Telescope

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DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ·

The Great Lakes Maritime Institute has reprinted *Edmund Fitzgerald 1957-1975* by Robert E. Lee. The third printing includes a supplement on the *Fitzgerald's* anchor recovery in July, 1992. The supplement written by Mal Sillars is an excellent addition to the original story. The book sells for $8.00 and is available at the museum store.

Institute member Skip Gillham has written another book that will be of great interest to members . The *Ships of Collingwood: Over One Hundred Years of Shipbuilding Excellence* covers the ships built there for Great Lakes service and the Canadian Navy. Vessel histories are covered and accompanied by a photo of each hull built. The book sells for $21.95 and is available at the museum store. Those ordering by mail should include $2.50 for UPS postage.

MEETING NOTICES ·

The next entertainment meeting is scheduled for Saturday, January 16, 1993 at 11 a.m. at Dossin. Our guest speaker will be Dr. Charles Hyde presenting slides title "Some History and Lore of Great Lakes Lighthouses." The Dossin Museum will be closed from Christmas Eve until Wednesday, January 13, 1993.

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OUR COVER PICTURE . . . Marine artist Paul Essmaker captures over 200 years of ships that have sailed the Great Lakes. Beginning with the early sailing vessels that opened exploration on the Lakes and later carried supplies to the many small towns that grew up along these waters, Paul added the U.S. Steel carrier *Irving S. Olds* to represent the iron ore carried from the Mesaba mines to the steel factories in lower Lake Michigan and Lake Erie. The *Indiana Harbor* is the newest breed of Great Lakes freighter, carrying cargoes that required several smaller freighters. The print is available from the Museum for $50.00.

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an agency of the Historical Department of the City of Detroit.

OLD FRIENDS FROM THE FJELL LINE

by
Skip Gillham
Special to *Telescope*

From the early thirties to the early seventies, a span of forty years, the ships of the Norwegian flag Fjell Line visited the Great Lakes. They began with canal sized freighters and ended with mid-sized general cargo carriers. The changing economic conditions and declining demand for liner service sent the Fjell ships back to sea to stay.

This story is not history of the Fjell Line of Olsen and Ugelstad or an in depth look at their Great Lakes service. It is only intended to be a nostalgic look back at a group of ships that, for a time were almost as familiar on the inland seas as the lakers themselves.

Two Norwegians incorporated this company on March 23, 1915. One, Kristoffer Olsen, had an accounting background while Rudolf Ugelstad was a sea captain. Both were employed by Ejnar Stensrud of Skien, Norway. When World War I broke out, they soon decided to team up to form a ship owning company.

Olsen & Ugelstad began in a simple way with a tug and two barges. Their plan was to use the ships to haul Norwegian lumber to European markets and return home with coal and coke. They were successful and soon expanded.

Gradually steel steamers were added. Olsen & Ugelstad decided to establish themselves as a managing firm for limited liability shipowning companies. The latter, of course, were almost always directly related.

By the early thirties, Olsen & Ugelstad saw the market potential of the Great Lakes and the absence of regular service between the inland ports and the continent. They made a cautious entrance in 1932 when *Vardefjell* (ii) pioneered with a single trip up through the old St. Lawrence Canals. They obviously liked what they saw. From 1933 to 1939, the Fjell ships, so noted as most fleet members names ended with that suffix, sent at least one different ship per season to the Great Lakes. In 1933 *Makefjell* (i) and *Ornefjell* (ii) made a trio of visits while *Glitrefjell* and *Rutenfjell* (iii) were included among the 1934 roster of callers.

With this success, despite the depths of the Depression, Olsen & Ugelstad elected to pursue regularly scheduled liner service in 1935 and *Lukesfjell* (iv) was the new addition that year.

To this point the company had sent their ocean ships, both new and second hand, to the Great Lakes. These vessels had previously been involved in the North Sea coal trade or on the Baltic and were not readily equipped for transatlantic trading.

But in 1936 freighters specially designed for the canal trade to the inland seas were added to the fleet. This brought *Taborfjell* (i), *Carmelfjell* and a new *Rutenfjell* (iv) to Canadian and American ports.

The *Harpefjell* (iii) of 1924, *Tindefjell* (i) and *Svanefjell* (i) were new additions for the 1937 season. A new *Ornefjell* (iii) in 1938 and *Ravnefjell* (ii) plus another *Harpefjell* (iv) sailed to freshwater the following year.

With the arrival of World War II, the Fjell Line was well established on the Great Lakes and St. Lawrence routes. Their vessels had become well known traders at ports around the lakes. During the winter months cargoes were exchanged at Halifax, N.S. and Saint John, N.B.

World War II claimed several members of the Fjell Line. *Vardefjell* (ii), renamed *Kaunas* for a Lithuanian firm in 1938, fell victim to U-57. The latter sent her to the bottom on November 17, 1939. *Glitrefjell* was torpedoed and sunk southwest of Norway on December 18, 1939, by U-59. *Taborfjell* (i), sailing as *Prins Fredrik Hendrik* (i), of the rival Oranje Line since 1937, went down April 8, 1941. She was bombed in the St. George's Channel enroute from Cardiff to Bathhurst, Wales.

The *Tindefjell* (i) is believed to have sunk off Dunkirk, France, on May 28, 1942. She had been seized by the Nazis in April, 1941 and renamed *Sperrbrecher 174*. Finally, the *Ornefjell* (ii) was torpedoed and sunk January 7, 1943, as *Akabahra*, a name she had carried since 1937.

Two ships had close calls. *Rutenfjell* (iv) of 1935 was taken over by the Nazis in June, 1940 and renamed *Sainte Brigette* in April, 1941. She was recovered in November, 1943 and regained her old name. In addition *Harpefjell* (iii) reached Toronto in June, 1940 having survived an attack from the Luftwaffe. The ship had lost an anchor and her deck was strafed with bullet holes.

Once peace was restored, the Fjell vessels returned to the Great Lakes. The pre-war fleet was torn and tattered, but some resumed Great Lakes trading. *Makefjell* (i) of 1932, which had been involved in the invasion of Normandy, arrived on the Great Lakes in 1946 with a cargo of fish hooks, sardines, grave stones and Danish beer. She returned overseas with cars, engines, machine tools, sheet metal and 100 tons of flour. *Carmelfjell, Harpefjell* (iv), *Ornfjell* (iii), *Ravnefjell* (ii), *Rutenfjell* (iv) and *Svanefjell* (i) also served the company in the post war years. *Harpefjell* (iv) later called on Great Lakes ports as *Polycrest* and *Transontario*. She made twelve transits of the Seaway with her last call in 1961. *Rutenfjell* (iv) returned as *Polyriver* and included a June 23, 1951, visit to Wallaceburg, Ontario with 1,500 tons of raw sugar.

Her end came in 1952. The ship was known as *Iquitos* and enroute from Callao, Peru, to Manzanillo, Mexico, November 28, 1958, with fish meal when a fire broke out off the Mexican coast. *Iquitos* was abandoned and presumed sunk, but the drifting derelict was spotted February 2, 1962, and resighted in April. Finally, on April 9, a U.S. destroyer sent *Iquitos* to the bottom of the Pacific as it was considered a hazard to navigation. By then she was some 100 miles southeast of the Christmas Islands. Quite a journey!

Svanefjell (i) moved to Finnish owners in 1955 as *Helsingfors* and continued to come to the Great Lakes. She was renamed *Rina* in 1958 and made four transits of the Seaway in 1959. She was finally cut up for scrap arriving at Bilbao, Spain on December 8, 1967, as *Katerina*.

Ravnefjell (ii) will always be remembered for an unfortunate collision on foggy Lake Huron with the *City of Cleveland III* June 25, 1950. Five lives were lost on the beautiful passenger ship and the hull damage was never repaired.

Ravnefjell (ii) sailed as *Ringstein* after 1955 and was a pre-Seaway caller. She became *Altair* in 1959 and placed under Italian registry. Her end came September 11, 1939, with a grounding accident off Ghana while enroute from Messina, Italy to Nigeria.

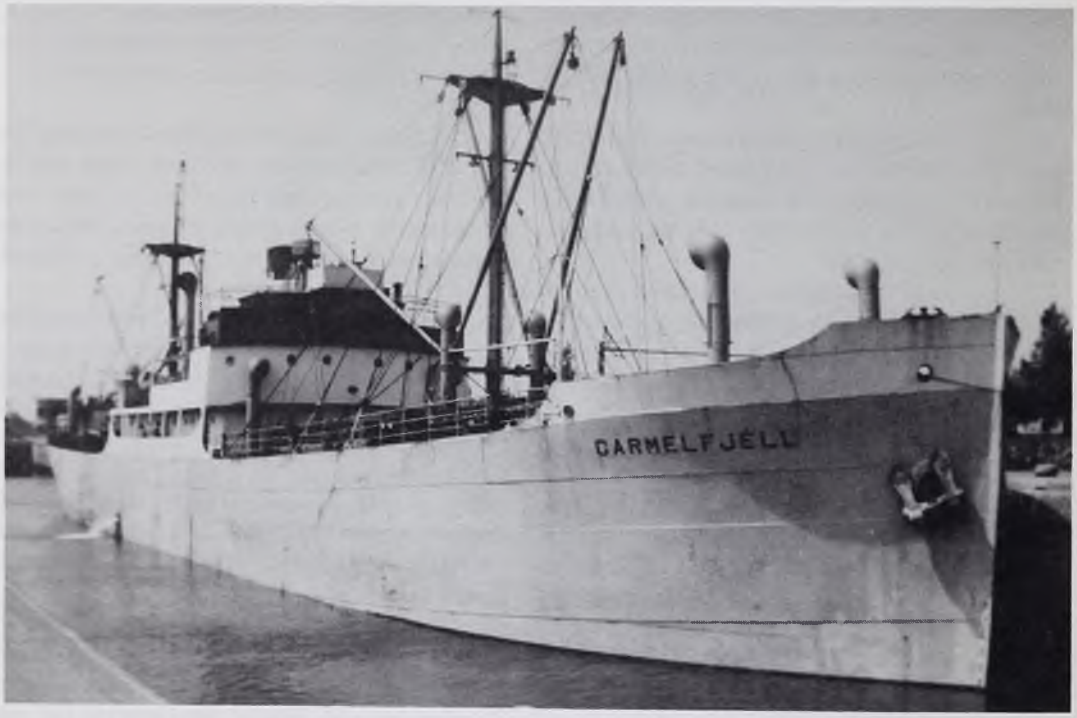


Photo by Ted Jones

CARMELFJELL *was an early Fjell caller to the lakes. Freighters especially designed for the inland seas were added to the fleet.*

Photo Courtesy of Skyfotos

TERNEFJELL (ii) *made 32 visits in the Seaway. She was aground and abandoned in the Mediterranean off Oran, Algeria on January 28, 1979. She was known as* ASTIPALAIA *and was a total loss.*

A second group of Fjell ships was needed for the final pre-Seaway years and, beginning in 1948, they began heading inland.

Hemsefjell (i), *Makefjell* (ii) and *Ternefjell* (i) were added that year. Each measured 258 feet, 7 inches in length and handled in the range of 2,500 tons deadweight. *Ternefjell* (i) was lost May 24, 1953, following a collision with *Dotterel* while enroute from Rotterdam to Glasgow. *Hemsefjell* survived until 1972. Typhoon "Ruby" blew her aground as *Prosperity* at Hong Kong September 5, 1964. She was eventually dismantled in Thailand in 1972.

Additional canal-sized tonnage followed with *Veslefjell* (ii) in 1951, *Lukesfjell* (v) in 1952, *Grindefjell* (i) and *Rutenfjell* (v) in 1953 plus *Ravnefjell* (iii), *Svanefjell* (ii) and *Ternefjell* (ii) in 1955. This latter group closed out the pre-Seaway era and ushered in the new Seaway. With longer ships now challenging for cargoes, many of the Fjell vessels were lengthened to just under 300 feet. Those stretched were *Grindefjell* (i), *Ravnefjell* (iii), *Rutenfjell* (v), *Ternefjell* (ii) and *Veslefjell* (ii).

From this class, both *Ravnefjell* (iii) and *Ternefjell* (ii) made thirty-two trips through the St. Lawrence Seaway from 1959 until their sale during the 1967 season.

Several of this class met tragic ends. *Veslefjell* (ii) was lost under her fifth name of *Marlen* on January 21, 1978. She began leaking in heavy seas enroute to Nigeria with cement and was abandoned.

Grindefjell (i) put into Mozambique as *Lenko* on September 11, 1968, after a fire broke out in a cargo hold. The flames spread and explosions followed and the ship was declared a total loss. She was bound for Rotterdam at the time.

Lukesfjell (v) was another victim of fire. She was gutted at Constanza, Romania, February 1, 1969, and twenty-one lives were lost. She was under Greek registry at the time as *Akrotiri* and her remains were scrapped locally.

Ternefjell (ii) was aground and abandoned January 28, 1979, on the Mediterranean off Oran, Algeria. She was known as *Astipalaia* and was a total loss.

Rutenfjell (v) was scrapped in 1981 and *Ravnefjell* (iii) in 1985.

The final group of Fjell ships are those of the Seaway era. Some, such as *Byklefjell, Fagerfjell* (ii), *Harpefjell* (iv), and *Norefjell* (i) were built for the company in the fifties, but were too large for the old canals. They were barred until the 1959 season.

Others, such as *Haukefjell* (iii), *Makefjell* (iii), *Sirefjell* (ii), and *Svanefjell* (iii) were built for Great Lakes trading in the Seaway years.

Still others including *Lundefjell, Ornefjell* (v),

Ornefjell (vi), *Rudgefjell* and *Ternefjell* (iii) were second hand acquisitions that proved useful for a short period of time.

A final pair, *Etnefjell* (i) and *Varangfjell* (ii), were large by company standards for the lakes trade, but made token appearances on freshwater.

Again there were casualties. *Etenefjell* (i) was a victim of an explosion and fire October 31, 1968. After reconstruction, she was lost July 3, 1977, enroute to Japan with pig iron as *Ken Lung*. *Lundefjell* was gutted by fire at Shangai, China, February 19, 1974, and grounded on a sandbank. She was eventually scrapped.

Svanfjell (iii) of 1962 was lost May 11, 1984, following a collision with *Jin Xian Quan* off Taishan Island enroute to Bangkok, Thailand. She was the *Sea Carrier* of Hong Kong registry when she went down.

The *Ternefjell*, acquired in 1970 and sold a year later, broke her back after running aground on Dalupiri Island (19.04 N 121.12 E) on June 30, 1976. She was sailing as *Rutheverett* and was broken up on the spot.

Other casualties included *Varangfjell* (ii) in 1977 and *Uniluck*, and *Tindefjell* (ii) as *Cebu* in 1974.

The old *Harpefjell* (iii) of 1936 was damaged by a cyclone August 7, 1964, and later grounded and caught fire. She was released and scrapped at Bombay as *Carl Levers*. Another old-timer, *Rutenfjell* (i) of 1933, went down 1934 enroute to Montreal.

This leaves the amazing *Makefjell* (i) of 1932. She survived forty-five years. She had returned to the Great Lakes after leaving Olsen & Ugelstad in 1946. By then she was sailing as e) *Transmichigan* of the Poseidon Line. She was known as h) *Archaios* when she ran aground December 3, 1976, off the Akrotiri Peninsula enroute from Yugoslavia to Jeddah. The wreck was sold to a Cypriot firm in 1977 and broken up as it lies.

Most of the remaining Fjell ships to visit the Great Lakes endured the difficulty of deep sea navigation and survived until being cut-up for scrap.

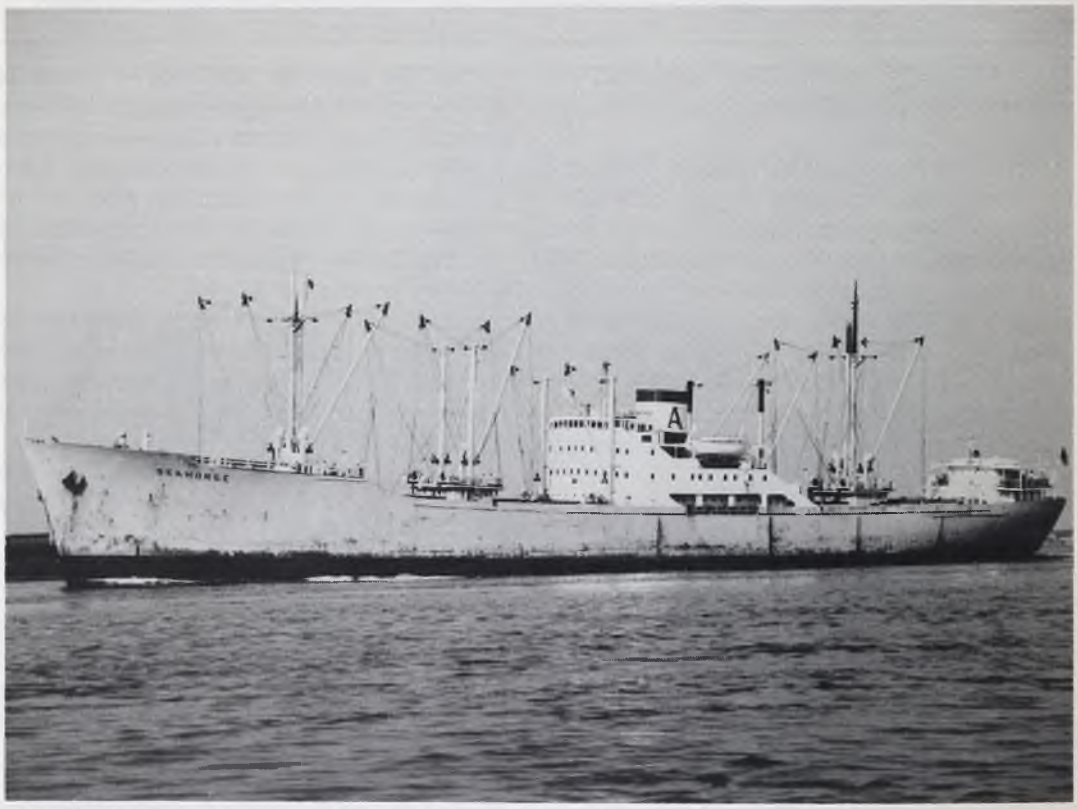


Photo by Michael Cassar

SEAHORSE *is the former* HARPEFJELL (iv).

Although it has been almost twenty years since a Fjell ships last called on the inland seas, it appears that three of their old ships still survive. Those that have faced the torch have been dismantled at scattered locations including Thailand, Taiwan, Spain, India, Italy, West Germany, Romania, Peoples Republic of China, Palestine and Greece.

The oldest survivor is *Svanefjell* (ii) of 1955. She was sold in 1962 and has sailed as *Pisang Raja* since 1969. She was last noted under Indonesian registry. *Ornefjall* (v) of the 1960-64 era is still listed under her ninth name of *Novi T* and was under the flag of Lebanon since 1987. Finally, *Sirefjell* (ii) of 1962 is under the Portuguese flag. She became *NRP Sao Miguel* in 1985.

Many of us remember the sturdy looking Fjell ships as they proudly displayed the Norwegian flag all over the Great Lakes. Like so many of our lakers, they too have become only a memory.

The author is grateful to Dan McCormick and Lars Helge Isdahl for research assistance.

Photo by Dan McCormick

MAKEFJELL (ii) *in Cornwall Canal on October 2, 1955. After leaving Olsen & Ugelstad in 1946, she returned to the Lakes as* TRANSMICHIGAN *of the Posidon Line.*

A CLASSIC CLASS

by
Gary Dewar
Part VI

Charles L. Hutchinson (i), (US 207345). March 19, 1910. Lorain; American SB (378). 524'0" x 54'0" x 30'2-1/4" (504.0 x 54.0 x 30.0). 6377 GT, 4860 NT. Engine and boilers same as *Sylvania*.

The *Hutchinson* began operation in May for the Raleigh Steamship Company, managed by H. Wineman, Jr., of Detroit. She remained in their service for only six seasons before being sold, in November, 1916, to the Brown Transit Company, of Cleveland, which was operated by H.H. Brown & Company for the account of The Stewart Furnace Company.

The Brown firm renamed her *Fayette Brown (ii)* in 1917. With their other vessels, she was sold outright to Stewart Furnace in 1926. Three years later, the same vessels were sold at the beginning of the season to the Youngstown Steamship Company, and at its end to The Interlake Steamship Company.

The *Brown* ran for Interlake until July, 1960, when she was laid up along with several other units of their fleet. In December of 1963, the owners obtained permission from the Maritime Administration to sell the *Fayette Brown* and her larger fleetmate, the *Harvey H. Brown*, to Marine Salvage, to be resold for operation on the lakes in Commonwealth registry. Hindman Transportation bought the *Harvey H. Brown*, but the owners found no buyer for the *Fayette Brown*. They therefore sold her late in 1964 to Cia. Espanola de Demolicione Naval for scrapping. On December 6th, while enroute to Bilbao, Spain, in tow of the Dutch tug *Barents Zee*, she became unmanageable during a severe storm in the Gaspe Passage between the St. Lawrence estuary and the Gulf of St. Lawrence. The tug was forced to cut her adrift, and she grounded in six feet of water on the south shore of Anticosti Island, northwest of Southwest Point, near the Gun River. She was abandoned a year later as a total loss.

Joseph Wood, (US 207422). April 16, 1910, Lorain; American SB (380). 524'0" x 54'0" x 30' 2-1/4". (504.0 x 54.0 x 30.0). 6360 GT, 4921 NT. Engine and boilers same as *Sylvania*.

The *Wood* cleared Lorain on May 25th to begin her career for The Eastern Steamship Company, part of the M.A. Hanna fleet. The managing firm was incorporated in 1922 as The M.A. Hanna Company.

The vessel operated in Hanna colors until March, 1953, when she was sold to the Gartland Steamship Company. In 1957, she was renamed the *Sullivan Brothers (ii)*.

After grounding in the upper St. Marys River on December 6, 1966, the *Sullivan Brothers* was taken to Superior and drydocked at Fraser Shipyards for inspection. When she was found to have damaged more than sixty plates in her bottom, she was removed from the dock and laid up. Gartland sold her the next June to Albany River Transports, Inc. New York, who traded her to the Maritime Administration a month later. In 1968, MarAd sold her to the Duluth Iron and Metals Division of the Hanna-Michaels Company and they broke her up at Duluth the same year.

A.M. Byers, (US 207504). May 7, 1910, Cleveland; American SB (448). 524'0" x 54'0" x 30'2'1/4" (504.0 x 54.0 x 30.0). 6364 GT, 4841 NT. Engine and boiler same as *Sylvania*.

The *Byers* was the second of three vessels with the same dimensions, but different in forward cabin arrangements, built in 1910 for the Reiss interests. She went into service in June 16th for the North American Steamship Company.

She was converted to a self-unloader in 1955 by American Ship Building at Toledo, changing her tonnages to 6193 gross and 4765 net, and her capacities to 9,450 long and 9,500 short tons. Her forward cabins were rebuilt, in effect expanding the master's cabin forward almost, but not quite, to the front of the lower pilothouse, so that the new Texas had a rounded bulge in its face. The existing upper pilothouse was retained. She returned to operation in July.

In the early hours of April 20, 1956, she was struck head-on in the St. Clair River by the steamer *E.M. Ford*, whose steering gear had failed. She sank in a little less than thirty feet of water, off Harsens

Island, two and a half miles below Algonac. Part of her cargo of limestone was lightered and she was refloated on May 9th by McQueen Marine, and was taken to Toledo to be repaired.

The *Byers* was renamed *Clemens A. Reiss (ii)* in 1959, and *Jack Wirt* in 1970. In August of 1972, she was sold to the Erie Sand Steamship Company, to replace her long-time fleetmate, the *Sidney E. Smith Jr.*, which had been sold to the same company earlier that year, but had been lost through a collision and sinking in June.

The new owners operated the *Wirt* for only a season and a half, and sold her in December, 1973, to Marine Salvage. She arrived in tow at Valencia, Spain, on June 7, 1974, to be scrapped.

Peter Reiss, (US 207471). May 9, 1910. Superior, WI; Superior SB Co. (522). 524'0" x 54'0" x 30'2-1/4". (512.0 x 54.0 x 30.0) 5923 GT. 4217 NT. Engine and boilers same as *Sylvania*.

The *Peter Reiss*, like the *John P. Reiss*, was owned initially by the Wisconsin Transportation Company, and sailed on her first trip on May 27th. By the end of the year, her title had been transferred to the North American Steamship Company. The forward cabins of the *Peter Reiss* were of the Texas and pilothouse style, as were those of the *John P. Reiss* (but not those of the *A.M. Byers*). Instead of having a rounded front like the Texas of the *John P. Reiss*, however, that on the *Peter Reiss* was a T-shape cabin that was the most common design on steamers built in her decade.

In 1949, she was made into a self-unloader by the Manitowoc Shipbuilding Company, with measurements of 512.0 x 54.0 x 26.5; 6587 gross tons and 5068 net tons. Her capacities were now 9,200 long tons and 9,500 short tons.

The vessel operated for the Reiss Steamship Company until March 15, 1972, when she was blown against the rocky side of the Livingstone Channel of the Detroit River, while operating on the winter coal shuttle between Toledo and Detroit, and damaged her bottom badly. She was laid up at Fairport, OH.

The next spring the *Peter Reiss* was sold to the Clepro Marine Corporation, an affiliate of the Toledo coal brokers, Small, Inc. She was converted to a barge by the Hans Hansen Welding Company at Toledo, and was operated in the coal trade on Lake Erie, towed by the tug *John Purves*. The owners announced that they would rename the barge the *Carl Kramer*, but never made the change.

Dossin Museum Coll.

The A.M. BYERS *was struck head-on by the* E.M. FORD *in April, 1956. She was refloated by McQueen Marine and taken to Toledo for repairs.*

Emory Massman Photo/Dossin Coll.

The CAMBRIA was rebuilt as a craneship at Lorain, OH. She was equipped with two cranes and three large hatches, giving access to a single cargo hold 386 feet long.

The operation proved to be financially troubled, however. By autumn, the crew was on strike because of unpaid benefits and inadequate accommodations, the coal dock workers at Toledo were refusing to load the vessel because the mechanism for securing the unloading boom was faulty, and the company had defaulted on its purchase payments for the tug. The former owners siezed the tug at Toledo before the end of the year, and Clepro sold the barge in January to Marine Salvage. She was towed to Ramey's Bend in June 8, 1975, and was scrapped there.

Charles S. Price (US 207539). May 14, 1910, Lorain; American SB (381). 524'0" x 54'0" x 30' 2-1/4". (504.0 x 54.0 x 30.0). 6322 GT. 4901 NT. Engine and boiler same as *Sylvania*.

The *Price* joined her classmates, the *Leonard C. Hanna* and the *Powell Stackhouse*, in the service of The Mahoning Steamship Company on June 5th. Hers, however, was another tragically brief career.

She steamed into Lake Huron from the St. Clair River early on the morning of November 9, 1913, less than half an hour behind her almost identical sister, the *Isaac M. Scott*, also carrying a crew of twenty-eight men and a cargo of coal.

Just after daylight on Monday, a large object was sighted in the lake about three miles off the Fort Gratiot Light, above Port Huron. It was found to be the capsized hull of an unidentified steamer, floating with the forward hundred feet of her bottom above the water, between the upbound and downbound shipping lanes. A diver identified the wreck late on Friday, the fourteenth, as the *Price*.

Meanwhile, bodies of the crews of the *Price* and of the Canadian canal steamer *Regina* had come ashore together on the Canadian beaches. A dozen of those from the *Price* were in life preservers from the *Regina*.

The *Regina* had cleared upbound from Sarnia shortly before seven on Sunday morning. She and the *Price* had last been seen within fifteen miles of each other. When her wreck was discovered on the lake bottom in 1986, off Sanilac County north of Port Huron, there was a large hole in her port side, her starboard anchor was out, and her engineroom telegraph was set at "stop". There is no doubt that the losses of the two vessels were connected, either through a collision, or by one vessel foundering while trying to rescue the crew of the other.

The wreck of the *Price* sank in sixty-five feet of water on November 17th, east of the shipping lanes and 10-1/2 miles northeast of Fort Gratiot.

E.H. Utley (US 207568). May 14, 1910, Wyandotte; Detroit SB (184). 524'0" x 54'0" x 30'2-1/4" (504.0 x 54.2 x 31.0). 6287 GT. 4861 NT. Engine and boilers same as *Sylvania*.

The *Utley* left the shipyard on June 24th. She was owned by the Franklin Steamship Company, of Cleveland, another Cambria Steel subsidiary managed by H.K. Oakes. In 1916, she was transferred to the Beaver Steamship Company.

With the other vessels operated by Oakes for Cambria Steel, she was sold at the end of 1924 to the Bethlehem Transportation Corporation, which renamed her *Cambria (ii)*.

Title to the *Cambria* was transferred in 1936 to Bethlehem Steel; in 1943 to the Iron Mines Company of Venezuela, a Bethlehem subsidiary; and in 1949 to the Gasparillo Dock Company, another subsidiary. However, she was operated throughout as a unit of the Bethlehem Transportation fleet.

Two new water tube boilers and stokers were fitted in 1942. Four seasons later, her cargo hold was rebuilt, and she was given sixteen hatches with one-piece covers.

Ownership of the *Cambria* returned to Bethlehem in 1955, and she was rebuilt at a crane ship at Lorain by American Ship Building. She was equipped with two large, traveling diesel cranes, and three large hatches, 96 by 35 feet each, giving access to a single cargo hold 386 feet long. Her new tonnages were 6393 gross and 4966 net.

When the conversion was complete, the *Cambria* was chartered to the Great Lakes Division of the Ore Navigation Corporation, New York, yet another Bethlehem subsidiary, which was managed by Boland & Cornelius, and operated the corporation's lake crane ships. A further corporate change in 1966 brought the vessel into the Marine Division of Bethlehem Steel, but did not change her management.

The *Cambria* remained in service during most of the 1970 season, but was sold on October 30th to the Miller Compressing Company, and joined the *William H. Donner* at Milwaukee as a storage and transfer hull.

She was sold at least one more time, in July of 1973, to Elizabeth River Terminals, of Newport News, VA., a subsidiary of the Borden Company. They had her towed to Norfolk, where they removed her cabins and used her as a storage barge. She was removed from documentation as exempt in November of that year.

The *Cambria* was one of the few vessels built early in the century which retained until the end of their service the solid railing, or "dodger", on the top of the pilothouse, which originally had protected an open bridge.

Theodore H. Wickwire, Jr. (US207766). June 25, 1910, St. Clair; GLEW (78). 524'0" x 56'0" x 30'0-1/8". (504.0 x 56.0 x 26.0). 6077 GT. 4927 NT. Capacity, engine and boilers same as *Harry Yates*.

The last of the dozen members of the class that came out in 1910 was the *Wickwire*, on August 8th, for the American Steamship Company. She was identical to the *Harry Yates*, which had been in service since May.

She was another of the BoCo trio converted to self-unloaders in the spring of 1932. In her new role, as the *Thunder Bay Quarries (i)*, she measured 511.1 x 56.2 x 26.2; 6612 gross and 5335 net tons, and could carry 9,600 long tons, or 8,650 short tons. She was renamed again, *United States Gypsum (ii)*, in 1939.

During the 1972 season, the Coast Guard restricted the vessel's operating certificate to service between Toledo and Port Huron, and she was placed on the coal shuttle to Detroit. In the fall, she damaged her rudder when a strong current forced her against the bank of the Maumee River at Toledo. Rather than have her drydocked for repairs, the owners had her propeller removed, so she could finish the season as a barge.

Early on the morning of November 10th, while enroute to Detroit with coal, in tow of the Great Lakes Towing tugs *Maine* and *Maryland*, she was struck and holed forward by the *Maine*. She was beached out of the shipping channel near Bar Point, at the mouth of the Detroit River, until she could be patched temporarily. Then she was towed up the river, unloaded and laid up at River Rouge.

BoCo sold her to Marine Salvage the following March. They resold her to Scalie Baciai SpA of Vado, Italy, and she left Quebec City on May 12th, in tow of the German tug *Fairplay X*, along with the steamer *Henry G. Dalton*. Two weeks later the tow encountered heavy weather off the coast of Nova Scotia, and the *United States Gypsum* broke her tow line and sank in deep water.

Quincy A. Shaw (US 208762). May 17, 1911, Lorain; American SB (389). 524'0" x 54'0" x 30' 2-1/4". (504.0 x 54.0 x 30.0). 6336 GT. 5013 NT. Engine and boilers same as *Sylvania*.

The *Shaw* was the second vessel on the lakes, and the first built by American Ship Building, with longitudinal hull framing. She went into service on June 18th, for The Calumet Transportation Company, another of the companies operated by the M.A. Hanna firm.

The *Shaw* had the distinction of sinking two vessels in separate accidents. On May 16, 1919, while upbound on Lake Huron with a cargo of coal, she collided head-on with the 552-foot steamer *D.R. Hanna*, of The Pioneer Steamship Company, six miles east-northeast of Thunder Bay Light. The *Hanna*, loaded with iron ore, capsized and sank within min-

utes. in ninety feet of water. Her crew was picked up by a fishing boat out of Alpena, but the value of the vessel and its cargo, more than one and a quarter million dollars, represented the largest insurance loss on the lakes at the time.

Not quite three years later, on May 3, 1922, the *Shaw* rammed the wooden barge *Harriet B.*, which was anchored in the fog, with her towing steamer and another barge, in Lake Superior, three miles southwest of Two Harbors, MN. The barge sank within twenty minutes, but her crew, too, were saved. The *Harriet B.* had been the wooden carferry steamer *Shenango No. 2*, later the *Muskegon* and *Pere Marquette 16*, whose career had been so plagued by accidents that it must have come as no surprise to anyone around the lakes to hear of her loss.

After those misadventures, the *Shaw* settled into a staid and reliable career for the Hanna fleet. She was transferred in 1930 to the Producers Steamship Company, subsidiary of the new National Steel Corporation, and was renamed *Edmund W. Mudge* a year later. In 1936, National Steel assumed title to the Producers Steamship vessels.

The *Mudge* was laid up for the last time at Milwaukee in November of 1960. In August, 1963, she was sold to the Columbia Iron and Metals Company, and resold to the Western Iron and Metal Company, Ltd., who cut her up at Fort William the next year.

Louis R. Davidson, (US 209971). April 6, 1912, Ashtabula, OH; Great Lakes Engineering Works (95). 524'0" x 56'0" x 30'0-1/8". (504.0 x 56.0 x 30.0). 6356 GT. 4996 NT. Capacity same as *Harry Yates*. Triple expansion; 23", 37", 63" x 42"; 1760 ihp. Two Scotch boilers, 15'2 3/4" x 12'0".

The *Davidson* began her active career on May 29th, for the Yale Transportation Company, another component of the Boland & Cornelius fleet. In 1915, her ownership was transferred to American Steamship. She was essentially a duplicate of the *Harry Yates* and the *Theodore H. Wickwire, Jr.*

In 1932 the *Davidson*, too, was converted to self-unloader at Lorain, with registered dimensions of 511.1 x 56.2 x 26.2, tonnages of 6612 gross and 5335 net, and capacities of 9,000 long and 8,650 short tons. Her name was changed to *Diamond Alkali (i)* at that time, and to *Dow Chemical (ii)* in the shuffle of 1939. She was one of the six freighters, from as many fleets, that were equipped with radar sets, each by a different manufacturer, during the 1946 season, in the

George Young Photo/Dossin Coll.

In 1930 the SHAW *was transferred to the Producers Steamship Company, subsidiary of the new National Steel Corporation and was renamed* EDMUND W. MUDGE *a year later.*

Fraser-Nelson Shipbuilding/Dossin Coll.

The ROBERT IRELAND *was converted to a floating drydock by Fraser-Nelson shipyard.*

Great Lakes Radar Operational Research Project.

BoCo sold the vessel in December, 1963, to Reoch's Leadale Shipping, who renamed her *Ferndale (ii)*, (Br 317134), 7069 GT, 4812 NT. Westdale Shipping became her owners in 1969, and Reoch Transport in 1971, when she was registered in Canada. She was converted to burn oil fuel in 1969 and 1970. In 1977, her unloading equipment was fitted with the dust catching system that had been removed from the retired *Pinedale*, a) *E.D. Carter*.

The *Ferndale* was transferred, with the other self-unloaders managed by Westdale Shipping, to Dale Transports Ltd., in January, 1977. They sold her to Marine Salvage in February, 1979. On August 3rd, she was towed into Castellon, Spain, where she was scrapped by Varela Davalilo.

Robert L. Ireland (US 212078). March 14, 1914, Lorain; American SB (709). 524'0" x 54'0" x 30'2-1/4" (504.0 x 54.0 x 30.0). 6387 GT. 4899 NT. Engine and boilers same as *E.D. Carter*.

The *Ireland* sailed from Lorain on April 30th, as a unit of the Kinney Steamship Company. She was one of the three vessels sold to The Wilson Transit Company when the Kinney fleet was liquidated in 1936.

Around 1950, she was given a new pilothouse and a "doghouse". In 1957, she passed to Wilson Marine Transit, but during that season she sustained damage severe enough that she was declared a constructive total loss.

The Knudsen Shipbuilding and Dry Dock Company, bought the *Ireland*, and scrapped most of the vessel at their Superior shipyard. However, they preserved 434 feet of her hull, which their successors, Fraser-Nelson, made into a floating drydock for their own use.

William D. Crawford (US 212197). April 18, 1914. Lorain: American SB (170). 524'0" x 54'0" x 30'2" (504.0 x 54.0 x 30.0). 6385 GT. 4899 NT. Triple expansion: 23-1/2", 38", 63" x 42"; 1800 ihp. Two Scotch boilers, 15' 4-1/2"" x 11'6".

The *Crawford* was ordered by The Virginia Steamship Company as a replacement for the lost *Isaac M. Scott*, and entered service on May 19th. She operated for the same owners until March of 1953, when they sold her to the Midland Steamship Lines, who renamed her the *Baird Tewksbury*.

She was given a new forward cabin and pilothouse, and a "doghouse" aft, in 1950, which changed her tonnages to 6480 gross and 494 net.

The two remaining vessels in the Midland Line were operated during the 1961 season by Boland & Cornelius, and were sold in October to Marine Salvage.

The *Baird Tewksbury* was resold the following June to Hindman Transportation, and became the *George Hindman* (iii), (Br 302758). 6962 GT. 4818 NT. Her registry was changed to Canada in 1963.

The vessel grounded in the St. Lawrence River near Clayton, NY on August 16, 1967. The subse-

quent inspection in drydock at Collingwood showed that she had damage greater than could be repaired economically. She arrived at Duluth under her own power on October 13th, and was scrapped there by Hyman-Michaels in 1968 and 1969. Her pilothouse was preserved and twenty years later was placed on the Lakewalk at Duluth, near Canal Park, to serve as a shelter and a gift shop.

Howard M. Hanna, Jr. (ii), (US 212353). May 9, 1914, Cleveland; American SB (458). 524'0" x 54'0" x 30'0-3/4" (504.0 x 54.0 x 30.0). 6204 GT. 4689 NT. Engine and boilers same as *William D. Crawford.*

The *Hanna* left the shipyard on July 8th, for W.C. Richardson's Hanna Transit Company. She, too, was a replacement for a ship lost in the "Great Storm" the previous November, a 500-foot steamer of the same name. With the rest of Richardson's vessels, she passed into the Columbia Steamship Company at the end of 1920, and spent the rest of her career in that fleet.

Oglebay Norton retired the *Hanna* after the 1966 season, and sold her in October, 1968, to Steel Factors, Ltd., Montreal. She was quickly resold to Spanish breakers, to be scrapped at Cartagena, Spain, where she arrived on March 23, 1969.

William H. Donner (US 212354). May 14, 1914, Ashtabula; GLEW (134). 524'0" x 54'0" x 30'0-3/4" (504.0 x 54.0 x 30.0.) 6311 GT. 4843 NT. Engine and boilers same as *William D. Crawford.*

The *Donner*, the replacement for the *Charles S. Price* in The Mahoning Steamship Company, began operation on the same day as the *Howard M. Hanna, Jr.* Bethlehem Transportation took over her operation from The M.A. Hanna Company in 1929.

The Bethlehem Steel Corporation assumed title to the vessel in 1956, had her converted at Lorain to a crane vessel similar to the *Cambria*, and chartered her to the Ore Navigation Corporation. In her new service she measured 6423 gross tons and 4995 net tons.

She ran under BoCo management until the close of the 1969 season. On February 5, 1970, she was sold to the Miller Compressing Company, for use as a moored storage and transfer vessel on the Burnham Canal at Milwaukee. She is still there, mostly intact, but has not been used for a number of years.

Herbert F. Black (US 214466). September 9, 1916, Lorain; American SB (171). 524'0" x 54'0" x 30'2" (504.0 x 54.0 x 30.0). 6262 GT. 4824 NT. Engine same as *William D. Crawford.* Two Scotch boilers, 15' 4-1/2" x 11'6".

The *Black* was the last of the 524-footers to enter service, on October 14, 1916. Her owners were the Donner Steamship Company, of Cleveland, managed by M.A. Hanna & Company.

The owners were affiliated with the Donner Steel Company, which was purchased by the Republic Steel Corporation in 1930, as part of Cyrus Eaton's efforts to form an integrated, all-midwestern steel corporation. In a related transaction during those complex maneuvers, the *Donner* was sold to The Cleveland-Cliffs Steamship Company the same year, and renamed *Joliet (ii).*

The *Black* was one of the last steamers built with the old style of forward cabins. There was little change in her appearance throughout her career, beyond the addition of an upper pilothouse.

Cliffs withdrew the *Joliet* from operation in July of 1960. They sold her three years later to the Acme Scrap Metal Company of Ashtabula, but that concern resold her within a month to the Auxiliary Power Corporation, of New York, who renamed her *Poweraux Mark.* The plan was to use the vessel, and three other old lakers, to provide steam for electrical power generation at New York city. However, she remained in layup, and was sold again in April, 1964, to Eckhart U. Co., to be cut up at Hamburg, West Germany. She was towed into that port on September 24th.

* * * * * *

The delivery of the *Herbert F. Black* marked the virtual end of the building of moderate-size carriers for the U.S. bulk fleet. Three 545-foot steamers came out a year later, but after that no convential bulk freighters were built with dimensions of less than 600 by 60 by 32 feet.

All of the steamers in the class were of arch construction, with double bottoms and straight, or vertical, side tanks in their cargo holds. All those built through 1910, and the *Louis R. Davidson* and the *Howard M. Hanna, Jr.*, had transverse hull framing; the rest had longitudinal framing.

All of the 524-footers built by American Ship Building were 511'9-1/4" long between perpendiculars, except the *Leonard B. Miller* and the *Howard M. Hanna, Jr.*, which were 511'10-3/4". Those from Great Lakes Engineering were 512'0", except the *Milinokett*, 511'9". The three built at Toledo all were 512'9" between perpendiculars.

Most of the vessels had thirty hatches spaced at twelve feet, although the *Milinokett* and the *Norway* had only twenty-nine each. Eight had hatches on 24-foot centers: the *Hoover and Mason, William D.*

Crawford, William H. Donner and *Herbert F. Black*, sixteen each, and the *John Dunn, Jr., Fred G. Hartwell, Leonard B. Miller* and *Howard M. Hanna, Jr.*, fifteen. In all of those built through 1907, in the three built by Toledo Shipbuilding, and in the *Howard M. Hanna, Jr.*, the hold was divided into three cargo compartments; in the balance, into four compartments.

The forecastle decks of all the vessels built in the first three seasons were raised four feet above the spar decks, and that of the *John Dunn, Jr.* was raised about five feet. The others all had full forecastles. Fifteen of the ships were built with old-fashioned "turret" style forward cabins. Nine retained them, with upper pilothouses added. The others had, or were later given, Texas houses, in a variety of designs. Additional after cabins were erected on the boat decks of 27 of the forty steamers that remained in service after the Second World War.

* * * * * *

The history of the 524-footers is almost kaleidoscopic. They were so numerous, and built for so many owners, that from the first there were more distinctions within the class than in any other. As they moved from fleet to fleet and role to role, they were altered in various ways, in function and in appearance, until each had taken on its own unique look and personality. Over the years, they wove their way deeply into the fabric of lakes shipping. They were seen in just about every commercial port, and were in sight as often as not along any of the connecting rivers. In one day's vessel passages at Detroit, picked at random from those of August, 1955, eight were listed in twelve hours.

They were an invaluable part of the bulk fleet, and carried the colors of more than thirty owners or managers. Boland & Cornelius operated thirteen of them at one time or another, and the Hanna fleet ten. The Tomlinson, Wilson and Reoch organizations each had six, Bethlehem and Hutchinson five, Cleveland-Cliffs, Gartland and Kinney four. Five fleets each had three, and another five a pair each.

In fact, the class was exceptional only in its numbers. In size and in carrying capacity, its members were about the median for carriers being built in the era, and their design, construction and machinery were common to steamers in the 500-foot range. They incorporated the latest technology of their day, but they represented no innovations. Probably they owed their great appeal to the fact that they were so very typical, yet distinct both as a class and as individual ships.

All that are left now are the retired *Buckeye* and the disused *Donner*, and perhaps the hull of the *Cambria* on the coast. Almost surely, those will soon be gone, too, and all that will remain will be images, photos and the memories of those who knew them.

Correction: The unloading rig installed on the *Colonel E.M. Young*, a) *Hoover and Mason*, was similar to that on the barge *Constitution*. She had a bucket elevator, rather than the inclined belt usual in scraper types, and a four-legged, flat-topped A-frame of somewhat lighter appearance than most of the type, both placed amidship, where the numbers 8 and 9 hatches had been. The boom extended forward virtually to the break of her forecastle. After she was reconstructed as a straight-decker, the boom was sold to Captain John Roen, who fitted it on his barge *Marquis Roen* in 1957. (See March, 1992 issue of *Telescope*.)

Dossin Museum Coll.

Instead of having a rounded front like the Texas of the JOHN P. REISS, the PETER REISS *has a T-shape cabin that was most common on steamers built in her decade.*

THUNDER BAY QUARRIES

by
Lawson Browne

It was real depression times when the quarry and dock known as Thunder Bay Quarries were dug and built. For quite some time there had been rumors of a new industry starting on the north side in the city of Alpena, Michigan. The anticipation was a pleasant suspense, fulfilling a need for hope, in the hard and troubled time.

Land acquisition along the "Bay Shore" on the north side of Alpena was in progress. People who lived on the lake side of Ford Avenue, which runs parallel to the water, were selling their riparian rights. Some houses and lots were taken up. A large tract of land reaching away from the lake was being cleared. Excitement was high. The rich limestone deposit was the obvious target. Lake Huron and Thunder Bay were the means of transportation.

As a fourteen year old boy, the author was a pharmacist apprentice, working at the Square Drug Store, later to become Picketts Pharmacy. A clerk and soda fountain attendant - a Square clerk and Soda jerk, you could say.

Being at the heart of the city, this store was very popular. Hence, the soda jerk, whose nickname was "Del" was able to meet many people who were "new in town". Among these were the first to show up to work at the new plant.

One was an energetic ball of fire named McDonough, whose title was Purchasing Agent. He actually did more than that. An expeditor would have been a better description of this man. He would buy whatever was necessary to keep the project progressing, locate hired help, rearrange anything to prevent stoppages, running around and stopping in at the Square Drug Store.

There Del would make pineapple malted milks for him at least once a day, usually two, and sometimes three a day. Mr. McDonough often used the telephone in the back room to make long distance calls. Comfort and privacy were there.

The other acquaintance was robust, ruddy, blond outdoorsman type, who operated an electric powered shovel to move huge amounts of dirt and stone. He said, "Earl Johansen is my name, digging quarries is my game".

At the time his job was digging the slope which would lead down in the ground to where to good quality stone would be quarried. He was very interested in his work, and explained it to Del. Earl was a double chocolate sundae, with nuts, man, two or three in a row.

Curiosity was devouring Del, and he would deluge these fellows with questions. They, of course, being in strange surroundings, were glad to have someone, even a teenager, to talk with. "Come out and see for yourself. Tell anyone who asks you, McDonough in the office says it's O.K." And the other, "Look around, keep out of the way. Earl on the shovel is your friend." Yes, those were two kind and considerate men.

Sometime during this brief friendship, Del, wanting to see the big operation, could wait no longer. Shy about going alone, he called his chum, Avery Larsen, who lived opposite him on Miller Street.

It was a nice day, clear, dry, and pleasant. The distance was only about a mile, so they strolled along out Ford Avenue. Somewhere on the way they met another chum, Earl Smith, and he joined them. Del had an old camera and was planning to take some snapshots.

Arriving at a temporary office, Del asked for Mr. McDonough and explained. He was told, "He's not here, but go ahead, look around, keep together and stay out of the way."

The three thanked the office men and turned toward the work site. There they walked along the edge of a sloping road which led down to where the stone quarry would be. A large dipper-stick shovel was digging up dirt and stone, loading it on dump trucks. Mr. Johansen was operating the shovel.

There was a steady stream of trucks, coming in empty and leaving loaded. They would back up to the huge machine, one at a time, jar and rock as two or

three buckets of dirt and stone were loaded, then pull away. Up the road they would go, roaring and whining with the strain of climbing the slope heavily laden, bound for the dump site.

In those years it was common practice for contractors to hire local trucks. In Alpena, there were usually two or three dozen available. Fellows with a little money could buy a truck and make a bare living.

Waving good-bye to Earl and his monstrous shovel, the trio walked back to Ford Avenue, crossed the street and went toward the lake. That was where the "Screenhouse" and ship loading facility would be. At this time the dock had not taken any shape, apparently it would be built out where the water was deeper.

On the open ground were piles of railroad ties and rails. Parts and pieces of pre-assembled steel were all scattered about, seemingly to be integrated into some kind of trestle or conveyor, being assembled on the site. Steam cranes were working at moving miscellaneous items. Building materials of a large and rough kind lying everywhere. To the working men it was probably a standard procedure, but, to these boys, it was glorious hodge podge of magic and grandeur. When the boys had seen about all there was to see, they took a few pictures and started home.

The next few days found Mr. McDonough and Mr. Johansen inundated with, to them, asinine questions. These, by the obvious hesitation, required some thought and time to convert an answer to something the inexperienced and uninformed might understand. Those gentlemen went out of their way to be kind to the soda jerk. Thank you fellows, wherever you are!

When the dock and loading machinery were ready, ships started loading the stone for delivery. The author is not positive whether all the stone went to the same place or not. However, hundred of cargoes went to the parent company dock, Diamond Alkali, in Fairport, Ohio.

About the time Thunder Bay Quarries was being built, American Steamship Company was rebuilding their ships into self-unloaders, which were gaining great demand. They could unload without shoreside machinery.

As the boats were completed and put into service, they would be renamed for the customers they served. Hence the *Dow Chemical, Consumers Powers, Diamond Alkali* and of course *Thunder Bay Quarries* appeared on vessels. Names can be confusing, as they were sometimes shifted from ship to ship.

American Steamship Company had coal deliveries to Bay City on a regular basis, so a common

Author's Photo

Top: Deal and Earl on railroad ties.
Middle: Loading dock being built.
Bottom: Quarry site looking toward street.

Hann Photo Services,

The old Alpena dock is used by Inland Lake Transportation Inc., as their lay-up berth for their cement carriers.

dispatch was coal from Toledo or Sandusky to Bay City, and stone from Alpena to Fairport. Very nearly the same size, these first ships on this run would carry about 9,000 tons. This, too made dispatch for cargo quite versatile.

The loading machinery at Thunder Bay Quarries was an exceptionally good system. Not only could the belt conveyor to the hold reach out and in, the whole rig could run up and down the dock. Once in place, there was no need to shift the ship.

Another unusual feature was the capability to load stone and stockpile coal simultaneously. When fuel coal was brought in, and partially unloaded, the balance could be run off to the coal stockpile, while stone was loaded in the empty compartments. The "Bo-Co" boats, so nicknamed because they were Boland & Cornelius, (American Steamship Co.) owned, fit the trade exceptionally well. The self-unloader was distinct improvement. They were considered rather hard jobs for crews, but they too, were compensated for their efforts.

As the years rolled by, the "Bo-Co" boats took cargo after cargo out of T.B.Q. Then the Depression eased some, and the country turned to war. The author was a crewman on ships that loaded there during World War II, but after turning to other jobs, lost track of T.B.Q.

Recently, through the persistent research on the Recently, through the persistent research on the part of Capt. Patrick Gallagher, Sr. (ret.), a friend and former neighbor in Alpena, the closing was found for Thunder Bay Quarries.

The changing demands of Diamond Alkali products found the qualities of Thunder Bay Quarries unsuitable for their use. As a consequence, the Alpena operation was discontinued at the close of 1945. Whether the war had any effect on this is unknown.

The ship loading machinery was acquired by U.S. Steel and installed at Port Dolomite, near Cedarville, Michigan. There, as far as the authors' limited knowledge, it is still loading "dolomite", a different type of stone. The old Alpena dock is used by Inland Lake Transportation Inc. as a lay-up berth for their cement carriers.

Thunder Bay Quarries was a boon to Alpena at a time when the whole country was coping with a very serious Depression. It stayed through the recovery years and the World War II years. It gave hope when times were hard and work and wages when they were scarce.

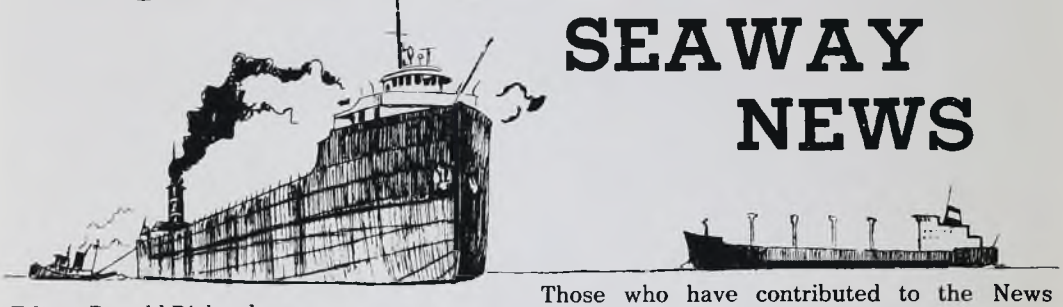
The author was surprised, no, amazed, that on inquiry, there are so few who remember Thunder Bay Quarries or anything about it. Granted the operation lasted only fourteen or fifteen years, closed in 1945 and was dismantled in 1947. Still, it seems that its impact would be well remembered and appreciated in 1992.

Emory Massman Photo/Dossin Coll.

Dossin Museum Coll.

Top: The DIAMOND ALKALI *carrying another cargo for American Steamship Company. Bottom: The* UNITED STATES GYPSUM *was another regular caller at Thunder Bay Quarries until it closed in 1945.*

GREAT LAKES & SEAWAY NEWS



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R. Burdick, S. Elve, Wm. Howell, T. Kroeff, M. MacKay, A. Mann, D. Mercer, P. Schmitt, T. Sechen, D. Story, J. Vournakis, J. Walter, S. Welch, D. Wicklund

Jun. 30. . . A member of the Canadian Parliament would like to see all tolls on the Great Lakes/St. Lawrence Seaway dropped. He would also like to see a rail subsidy for shipping western Canadian grain extended to include Canadian lakers. Over the last decade, shipments of western grain through the Seaway has dropped by about 50 percent. The M.P. would like to see the tolls dropped to save thousands of jobs that the Seaway provides. The newspaper article also said that last year an empty ship traveling the length of the Seaway would have paid $6,780 in tolls. A ship loaded with grain would have paid $38,000 in tolls. Markets in North Africa and the Middle East that were traditionally served through east coast ports are now being served through west coast ports.

Jul. 1. . . The *Federal St. Clair* passed upbound in the Seaway escorted by the tugs *Salvage Monarch* and *Helen McAllister* after grounding east of Cornwall on June 29th.

Jul. 2. . . C.S.L.'s *Atlantic Huron*, ex-*Prairie Harvest* passed upbound in the Welland Canal on her return trip to the Great Lakes.

Jul. 4. . . Crew members of the ferry *Jet Express* rescued two sailboaters from Lake Erie off Port Clinton after their 17-footer capsized. A third sailboater was rescued by the Port Clinton Harbor patrol.

. . . The Miller Boat Line, Inc. has signed a contract with Peterson Builders, Inc. of Sturgeon Bay, WI. to build a 96-foot auto/passenger ferry. The new ferry will be named *William Market*, who is the CEO of the Miller Boat Line. She is expected to enter service in early summer of 1993 and will operate between Put-in-Bay and the company's main dock at Catawba Point, Ohio.

Jul. 5. . . The tugs *Sioux*, ex-*Ste. Marie I*, *Oregon*, and *Dakota*, ex-*Ste. Marie II*, *Michigan*, have been sold to Holly Marine Towing of Chicago. They have been idle at Duluth for several years and cleared for Chicago with the *Sioux* towing the *Dakota*. When they arrived at the Soo on the 7th, they were detained by the Coast Guard because they didn't have a qualified master on board.

. . . Upper Lake's *Canadian Mariner* cleared Port Weller Dry Dock.

. . . .The Canadian Coast Guard icebreaker *Norman McLeod Rogers* has been taken out of service and is docked at Victoria for a "hazard assessment analysis". Tests have disclosed unacceptable levels of asbestos fibers on board the icebreaker.The threat of excessive asbestos fibers could idle 21 other vessels in the Coast Guard

87-vessel fleet. The *Rogers* has seen service on Canada's east coast and Great Lakes, but was transferred to the west coast last year.

Jul. 6. . . *Algosound* cleared temporary lay-up in Thunder Bay and arrived in Superior the next day to load grain at the Harvest States Elevator.

Jul. 7. . . *Atlantic Huron* arrived in Superior to load pellets at the Burlington Northern Dock. Due to steering gear problems, the G.L. Towing tug *Kansas* assisted the vessel in docking. This was her first visit to the Twin Ports. She cleared the next day with 21,933 gross tons of pellets for Stelco at Hamilton, Ontario.

. . . *Federal St. Clair* arrived at Port Weller Dry Dock for repairs after her June 29th grounding.

Jul. 8. . . Paterson's *Comeaudoc* lost power in the St. Clair River below the Blue Water Bridge and struck the seawall on the American side. The vessel sustained little damage while the extent of damage to the seawall is not known.

Jul. 9. . . The barge *McKee Sons* and the tug *Olive L. Moore* arrived at Bay City Aggregate Dock to unload stone. A mechanical breakdown delayed her unloading and she was forced to move to make room for the *William R. Roesch* to unload at the same dock. After repairs the *McKee Sons* departed on the 13th.

Jul. 11. . . *Kinsman Enterprise* loaded pellets at Escanaba for the C&P Dock in Cleveland. This is her first cargo of the season. She cleared lay-up in Buffalo a few days earlier. After unloading in Cleveland, she will

Photo by Steve Elve

The barge MCKEE SONS *departing Grand Haven, MI. on August 17, 1992.*

GREAT LAKES & SEAWAY NEWS ·

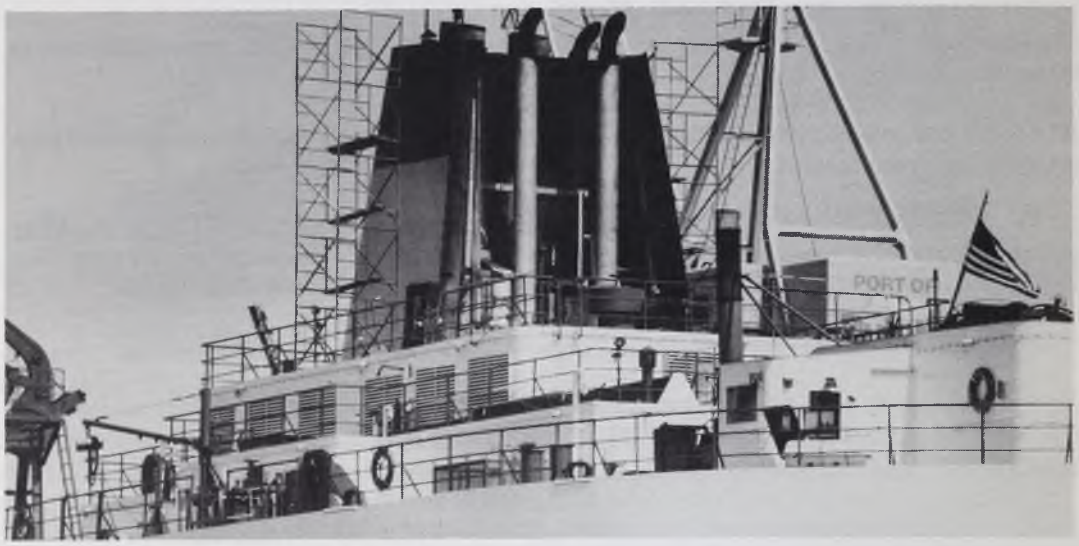

Photo by Terry Sechen

Close-up view of the smokestack of the ROGER BLOUGH *as she underwent engine repairs at the Duluth Port Terminal. Photo was taken on July 18, 1992.*

go to Duluth to load grain.

. . . *Skillings' Mining Review* reported that North American iron ore shipments to U.S. and Canadian destinations increased by 9% in May, 1992 over May of 1991. As of June 1, 1992, iron ore shipments in North America increased 3% over the same five months in 1991. All U.S. upper lakes ports and Canadian lower river ports except Pointe Noire reported improvements this year as compared to last year.

Jul. 12. . . The *HMCS Terra Nova* and *Nipigon* will undergo refitting at Port Weller instead of *HMCS Protecteur.*

Jul. 13. . . *Mesabi Miner* went aground in the St. Marys River near Mission Point at the location known as the "rock pile". She sustained a 30-foot gash in her bow. After freeing herself, she proceeded to the Carbide Dock at the Soo for inspection. At the time of the grounding, the *Miner* had moved in the channel to make room for the downbound *Kinsman Independent.*

Jul. 14. . . The *Algosoo* arrived at Wharf 6 in the Welland Canal for repairs.

Jul. 15. . . USX's *Roger Blough* arrived at the Port Terminal Dock in Duluth for engine repairs. She arrived with 35,000 tons of pellets loaded at Two Harbors. The next day Fraser Shipyard crews cut away one-third of her stack and a crane placed it on the dock. Apparently the stack was cut away to gain access to the engine room.

. . . .The Seaway Port Authority of Duluth reported that the Twin Ports handled 12.7 million metric tons of cargo during the first six months of 1992. This is a 9.4 percent increase over the same period last year. Iron ore shipments through June totaled 7.1 million tons; coal shipments totaled 3.4 million tons; grain shipments totaled 1.3 million tons. A total of 421 vessels have called at the Twin Ports, which is 49 more than the same period last year.

Jul. 18. . . Inland Steel's *Edward L. Ryerson* loaded the first cargo of crushed pellets ever shipped from the Escanaba ore dock. The cargo is bound for Inland's Indiana Harbor facility and will be used as sinter feed.

The pellets were crushed at a small facility installed this spring by the C.&N.W. Railroad. A second cargo of crushed pellets will be shipped later this year to the same plant.

Jul. 20 . . . The anchor lost by the *Edmund Fitzgerald* in the Detroit River in 1974 was raised by divers and taken to the Dossin Great Lakes Museum on Belle Isle for display. WDIV-Channel 4 in Detroit provided a hour-long program to cover the event.

. . . Fraser Shipyard crews welded the stack of the *Roger Blough* back together and she remained at the dock completing repairs. She cleared on the 22nd for Two Harbors to complete loading for Gary, Indiana.

Jul. 21. . . Inland Lakes Transportation's *Alpena* cleared Duluth after unloading cement. She had arrived on the 19th, but a breakdown in her unloading system caused a long delay in unloading.

Jul. 23. . . *Federal St. Clair* cleared Port Weller Dry Dock after completing repairs incurred in the June grounding.

. . . . Workmen begin removing the charred timbers of the schooner barge *Peshtigo* from the Saginaw River near the Liberty Bridge in Bay City. The *Peshtigo* was built in 1889 and abandoned in the Saginaw River in the 1920s. She burned to the waterline in the 1940s. The hulk had been declared a menace to navigation.

Jul. 24. . . Seaway workers reached a tentative contract with the Seaway Authority on a new three year contract.

Jul. 26. . .The *Canadian Leader* went on the Port Weller Dry Dock.

Jul. 27. . .The *USS Samuel Elliot Morrison* passed up the Welland Canal on a goodwill tour on the Lakes.

Jul. 28. . . *Algocape* cleared Thunder Bay with a cargo of grain ending her temporary lay-up at the Port Arthur Shipyard. With her return to service, all vessels of Seaway Bulk Carriers are now back in service.

Jul 31. . . *Atlantic Huron* arrived at Port Weller Dry Dock for survey and tied up at the fit-out wall.

Aug. 3. . . The *Edward L. Ryerson* loaded pellets at Silver Bay for the first time this season for Inland Steel's plant at Indiana Harbor.

Aug. 5. . . *The John J. Boland* loaded sand at Construction Aggregates in Grand Haven, MI. This was her first visit of the season since returning to service. She was the 42nd ship to visit Grand Haven this year, equalling the same number of visitors for this period in 1991.

. . . The St. Lawrence Seaway Authority reported the business on the Seaway was still slow for this season. Grain cargoes were down about 36% from last year. Although Canada signed an agreement with Russia to purchase wheat, little of the grain has been shipped.

. . . The saltie *Stellamare* arrived at the Dow Seaway Terminal on the Saginaw River to load three generators for Peru. The generators were from the abandoned nuclear power plant in Midland, MI.

. . . The Superior City Council voted to give the *USS Des Moines* Project, Inc. a portion of the hotel-motel tax until its debt of $1.25 million bank loan is repaid. The vote was deadlocked 5-5 until the mayor voted in favor of the measure. At that point it looked as if the cruiser would finally make its way to Superior. However, a

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few days later, a council member had a change of mind because of pressure from constituents. The member has now asked for a special meeting at which time she will reconsider her vote. Her "no" vote could sink the project unless private funding can be obtained.

Aug. 6. . . A major conveyor breakdown at the Burlington Northern Ore Dock in Superior delayed loading for 24 hours. The *George A. Stinson* and the *Algosoo* were affected by the breakdown.

. . . Peterson Builders Inc., a Sturgeon Bay shipbuilder will lay off 125 workers when work is completed on the last of fourteen mine countermeasure vessels that are being built for the Navy. Fifty workers will be laid off September 2nd, 50 more in October and 25 in November.

Aug. 8 . . . While attempting to salvage a sunken 28-foot cabin cruiser in Lake Erie northeast of Kelleys Island, two small tugs capsized and sank. The captain of the tug *Reliance* was lost when he became trapped in the vessel. The crew of the tug *Theresa* along with the remainder of the crew from the *Reliance* were rescued by other vessels in the area.

. . . Interlake's *J.L. Mauthe* arrived at DeTour for a three week lay-up.

. . . .The Lake Carriers' Association reported that iron ore shipments for the first half of 1992 have increased by 10% over the same period last year. Lake Erie coal shipments were up 5% while shipments of western coal through Superior were down 17%. Stone shipments from US ports have increased by 1%. As of August 1st, there were 53 out of 66 US-flag lakers in service.

Aug. 9. . . The tug *Menasha* was set adrift and sank in the St. Lawrence River off Ogdensburg, NY. She was in 25 feet of water with her masts above water and leaking diesel oil. (The report also gives the date of sinking as the 10th.)

Aug. 11. . . The passenger excursion vessel *Indian Maiden* arrived at Port Colborne for inspection and repairs. She operates out of Midland, Ontario.

Aug. 13. . . A drug search on the *Enerchem Refiner* in the Welland Canal disrupted traffic. No drugs were found.

Aug. 14. . . The cruise boat *Star of Cincinnati*, ex-*Star of Detroit* arrived in Cincinnati after a 57-day voyage via the Atlantic Ocean and Inland Rivers. She damaged her propeller when she grounded off North Carolina. The new propeller was lost in the Gulf of Mexico. Apparently her trip up the Mississippi and Ohio Rivers was uneventful. In Cincinnati she will operate for Webb Cruise Line.

Aug. 15. . . This year's shipping season in the Twin Ports of Duluth-Superior continued to improve. Shipments through the end of July totaled more than 17 million metric tons compared to 15.9 million tons for the same period last year. International shipments totaled 3.9 million tons which is more than double for 1991. However, grain shipments are falling behind last year, but expected to pick up in the fall. At the end of July, a total of 555 vessels have called at the Twin Ports; this is 33 more than last year at this time.

Aug. 16. . . The tug *Sea Eagle II* passed up the Welland Canal bound for Port Robinson to wait for the completion of a new cement barge.

. . . The *Star of Chicago III* cleared Port Lambton, Ontario for the Dean Construction Dock at Belle River, Ontario near Windsor. Enroute she was seized by the U.S. Coast Guard and moored at the Nicholson Dock.

Aug. 17. . . A McCullough Construction Company lifted the 36-foot tug *Reliance* from the bottom of Lake Erie. The tug *Theresa* was raised later in the day. The 28-foot cabin cruiser that the two tugs were attempting to raise wasn't raised until the 20th due to poor weather.

Aug. 18. . . It had to happen sooner or later. Scrapping of the *S.S. South American* began at the Kurt Iron and Metal Works at Baltimore, MD. Her last cruise on the Lakes was to Montreal in October, 1967, ending her 53-year career on the Lakes. Efforts to restore and bring her back to the Lakes failed and in 1988 she was taken over by the Kurt Iron & Metal Works.

. . . The tanker *Imperial St. Clair* arrived at Wharf 11 in the Welland Canal for repairs to her main generator.

Aug. 24 . . . The Corps of Engineers is running out of room to store the muck that they dredge from rivers and harbors around the Great Lakes. By the year 2006, 24 of the 26 disposal sites will be filled. At one time, the dredging was returned to the Lakes. Now, due to severe contamination, the dredgings must be disposed of in an environmentally safe landfill.

Aug. 25. . . The Lake Carriers' Association reported that iron ore shipments in July increased almost 14% over July of last year. July coal shipments remained the same as last year and stone shipments increased 13% over July of 1991. Shipments of all commodities carried by US-flag lakers in July increased by 9.8% over July of last year.

Aug. 26. . . The *S.T. Crapo* passed upbound at the Soo bound for Heron Bay with a load of cement. This was her first visit to a Lake Superior port this season.

Photo by Terry Sechen

The KINSMAN ENTERPRISE *loading her first grain cargo at General Mills Elevator on July 17, 1992.*

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Photo by Terry Sechen

ATLANTIC HURON *backing away from the Burlington Northern Ore Dock in Superior on July 17, 1992.*

Aug. 28. . . The *George A. Sloan* entered the drydock at Fraser Shipyard in Superior for a 5-year inspection. She will receive major steel replacements in the starboard bow side.

Aug. 29. . . The *Ralph Misner* struck the Shell Canada fueling dock at Corunna in the St. Clair River causing an estimated $1 million damage to both dock and vessel. She had loaded 25,100 tons of pellets for Quebec and was bound for Chicago when the mishap occurred.

Aug. 30. . . The *George A. Stinson* anchored in the lower St. Marys River because of engine trouble. A repairman was flown in to work on the turbo-charger.

. . . The Norwegian-flag saltie *Mary Anne* arrived in Ashland to unload copper concentrate at the Reiss Coal Dock. She was assisted in docking by the G-tugs *Kansas* and *Minnesota* from Duluth. The copper concentrate will be shipped by rail to White Pine, MI. for refining.

Aug. 31. . . The *Kinsman Enterprise* moved from her temporary lay-up berth in Duluth to the Harvest States Elevator in Superior to load grain. She cleared on September 2nd.

. . . The 730-foot *Petka* ran aground in Erie Harbor, Presque Isle Bay, just off the Perry Monument. She was carrying a cargo of steel. Durocher Dock & Dredge tugs *Meaghan Beth, Nancy Anne* and *Joe Van* finally freed her. When she tried to reach the dock, she grounded again and it took three tugs several hours to free her again. A faulty bow thruster was blamed for the mishap.

Miscellaneous . . .

. . . In July, while conducting underwater research in northern Lake Huron near Bois Blanc Island, a U-M research team discovered an uncharted wreck. The wreck is estimated to be 150 to 200 feet in length eight

hatches and three masts. Although there are at least six other vessels known to have been lost in the area. The wreck is thought to be the schooner-barge *Newell Eddy*, which was lost off Bois Blanc Island in April, 1893.

. . . Two scuba divers believe they have found the wreck of the *Queen City* in Lake Huron northeast of Lakeport, MI. The *Queen City* was a wooden sidewheel steamer built in Buffalo in 1848. The vessel was considered a "hard luck" boat which was eventually converted to a lumber barge. The barge was being towed upbound in Lake Huron by the tug *Eagle* on August 17, 1863 when they encountered a storm. The *Queen City* broke in two and sank in 45 feet of water with no loss of life. The wreck consists of about 142 feet of the stern section.

. . . Another wreck in the news is the *Showboat Sari II*. The Corps of Engineers has declared the wreck a hazard to navigation in the north branch of the Chicago River. The vessel was built in 1882 as the *City of Mackinac*. The sidewheeler was later renamed *Florida* and operated in lower Lake Michigan. In the mid-1930's she was converted to a floating clubhouse for the Columbia Yacht Club and was moored at the foot of Randolph street in Chicago. In May of 1955, she caught fire and was sunk in 28 feet of water to extinguish the fire. She was raised and continued to serve as a clubhouse. In 1955 she was purchased by private interests and converted to a restaurant and renamed *Showboat Sari II*. She was again sold in 1989, moved to her present location where she slowly sank.

. . . The brig *USS Niagara* cleared Erie, PA. for New York city to celebrate the 500th anniversary of Columbus discovering America. In early July, she cleared New York for Boston, accompanied by the replica of the British frigate *Rose* out of New Haven, CT. While at sea, the *Rose* and *Niagara* engaged in a mock battle. The *Rose* fired a broadside at the *Niagara*. The *Niagara's* guns have yet to be mounted, but Yankee ingenuity prevailed. The crew of the *Niagara* answered the *Rose's* broadside by throwing biscuits. Besides Boston, the *Niagara* will visit other east coast ports. The *Niagara* passed upbound in the Welland Canal for Erie on August 24th.

Great Lakes Calendar . . .

Fri. Dec. 4th - Great Lakes Maritime Auction at 8 p.m. at Detroit Yacht Club. Viewing begins at 5 p.m. Tickets must purchased in advance. Contact GLMI at (313)-267-6440 for further information.
Sat. Dec. 5th - GLMI Marine Mart in DeRoy Hall at Dossin Museum from 10-3 p.m.
Dec. 24- Jan. 12 - Dossin Museum closed to the public for maintenance work.
Sat. Jan 16th- GLMI Entertainment meeting at 11 a.m. at Dossin Museum. Guest speaker will be Dr. Charles Hyde presenting "Some History and Lore of Great Lakes Lighthouses".
Jan. 30-Feb. 7th - Michigan Boat & Fishing Show at Cobo Hall in Detroit.
Feb. 20th - 17th Annual Ford Seahorses Great Lakes Shipwreck Forum and Film Festival. Presentations all day with seminars and films. Tickets available at: Great Lakes Film Festival, P.O. Box 3858 Ann Arbor, MI. 48106.

BACK COVER PHOTO . . . *Smith*, wooden tug built in 1881 at Buffalo, NY. Originally built as *Albert J. Wright* (US 105993). 240 GT; 124 NT. 118 x 23 x 10. Renamed *Smith* in 1907. 191 GT; 130 NT. 127 x 21.7 x 10.5.. Sold Canadian (C 138371) in 1916 to Reid Wrecking Company, registered in Sarnia, Ontario. Foundered on October 24, 1930, four miles southeast of Long Point, Ontario.

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