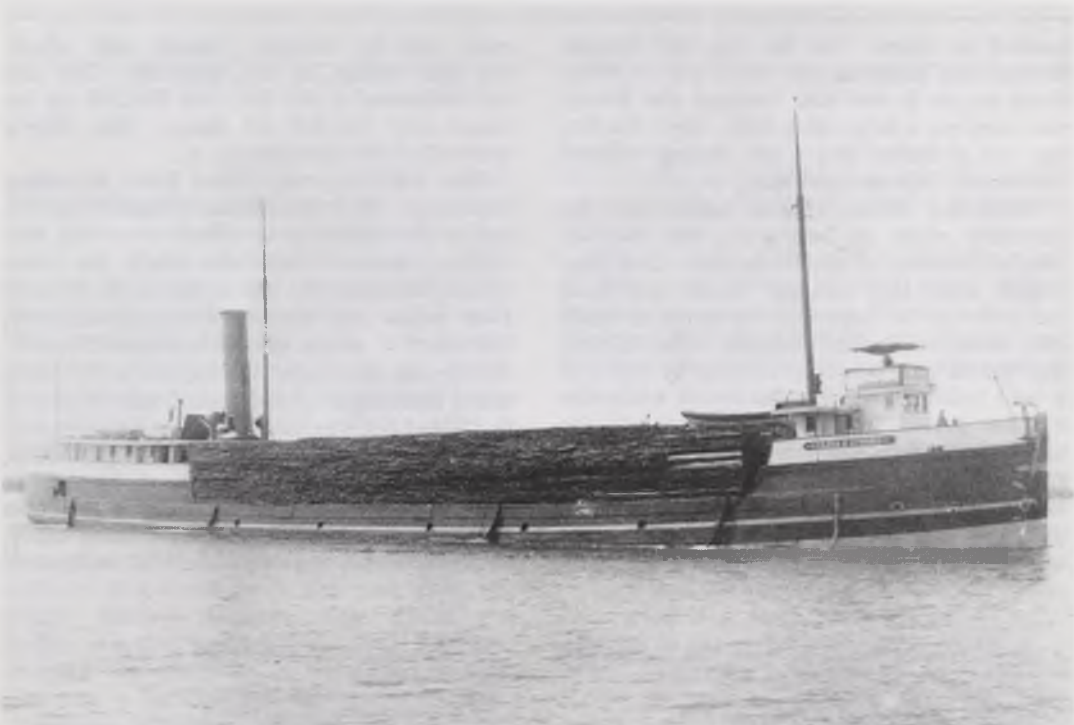
As if punished for cowardice by the fates, the *Strong* found herself involved in a similar storm in the same area of Lake Superior in August of the following year. During the evening of August 29, 1901, while laboring in a heavy sea, it was discovered that the steamer had sprung a leak. Within thirty minutes the *Strong* had become water logged and had lost all power. Capt. Strong ordered the ship abandoned and the crew transferred to their consort, the schooner *Commodore*. Sails were set and the schooner made her way to the port of Munising where the loss was reported. Out on the lake, however, the staunch hull of the *Strong* did not yield and though a significant list had developed and her aft house had been washed away, she did not founder.

That evening the steamer *Mueller*, after narrowly missing the derelict, took the *Strong* in tow and brought her into Munising Harbor

on the afternoon of August 31, where she was beached and claimed as a salvage prize. <sup>7</sup> A significant legal battle developed as title to the badly damaged vessel was claimed by the crew of the *Mueller*. The case was ultimately decided in the U.S. District Court in Grand Rapids, Michigan, where title was awarded to the Strong Transportation Company, with the salvage fee of \$3,000 awarded to the crew of the *Mueller*. <sup>8</sup>

The *Strong* was later raised by the tug *Champion* and the stout old hull was repaired for the 1902 season. The vessel continued an active career in the lumber trade for the Strong family. (The vessel was variously owned by William and Eliza Strong as well as the Strong Transportation Company.) The 1902 and 1903 seasons were uneventful, as were the early months of the 1904 season.

The morning of October 26, 1904, found the *Eliza H. Strong* downbound on Lake Huron with the schooner *Our Son* in tow; both were loaded with lumber enroute from Duluth to Buffalo. The weather was clear with smooth seas when at 10 a.m. fire was discovered in the aft cabin. <sup>9</sup> The crew was immediately put to work fighting the blaze, as the towline was cast off and the vessel



Ralph Roberts Collection

This photo of the STRONG was taken in about 1900.

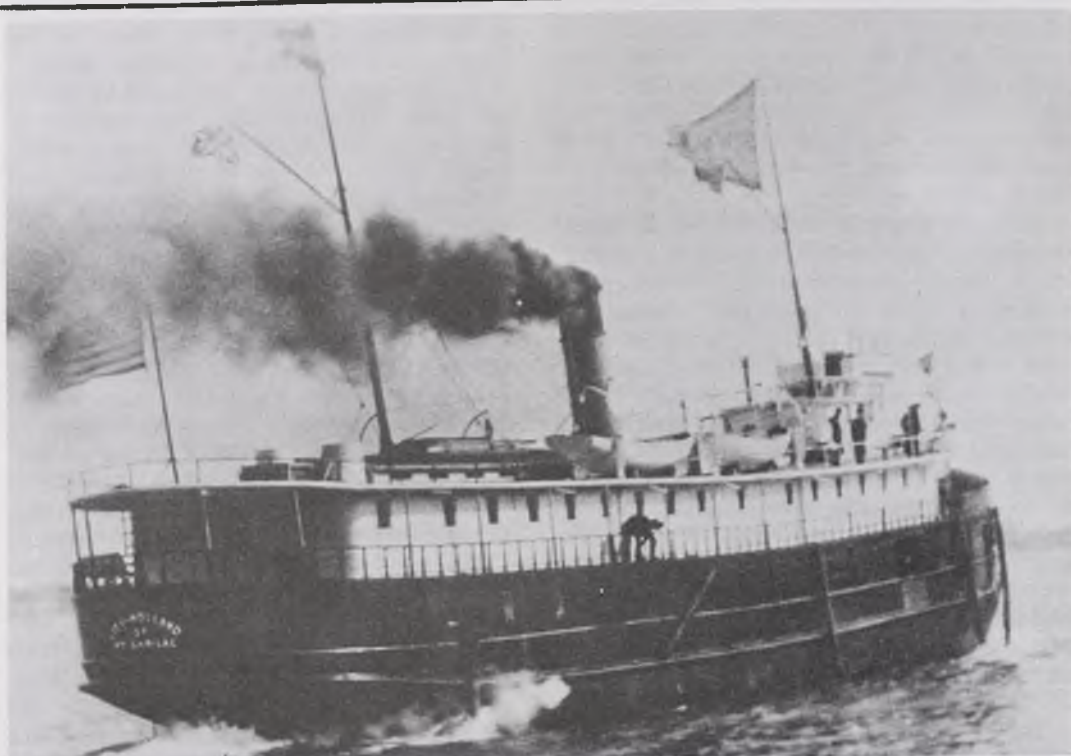


Photo courtesy of Sanilac County Historical Society

*The CITY OF HOLLAND towed the burning STRONG almost to Lexington before she herself was set ablaze.*

headed for shore. But the fire had burned through the bulkhead and could not be effectively fought in the hold because the *Strong* was carrying a large deck load. Soon the fire was out of control and Capt. Strong ordered the crew of 13 to the yawl boat.

While the *Strong's* crew pulled for the American shore at Lexington, the steamer *City of Holland* of the Thompson Line happened upon the burning vessel and took her in tow in the hope that she could be taken into shoal water and scuttled. The *Strong* was towed to a point approximately  $3/4$ 's of a mile from the dock at Lexington when the tow line parted. In an effort to reconnect the tow line and fight the fire on the *Strong*, the *City of Holland* herself was set ablaze and her crew was required to put out the fire and discontinue efforts to save the *Strong*. The blaze aboard the *Strong* continued all after-

noon and by evening, though still afloat, she had burned to the waterline. The loss was estimated at \$55,000 with \$30,000 for the vessel and \$25,000 for cargo. (The *Strong* carried \$13,000 insurance).<sup>10</sup>

The following day the Reid Wrecking Company of Port Huron dispatched two tugs to Lexington in an effort to tow the hull to Port Huron where she might be again rebuilt. But this was not to be, as the vessel's stout white oak timbers finally succumbed. The burned wreck of the steamer *Eliza H. Strong* had foundered during the early hours of the morning as a north wind had developed and heavy sea was running.<sup>11</sup> On November 11 1904, Reid did salvage the engine and boiler, but the stout old hull, built over three decades earlier at nearby Marine City, was never to rise again. It remained, as it does today, at rest after thirty years of faithful service. □

## FOOTNOTES

1. John Morley took a three quarter interest while the Detroit Dry Dock Engine Works, builders of the engine and boilers, took a one quarter interest in the vessel.
2. Stonehouse, *Great Wrecks of the Great Lakes*: page 61.
3. *The Tribune*, Welland Ontario: May 10, 1895.
4. *Detroit Free Press*: May 4, 1895.
5. *Port Huron Daily Times*: May 24, 1895.

6. *Marquette Mining Journal*: November 9-10, 20, 1900.
7. *Marquette Mining Journal*: September 2, 1901.
8. Bowen, *Memories of the Lakes*: pages 194-195.
9. *Port Huron Daily Times*: October 27, 1904.
10. *The Sanilac Jeffersonian*, Crosswell, MI.: October 28, 1904.
11. *Journal of Light House Station at Port Sanilac*: October 27, 1904.



# THE SCHOONER

## LYMAN M. DAVIS

Last of two installments  
written by  
RICHARD PALMER

---

As the years passed World War I ended. Shipping business for schooners slackened. The Graham Brothers were growing older. Colin and Angus accepted positions as mates on the *Marquette and Bessemer Carferry No. 1*, sailing between Toledo and Erieau. The remaining brothers still had another schooner, the *Burt Barnes*, so when John A. McCullough and Cephus H. Spencer of Napanee, Ontario, came along with an offer to purchase, the *Lyman M. Davis* was sold to them in 1919.

The new owners, McCullough and Spencer, took the old schooner proudly down the lakes, through the Welland Canal, and into Lake Ontario. She would be in the coal trade primarily between Oswego, Fair Haven and Sodus on the south shore, and Kingston and the Bay of Quinte on the Canadian side. She was a familiar and unforgettable sight.

William Markle of Napanee has a burning memory of serving as mate to Capt. McCullough. He said he became an expert at climbing

the rigging and repairing masts. He vividly recalls a trip filled with all the excitement of sailing days:

"On the 29th of November, 1922 the storm signals were down, all the boats started leaving Oswego for home. We were the first in so we were the last to get out. It was about 1 o'clock when we left the harbor, the weather was fine. When we neared the False Ducks, a heavy snow came and we could not see four feet ahead of us. Capt. McCullough took his timing so we would pass Timber Island, then we headed up into South Bay. Shortly, he hollered, but it was too late. The vessel was ashore on Waupoos Island. I went out on the jibboom and stepped on the shore in the woods.

"I went to a farm house as fast as a red squirrel to phone Kingston for a salvage tug. When I came back, the captain said we had better go to the lazarett deck, behind the cabin. There we took an auger and put a two-inch hole in the bottom. We let in four feet of water in the hold so the boat would not

break up in the heavy seas.

"On the third day a tug arrived, and after three or four unsuccessful attempts to release us, the tug returned to Kingston for a lighter. On the seventh of December the tug returned with a lighter, and after removing a few tons of coal from the forward deck, the *Davis* broke free, and then the coal was put aboard and we headed for home. Near Glenora, Capt. Ward and Bill Barret met us and we stayed with the schooner until we arrived home.

"As we were opposite Hay Bay, a squall came from the high shore and broke our rafter yard arm in two. I was elected to go aloft and disconnect the pieces. We arrived home on December 9th, safe and sound." He said life on the schooner was pleasant. "The harder it blew, the faster she went!" He fondly recalled the days of going aloft when the ship keeled out so far all he could see was the lake beneath him.

Markle said he also sailed on the schooners *Katie Eccles* and *William Jamieson*. He said considering her age, the *Davis* was in remark-

ably good condition. The crew, as always, was quartered in a cabin in the forecastle, with bunks on each side and a small stove for heat. The captain and his wife were in the aft cabin. Capt. McCullough's wife was the cook and the ship was kept immaculate.

A donkey engine had several labor saving uses aboard a schooner. Its primary function was hoisting sail. The weight of the gaff and sail were too much for a small crew of four men and a women cook. It would take three men just to hoist one of the jibs. The engine also raised and lowered the anchor which could weigh as much as a ton.

The *Davis* usually carried 248 tons of coal which could easily be loaded in about 35 minutes. Unloading her was a much slower and tedious job. Again, the donkey engine was used to hoist the coal out in buckets, each holding about a half a ton.

There would be a gang of men down in the hold shoveling coal into the buckets which the winch man would hoist up to a couple more men at the top of the coal sheds. They would trip the latch and dump the coal down



*The schooner OUR SON was built in 1875. She measured 182 x 35 x 13 and foundered in Lake Michigan on September 26, 1930.*



a long chute. It was rather slow work and it took two and a half to three days to unload an entire cargo.

Markle's fondness for sailing vessels, especially the *Davis*, is preserved in several paintings displayed in local homes and offices throughout Napanee.

In 1928 Capt. Henry Daryaw of Kingston purchased the *Davis* and continued her in the coal trade on Lake Ontario. By now, there were only a few schooners left still sailing on the Great Lakes in commercial trade. By coincidence, Daryaw also owned a sister ship to the *Davis*, the *Mary A. Daryaw*, formerly the *Kewaunee*. Like the *Davis*, she was built by J.P. Arnold, but built at Port Huron, Michigan in 1866. Up to the time she was burned as a public spectacle in Kingston on October 15, 1927, she may have been the oldest lake schooner still in active service.

Chicago promoters suggested having the *Davis* at the World's Fair in Chicago. The *Davis* was taken out of service and slicked up with a fresh coat of paint. At the last moment, before sailing back up the lakes to home waters, the deal was cancelled.

Capt. Daryaw then had the opportunity to sell the old vessel to the Sunnyside Amusement Association at Toronto. He previously had sold them the old schooner *Julia B. Merrill* which had been burned as a public spectacle on July 1, 1931. At the time, there was an outcry that the *Merrill* be saved from the torch, but it fell on deaf ears.

Now the *Lyman M. Davis* faced the same fate. Unlike the *Davis*, the *Merrill* was considered too far gone to preserve. Her hull was badly hogged and her mizzen mast, topmasts and raffee yard were gone. She had only four of her original ten sails left when she sailed from Kingston to Toronto.

A newspaper article stated that the *Merrill* dragged her age-wearied transom in the water as she sailed into the harbor. "She was minus one of her masts and all three of her topmasts and her senile hull had long since worn itself out in lakewise service."

Up to that time, Sunnyside had specialized in burning obsolete ferry boats and small craft. But when it was learned that the *Davis* was to be the next spectacle for the crowds to watch go up in flames, there was a massive protest campaign. It's chief promoter was none other than C.H.J. Snider, author of *Schooner Days* and editor of the *Toronto Telegram*. There was no love lost between him and Major D.M. Goudy, manager of the park. Snider said "Major Goudy has burned more

ships at Sunnyside than Hector succeeded in doing before Troy."

Snider labeled Goudy as "the Lord High Admiral and Fire Marshall of the recreation division of the Harbor Commission's fleet." Snider's incessant attacks on Goudy raised such a furor that Goudy postponed burning the *Davis* until the spring of 1934, to give Snider and his ilk the opportunity to raise enough money to save her. That winter, Sea Scouts kept the deck clear of ice and snow.

However, pounding against the seawall that winter caused considerable damage; but not enough that it couldn't be repaired. "Citizens of Toronto do not want the *Lyman M. Davis* demolished by fire to create a passing thrill for night-going sightseers," Snider wrote, "or to boost sales of hot dogs and peanuts."

Thousands of people signed petitions against the wanton destruction of the old vessel. Scores of letters were written and appeared in local newspapers protesting what was termed an "act of savagery." City officials did what they could and were almost unanimous in their opposition.

The community was still enraged over the burning of the *Merrill* a couple of years before. Although she was beyond preservation, many citizens urged that she be allowed to sink in deep water or be beached and allowed to fall to pieces in the way of ancient wrecks. It was much more honorable than burning her as a public spectacle.

North America was in the midst of the Great Depression and coming up with ready cash was a near impossibility. Some suggested, however, that burning an old trolley car or two would be just as suitable as destroying what was believed to be the last Great Lakes schooner.

Goudy could not be persuaded to save the ship. He said he would have burned the *Davis* in 1933 had it not been for the intervention of Mayor Stewart of Toronto. The old schooner was moored in front of the boardwalk. Her spars and rigging were ignominiously coated with tar. A gaudy banner decorated her advertising that she was to be burned as a spectacle.

Various fund drives were started, but not enough to reprieve her. Then, on May 30, 1934, Goudy announced the park was willing to sell the schooner for a reasonable sum to anyone who might wish to buy her; otherwise she would be burned during the coming season.

This added extra fuel to the excitement.



*The unburnt portion of the DAVIS was that bearing the name of the vessel in large white letters.*

But no individual or group came forward with financial succor. The letters to the editor, pictures in the press and other publicity continued to build interest.

The concessionaires exulted and decided to burn the *Davis* at the beginning of the season while publicity was white hot. As expected, the spectacle attracted a tremendous crowd. On June 29, 1934, the *Lyman M. Davis* perished.

At midnight a torch ignited a barrel of kerosene on the deck and black smoke rolled skyward in a mushroom-like cloud. In a few minutes the weather-beaten old craft was in flames from stem to stern as the oil-soaked timbers quickly ignited.

The deck and holds had been piled high with dry wood and old crates. Slowly, the blazing schooner was towed the length of the water-front before drifting out into the middle of the lake. The banner which for weeks had proclaimed her fate tossed like a pennant

as the heat from the inferno rose. Finally, a high, leaping flame caught the bunting and it shriveled and disappeared against the dark sky.

On deck and in the rigging firework experts had placed powerful bombs and rockets. The vessel had been drenched with eight barrels of kerosene. A tug towed her out into the lake, where she burned to the water's edge and disappeared in the blackness.

But even in death the *Davis* refused to be obliterated. All of her above-water planking did not fall prey to the flames. Strangely enough, the unburnt portion was that bearing the name of the vessel in large letters of white on a black background. Name up, the four planks, with a many portions of ribs, drifted away and finally landed on the west beach of Hanlan's Island. This portion of the vessel would serve a useful purpose - providing a stage where bathers could wash the sand off their feet after their concluding dip. □

**Acknowledgements:**

Mrs. C.E. Stein of Wheatley, Ontario provided me with the writings of her late husband concerning the history of the *Lyman M. Davis*. Information was also provided by Fr. Edward J. Dowling, S.J. of

Detroit and Dr. Richard J. Wright of the Center for Archival Collections at Bowling Green (OH.) State University. Also, Kenneth R. Macpherson of the Archives of Ontario in Toronto furnished news clippings regarding the fate of the schooner in 1934.



# 1982 SHIP MODEL CONTEST

Thirty four models were entered in the shipbuilding contest sponsored by the Institute. They were on display at the museum from October 27-November 20. The model judged Best in Show was *Chris Craft* by William Daniels. The model judged Best in Show-Great Lakes was the *Pewabic* by Robert McGreevy. The 1983 shipbuilding Contest will be held in October. The entry

form must be received at the museum by September 15. Models will be checked-in at the museum on September 30th and they will be judged on October 1st and 2nd. They will be on display from October 5-29 and a reception will be held at the museum on October 29th. Those interested in entering this year's contest should send a self-addressed envelope to the museum for details.

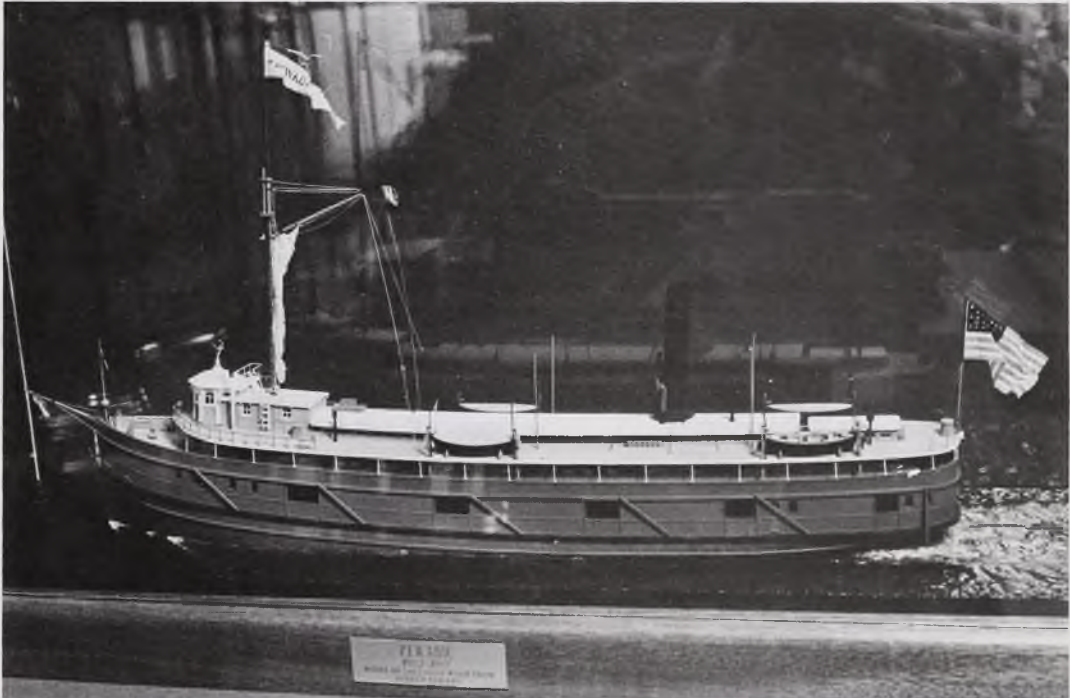


Photo by Robert McGreevy

*Best in Show-Great Lakes was PEWABIC by Robert McGreevy.*

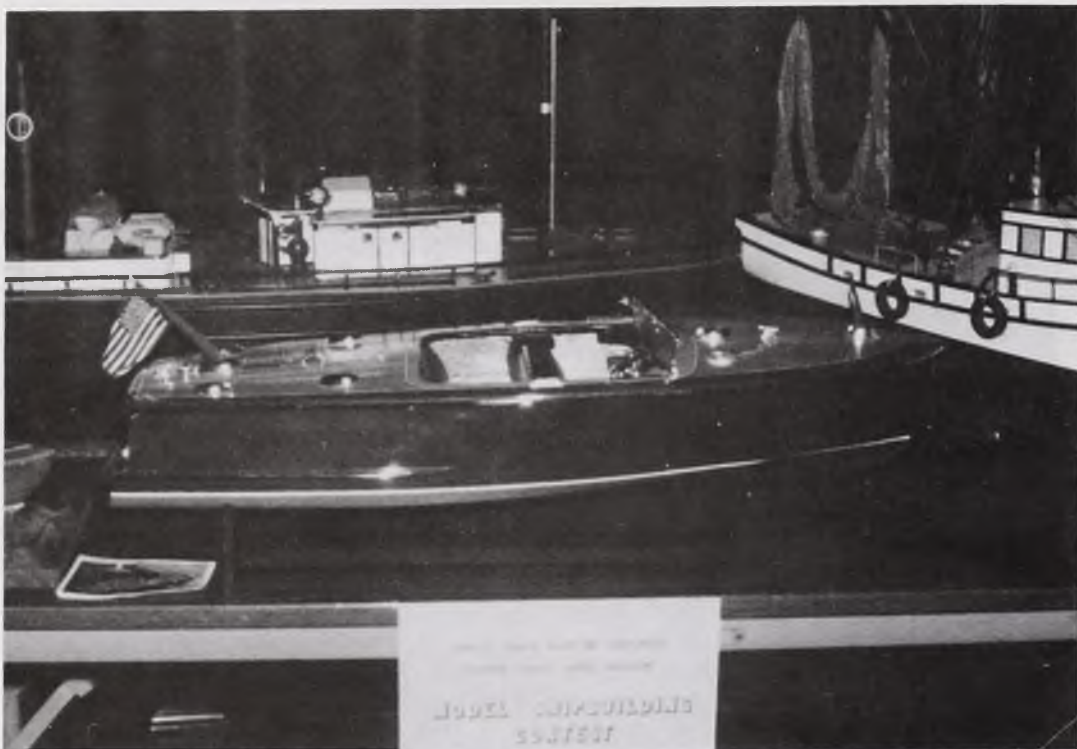


Photo by Robert Burns

*Best in Show was CHRIS CRAFT by William Daniels*

The top three models in each class are listed below:

**Commercial Vessels**

- 1st - *Pewabic* by Robert McGreevy
- 2nd - *Wilfred Sykes* by Clark Butterfield
- 3rd - *John Ericsson* by Thomas Fitzgibbon

**Commercial Sail**

- 1st - *Lucia Simpson* by Philip Kennedy
- 2nd - *H. M. S. Bounty* by Otto Schindler
- 3rd - *Lobster Smack* by Lloyd Chambers

**Commercial Work Boat**

- 1st - *Joseph Medill* by William Daniels
- 2nd - *John Kendall* by Allen Woolson
- 3rd - *Gypsy* by John Fisher

**Military Vessels**

- 1st - *H. M. S. Beagle* by Otto Schindler
- 2nd - *USS Crocket* by Clarence Schmidt
- 3rd - *Dallas* by Dennis Lis

**Pleasure Craft**

- 1st - *Chris Craft* by William Daniels
- 2nd - *Yacht Marietta* by David Martin
- 3rd - *Hacker Craft* by Charles Winton

Other models entered in the contest included:

*Edmund Fitzgerald* by Daniel Dobat  
*Cliffs Victory* by Daniel Dobat  
*Louis W. Hill* by Charles Parker, Jr.  
*John J. Boland* by Michael Billock  
*Marilyn III* by Robert Burns  
*Li'l Dipper* by William Daniels  
*Ship's Wheelhouse* by Terry Henson  
*USS Patrick Henry* by Donald Kenske  
*A. B. C. Sachsen* by Donald Kenske  
*Anneliese Oltmann* by Donald Kenske  
*Dominion Independant* by Robert May  
*Pappy's C.A.R.D.* by Robert May  
*R.M.S. Titanic* by Charles Winton  
*L.A. Dunton* by Lloyd Chambers  
*USS Constitution* by Valentine Temrowski

The Institute also extends their appreciation to this year's judges: Bob Irwin, Cliff Morrison, Ted McCutcheon and Irv Schultz. □



# GREAT LAKES & SEAWAY NEWS



Those who contributed to the news section  
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G. AYOUB  
K. BORG  
D. ERICKSON  
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Oct. 28. . .A fire began in the conveyor belt system in a Cargill grain elevator at Duluth. There were no reported injuries and the elevator will remain in operation.

Oct. 31. . .The Canadian tanker *Metro Sun* hit bottom at St. Augustine, P.Q. and has been beached.

Nov. 3. . .The tug *Point Valiant* arrived to assist the *Metro Star*, while the tanker *Metro Sun* arrived to offload the *Star's* cargo.

Nov. 6. . .*Mormaclynx* sailed from Cleveland for South America with a cargo of containers.

. . .*William Clay Ford* departed for Bay Shipbuilding in Sturgeon Bay, Wisconsin. She will be refitted with a new cargo hold and will remain there for the winter.

Nov. 7. . .The Greek flag vessel *Dashaki* tied up at Thorold, Ontario as the 18 crewmembers went on strike over working conditions and back wages owed them.

. . .While anchoring to await transit of the Welland Canal, the *Mormaclynx* suffered a stern bearing failure. She was to proceed to Cleveland to unload her cargo and then proceed to Lorain for repairs.

Nov. 8. . .The S.I.U. intervened in the dispute on the *Dashaki* and rectified the problem. The vessel resumed her voyage.

. . .After the icebreaker *Mackinaw* departed berth #9 at Bay Shipbuilding, the *William Clay Ford* backed into the slip without assistance of tugs.

. . .The Liberian flag vessel *Dashaki* arrived at Cote St. Catharines, P.Q. and the crew refused to work because they hadn't been paid.

. . .The *Caledonia* arrived in Montreal. She was purchased by Montreal Harbor Cruises and will be renamed *Ville Marie* or *Ville Marie II*. She had been laid up in Toronto since 1981.

. . .*Mormaclynx* cleared Cleveland for Lorain.

Nov. 12. . .Due to high winds, the *Quebecois* went aground at Van Rensselaer Point in the St. Lawrence River. She was loaded with grain for Port Cartier and the refloated the next day.

● GREAT LAKES & SEAWAY NEWS

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Photo by Barry Andersen

**SALVAGE MONARCH and HELEN McALLISTER towing the ROYAL CLIPPER  
inbound at the Port Weller Piers on November 23, 1982.**

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Nov. 16. . .The Canadian icebreaker *Louis S. St. Laurent* tied up in Halifax, N.S. for repairs.

. . .The Lykes family and three other senior executives have repurchased the Lykes Brothers Steamship Company from the L.T.V. Corporation based in Dallas. The sale price was \$150 million. The Lykes fleet consists of 46 ships and three of them are seen on the lakes.

. . .The Liberian vessel *Orient Venture* went aground in the St. Lawrence River just below bouy 42Q. She was refloated later without assistance and proceeded to anchor at Ilets Dombourg for inspection.

Nov. 18. . .Upper Lake's *Canadian Leader* set a record at Huron, Ohio when she loaded 1 million bushels of grain.

Nov. 20. . .The *Royal Clipper* was towed out of Montreal and headed for *Port Maitland, Ontario* to be scrapped.

Nov. 21. . .*Gri Gorousa* struck bridge no. 3 (Carlton Street) while downbound in the Welland Canal. The sidewalk was torn off, but the roadway wasn't damaged. Traffic will not be impeded.

Nov. 23. . .*Royal Clipper*, towed by tugs *Helen M. McAllister* and *Salvage Monarch* passed up-bound in the Welland Canal.

. . .The Canadian m/v *Messange* cleared Quebec City for Green Bay.

Nov. 25. . .*Abu Obidau*, a 58.3 meter gunboat for Saudi Arabia, passed downbound in the Welland Canal, headed for sea.



## GREAT LAKES & SEAWAY NEWS ●

. . .The Canadian tugs *Point Valiant* and *Point Carroll* towed the *Louis S. St. Laurent* from Halifax. They are headed for repairs in Sorel, P.Q.

Nov. 28. . .The cement carrier *Medusa Challenger* went to Bay Shipbuilding for a 5-year inspection. She is scheduled to depart by December 10 for 3 more trips.

Nov. 29. . .The Canadian freighter *J.W. McGiffin*, was honored at the Merritt Day celebration along the Welland Canal. The Canal was celebrating its 153rd anniversary.

Nov. 30. . .The tug *Wilfred M. Cohen* towed the *Fort William* from Windsor to Collingwood, Ontario.

. . .*Flamingo II* was arrested at the Eisenhower Lock in the Seaway on charges filed by Westlake Harbor Terminals.

. . .*Silver Arrow* struck the lock wall of the Eisenhower Lock and also struck the wall in the Beauharnois Lock. Some damage was done to her shell plating.

Dec. 1. . .The tug *Malcolm* towed Kinsman's bulk carrier *C.L. Austin* out of Duluth. She was loaded with 400,000 bushels of storage grain for Buffalo. The *Austin* was pressed into service as one of the methods of storing surplus government grain for the Commodity Credit Corporation.

Dec. 2. . .The Hanna Mining Company said they will permanently close the Groveland iron ore pellet project near Iron Mountain, idling about 500 people. The project, which has a capacity to produce two million tons of pellets a year, has been shut down since January, 1981.

. . .Five Gaelic tugs towed the 1,000-footer *George A. Stinson* from the Zug Island dock of Great Lakes Steel to her lay-up berth at the old shipyard in River Rouge, Michigan.

. . .*L'Erable No. 1* went aground above Beauharnois in the fog.

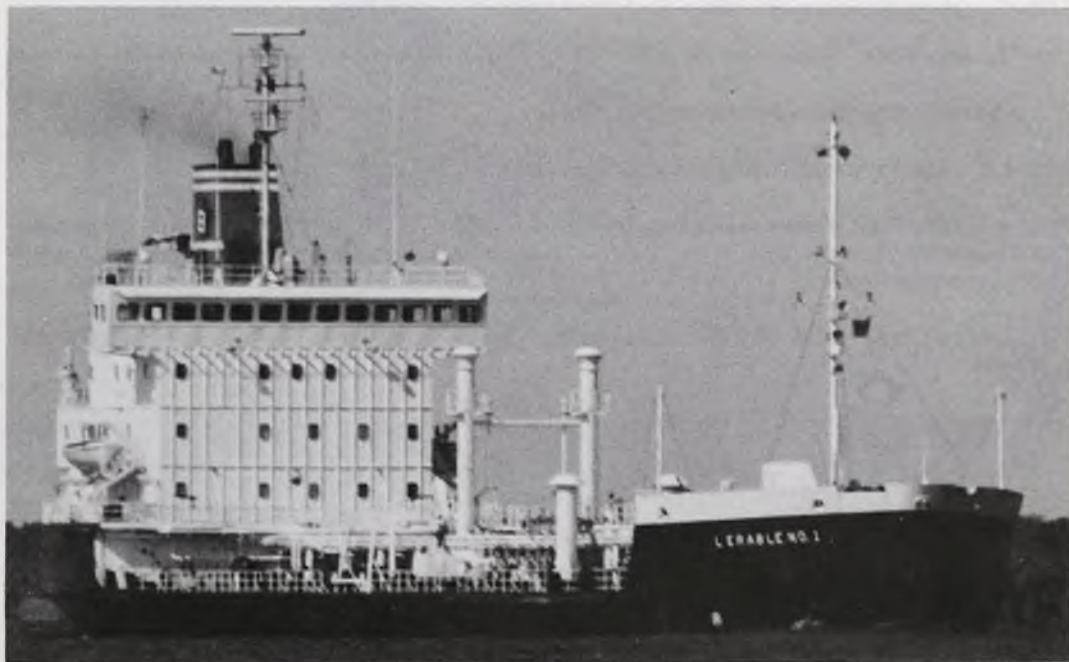


Photo by Jeff Dunn

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● GREAT LAKES & SEAWAY NEWS

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Photo by Alan Pettigrew

**SALVAGE MONARCH and HELEN McALLISTER towing the FORT WILLIAM  
upbound in the Amherstburg Channel on December 2, 1982.**

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. . . Ford Motor Company has renamed two of their ships. The *Benson Ford* has been renamed *John Dykstra* and the *John Dykstra* has been renamed *Benson Ford*. The *Dykstra* (ex-Benson) has been withdrawn from service since December, 1981 and most of her main engine components have been removed for use as spare parts for her sister ship, *Henry Ford II*.

. . . Patterson's *Kingdoc* arrived at Collingwood, Ontario for a storage load of grain.

Dec. 3. . . *L'Erable No. 1* was refloated. Twelve ships were delayed.

. . . The tugs *Point Valiant* and *Point Carroll* arrived at Sorel, P.Q. with *Louis S. St. Laurent*.

. . . Algoma's *Algobay* loaded coke at Zug Island.

Dec. 4. . . *Algobay* departed Zug Island and headed down the river.

Dec. 4. . . The *Fort William* arrived at Collingwood. She is to be converted to a cement carrier. She was assisted into the dock by the tug *Tusker*, who was waiting for her tank barge, *McAsphalt 201* to depart the drydock.

. . . *Seaway Trader* suffered a minor fire in the diesel pump when it overheated. Fire trucks responded to the dock in Massena, N.Y., but weren't needed.

. . . Orders were changed, so the *Kingdoc* unloaded the storage grain and departed Collingwood.

Dec. 6. . . *Euro Princess*, idled at Halifax, N.S. since November, 1981 has been sold to Greek interests for further service.

. . . The Belgian flag vessel *Federal Huron* has her crane dismantled at Cleveland. The crane was damaged at Port Moresby on May 24, 1982. It will be taken to Port Colborne, Ontario for repairs and then to Hamilton to be reinstalled on the *Huron*.



GREAT LAKES & SEAWAY NEWS ●

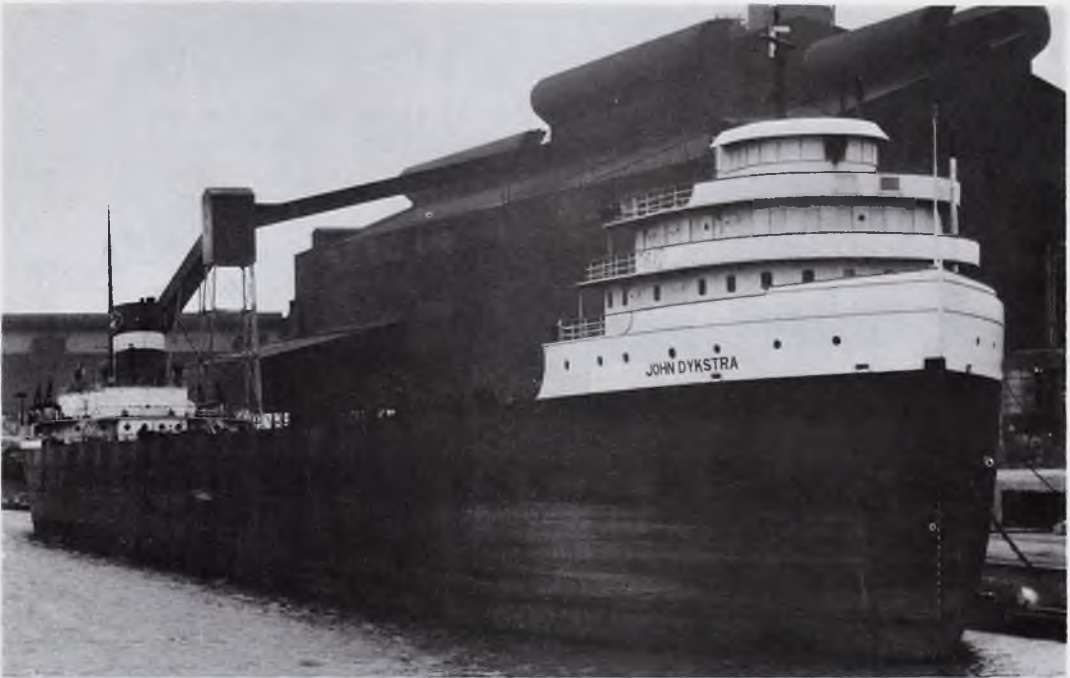


Photo courtesy of Ford Motor Company



Photo courtesy of Ford Motor Company

*Ford Motor Company's new JOHN DYKSTRA (top) and new BENSON FORD (bottom) in the Ford Basin.*

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● GREAT LAKES & SEAWAY NEWS

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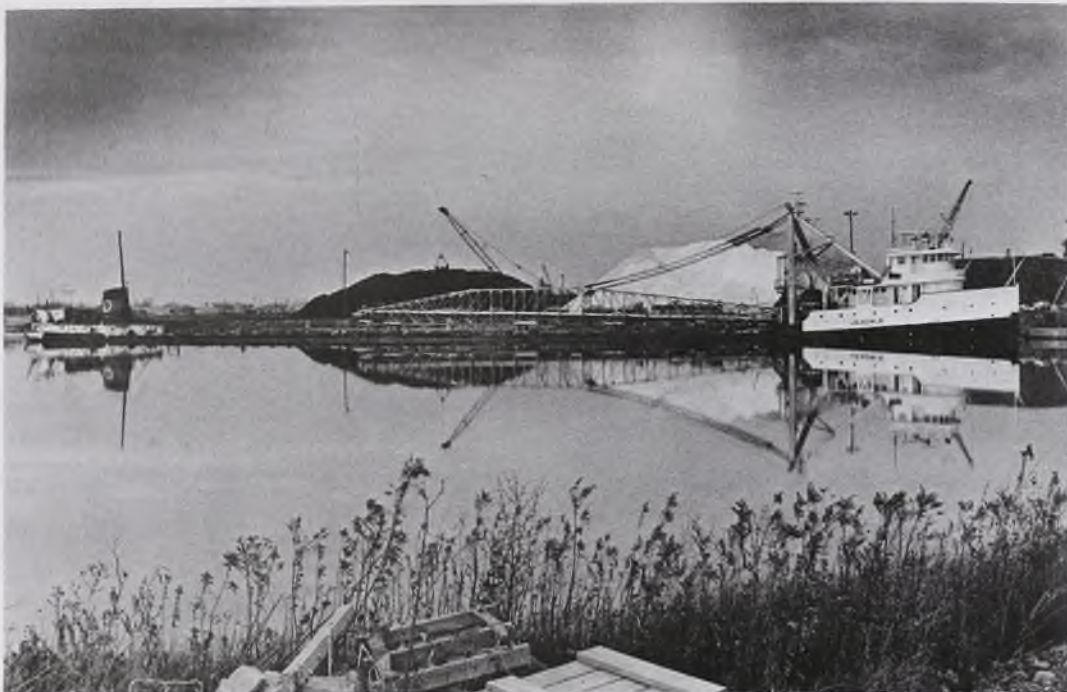


Photo by Bev Christensen · St. Catharines Standard

*The LEADALE sank at Thorold after she struck a cement dolphin on December 7.*

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Dec. 7. . .The tug *Point Valiant* cleared Picton, N.S. towing the *Metro Star*.

. . .The Canadian self-unloader *Leadale* backed away from the dock at Thorold after unloading and struck a cement dolphin in the channel. She was badly holed and sank almost to deck level. She wasn't blocking traffic in the Welland Canal, but has blocked the entrance to the Moore-McCleary dock in Thorold.

Dec. 8. . .*Point Valiant* and *Metro Star* arrived at Halifax, N.S.

. . .*Federal Huron* arrived at Hamilton, Ontario.

. . .The U.S. Corps of Engineers will repair the breakwall at Cape Vincent, N.Y. It was damaged by the *Francois L.D.* last fall.

Dec. 9. . .The U.S. Corps of Engineers awarded a \$256,300 contract to Northup Contracting Company of Brockport, N.Y. to remove the sunken excursion vessel *Canadiana* from the Cuyahoga River. She sank in February, 1982.

. . .The *Mormaclynx* again experienced overheating in the stern tube bearing. She was in the Atlantic Ocean headed for Norfolk, Virginia, but proceeded to Baltimore.

Dec. 10. . .The French vessel *Penmarch* was the last ocean-going vessel out of the Twin Ports. She loaded about 13,000 tons of sunflower seeds and departed for Lisbon, Portugal.

Dec. 11. . .*Federal Huron* cleared Hamilton for Quebec City, P.Q.



## GREAT LAKES &amp; SEAWAY NEWS ●

. . . *Mormaclynx* arrived in Baltimore.

Dec. 12. . . The self-unloader *Henry Ford II* laid up for the winter at the Ford Basin.

Dec. 13. . . The giant tug/barge *Presque Isle* was moved by 3 Great Lakes Towing tugs from the drydock to her winter home at the Marine docking facility in Erie. The barge was dry docked for her 5-year inspection.

Dec. 14. . . *Mormaclynx* was dry-docked for inspection and repairs to her tailshaft.

. . . *Metro Sun* was the last saltie downbound in the Welland Canal.

Dec. 15. . . While maneuvering to pick up a pilot near St. John's, Halco's tanker *James Transport* suffered an engine failure in her port engine. Repairs will be made at St. John's, N.F.

. . . *Ernest R. Breech* laid up for the winter at the Ford Basin.

. . . The Indian flag vessel *Jalagomorare* sank in the Pacific with the loss of one life. She had visited Montreal last summer.

. . . The Canadian freighter *Jacques Desgagnes* rescued 2 people adrift in an open boat in bitter weather on the St. Lawrence River. Two other passengers were dead.

. . . The Seaway was officially closed and vessels transitting will pay of fine of \$10,000 per day.

Dec. 16. . . The Viking ship *Hjemkomst* will have a permanent home in Moorehead, Minnesota. The vessel is still in Norway and will return next year. She will be temporarily stored in Rollog, Minnesota until the center is finished in a couple of years.

. . . The Cyprus vessel *Kallistratos* and the Canadian self-unloader *Jean Parisien*, called Cape Vincent to state that they will be transitting the Seaway. The Canadian bulk carrier *J.N. McWatters*, called St. Michel and stated that she would transit the Seaway upbound.

Dec. 17. . . *Kattistratos* was the last saltie in the Seaway.

. . . Pumping operations begin on the *Leadale* by Ship Repair & Supplies.

. . . The U.S. Congress has approved a bill to eliminate the \$110 million debt of the St. Lawrence Seaway. The Seaway has been the only government-built waterway forced to repay construction costs.

. . . The ferry *Drummond Islander II* suffered an engine failure at DeTour, Michigan. The other ferry *Drummond Islander* is undergoing repairs at the Soo.

Dec. 18. . . *Drummond Islander II* finally delivered her passengers in mid-afternoon, crossing on one engine. Further trips are questionable.

Dec. 19. . . *Canadian Ambassador*, the newest vessel from the Port Weller Dry Dock, was floated from her berth to the fit-out wall.

. . . *Canadian Progress* and *Ralph Misener* are dry-docked at Port Weller.

Dec. 21. . . The Canadian tug *Wilfred M. Cohen* departed Windsor with the *Quetico* in tow. She has been idle all year and will be taken to Collingwood to be reconverted to a straight decker.

● GREAT LAKES & SEAWAY NEWS

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. . .C.S.L.'s self-unloader *H.M. Griffith* loaded her last cargo of coal at the P&C Dock in Conneaut Ohio. She departed for Courtright, Ontario. Coal shipments from Conneaut totaled over 10 million tons this year.

. . .Drummond Island ferry service resumed normal operations today with the return of the *Drummond Islander* from the Soo. She had a new rudder installed.

Dec. 22. . .The self-unloader *Philip R. Clarke* arrived in Conneaut with her final load of stone.

. . .The self-unloader *John G. Munson* departed Duluth, marking the end of the season for the Twin Ports. She was headed for winter lay-up.

. . .Tugs *Glenevis* and *Stormont* towed the *Leadale* to Port Colborne. She will berth at Ramey's Bend for the winter while damage costs are assessed.

Dec. 23. . .Two of C.S.L.'s vessels closed the Welland Canal today. The *Rimouski* passed upbound on her way to Humberstone and the *Baie St. Paul* passed downbound, enroute to Hamilton with storage grain.

Dec. 24. . .The *Tukwila Chief*, a Seaway visitor since 1962, was on fire off Nova Scotia. Several crewmembers were rescued by the tanker *Imperial St. Clair* and others were rescued by a Coast Guard helicopter. So far, only one life has been lost.

Dec. 25. . .*Algorail* was the last vessel to pass upbound at the Soo and the *Indiana Harbor* was the last vessel to pass downbound.

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*The MORMACLYNX after lengthening in the Welland Canal on December 5, 1982.*



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## GREAT LAKES & SEAWAY NEWS ●

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Dec. 28. . . The assets of the owners of the Bob-Lo Amusement Park have been put up for sale. The sealed bids will be opened on January 18, 1983 in Windsor.

### Miscellaneous. . .

. . . The 1,000-footer *William J. DeLancey* set two loading records within a ten day period. On July 30, she departed Escanaba, Michigan for Indiana Harbor with 62,701 gross tons of ore pellets. Eight days later, she loaded 63,007 gross tons of pellets at Escanaba for Indiana Harbor.

. . . Diving teams have located more than 20 vessels dating back to the War of 1812 in the southern end of Lake Champlain at Whitehall, N.Y.

. . . Three Sheboygan, Wisconsin men believe they have discovered the wreck of the *Phoenix*, a ship which burned off Sheboygan, killing an estimated 300 people.

. . . The Muskegon, Michigan County Board of Commissioners has approved a \$20,000 grant to study refurbishing the ferry *Viking* to carry passengers and cars between Muskegon and Milwaukee, Wisconsin.

. . . U.S. Steel's self-unloaders *Arthur M. Anderson*, *Cason J. Callaway* and *Philip R. Clarke* will be transferred to the Michigan Limestone Fleet and Bradley Fleet of U.S. Steel.

Saltie Renamed. . . *Louise Bornhofen* now *G.M.E. Atlantico*, *Ixia* now *Telemachus*, *Makefjell* now *New Hailee*, *Dealmouth* now *Theo Filos*, *Krossfann* now *Leros Island*, *Lindo* now *Kowloon Express*, *Yarden* now *Anustasia Y.* and *Clarita Schroder* now *Luzon*.

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### March Entertainment Meeting. . .

On March 18, Jacqueline Rabe of Amherstburg, Ontario will present an illustrated program titled "The Changing Faces of the Great Lakes and Tributaries". The program will cover changes in shipping and its affect on the growth of towns and villages of the region beginning in 1535 and will end with 1900.

Jackie was born and raised in the Canadian Soo where some of the highpoints of the year were the first vessel up and the last down; where one lived with whistles and horns, saluting and blowing in the fog and wondering during the winter months how long you would be ice-bound on the ferry running between the two Sault's. She travelled this ice-bound route 6 days a week for 2 years while attending Michigan Tech at Sault, Michigan before transferring to Houghton to the main branch of Michigan Tech.

Now living near Amherstburg, Jackie is assistant curator at the John R. Park Home-stead and has been there for 5 years.

The meeting will begin at 8:00 p.m. Come early and enjoy the exhibits. Doors open at 7:00.



The Great Lakes Maritime Institute, Inc., promotes interest in the Great Lakes; preserves items related to their history; encourages building of scale models of lake ships and furthers programs of the Dossin Great Lakes Museum, repository of the Institute's holdings. The Institute was organized in 1952 as the Great Lakes Model Ship-builder's Guild. It is incorporated under the laws of the State of Michigan as a not-for-profit corporation and donations to the Institute have been ruled deductible by the Internal Revenue Service. No Institute member is paid for services. ☐

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