

Telescope



MAY * JUNE, 1993
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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ·

There are two new books available in the museum's gift shop. *The Ferry Steamers: The Story of the Detroit-Windsor Ferry Boats* by William Oxford traces the history of ferries that operated between the two cities beginning with the steam ferry *Argo*. Included in this book are many excellent photos of the passenger and railroad ferries traveling on the Detroit River. This 128-page book sells for \$14.95. *Railway Steamships of Ontario* by Dana Ashdown describes vessels operated by railroad companies on the Great Lakes and St. Lawrence. The author traces the history of several major companies and gives a brief history on the 200 vessels that operated as rail car ferries, passenger ferries, iron ore carriers and coal transportation. The book contains almost 250 photos of vessels, docks and timetables. This 282-page book costs \$32.50 and members should remember to take their 10% discount plus \$3.00 for postage.

A correction for the cover photo caption on the *Jiimaan*. Jim Sprunt took the photo as the *Jiimaan* was inbound at Port Weller after sea-trials. Technically, her maiden voyage would have been the first trip for her owners, not after sea-trials were completed satisfactorily.

MEETING NOTICES ·

Our next entertainment meeting will be on Saturday, May 15th at the Museum of Arts & History in Port Huron in conjunction with the Marine Historical Society of Detroit and The Lake Huron Lore Society. Our guest speaker will be James Luke presenting "Great Lakes Ships Through the Eyes of a Cadet". The meeting begins at 8 p.m. There are no meetings scheduled for July.

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OUR COVER PICTURE . . . With the opening of the shipping season in late March, ship watchers are busy looking for new ships, renamed ships and are also photographing their favorites ships, freshly painted for the new season. Institute member Terry Sechen took this photo of the *Edgar B. Speer* departing her lay-up berth at the Duluth Port Terminal on March 19, 1991.

THE BARK COVERED HOUSE:

A TRIP TO MICHIGAN

by

KENNETH DICKSON

The following is a narrative excerpt from The Bark Covered House, written by William Nowlin as a tribute to his parents, Mr. and Mrs. John Nowlin, and published in Detroit in 1876. I have had the good fortune to obtain a "Lakeside Classic" copy printed by the R.R. Donnelley & Sons Company as a Christmas present for their employees in 1937.

The edition was edited by the President of the Burton Historical Collection, Milo Quaipe. I have added amplification notes which I feel will enhance the reader's understanding of the Nowlin's perilous journey from New York State to the wilds of Michigan.

I was aided in this undertaking by Steve Frazier, Chief Engineer from the str. Lee A Tregurtha of the Lakes Shipping fleet. Chief Frazier guided me through the Lake Erie Islands during a fierce southwesterly storm.

"Father made up his mind to go to Michigan, and nothing could change him. He sold his place in 1832, hired a house for the summer, then went down to York, as we called it, to get his outfit. Among his purchases were a rifle for himself and a shotgun for me. He said when we went to Michigan it should be mine. I admired his rifle very much. It was the first one I had ever seen. After trying his rifle a few days, shooting at a mark, he bade us good-by, and started "to view" in Michigan.

I think he was gone six or eight weeks, when he returned and told us of his adventures and the country. He said he had a very hard time going up Lake Erie. A terrible storm caused the old boat *Sheldon Thompson* to heave, and its timber to creak in almost every joint. He thought it must go down. He went to his friend, Mr. George Purdy, (who is now an old resident of the town of Dearborn), said to him; " You had better get up; we are going down! The Captain says 'every man on deck and look out for himself'. Mr. Purdy was too sick to get up. The

good old steamer weathered the storm and landed safely at Detroit."*

"Father said that Michigan was a beautiful country, that the soil was as rich as a barn yard, as level as a house floor, and no stones in the way. (I here state that he did not go any further west then where he bought his land.) He also said he had bought eighty acres of land, in the town of Dearborn, two and a half miles from a little village, and twelve miles from the city of Detroit. Said he would buy eighty acres more, east of it, after he moved in the spring, which would make it a square, a quarter section. He said it was as near Detroit as he could get government land, and he thought Detroit would always be the best market in the country."**

"Father had a mother three sisters, one brother and an uncle living in Unadilla County, USA."***

"He wished very much to see them, and, as they were about one hundred and fifty miles on the way to Michigan, he concluded to spend the winter with them. Before he was ready to start, he wrote to his uncle, Griffin Smith, to meet them, on a certain day, at Catskill, on the Hudson River. I cannot give the exact date, but remember that it was in the fall of 1833.

We traveled twenty-five miles in a wagon which brought us to Poughkeepsie, on the Hudson River, then took a night boat for Catskill where uncle was to meet us the next morning. Before we reached Catskill, the Captain said that he would not

*The steamer *Sheldon Thompson*, with Augustus Walker as captain was built in Huron, Ohio and launched August 1, 1830. She was of 242 tons, carried three masts, and was powered by low pressure steam. Her first run was to Mackinac and Green Bay. In 1832, the *Thompson*, and three other steamers were chartered by the United Government to transport troops and supplies to Chicago during the Black Hawk War. During this charter, 88 deaths occurred on board due to cholera.

**Mr. Nowlin's property was located in the northeast corner in the intersection of Telegraph and Vanborn roads, in Taylor Township, just inside the city of Dearborn. The Ecorse River flowed through the property.

***According to *Quaipe*, the word Country should have been printed as County. There is no Unadilla County, but the village of Unadilla is in the southwestern Ostego County, on the Susquehanna River.

would not stop there. Father said he must. The Captain said he would not stop for a hundred dollars as his boat was behind time. But he and father had a little private conversations, and the result was that he did stop. The Captain told his men to be careful of the things, and we were helped off in the best style possible. I do not know what changed the Captain's minds, perhaps he was a Mason.*

Uncle met us, and our things were soon on his wagon. Now, our journey lay over a rough, hilly country, and I remember it was very cold. I think we passed over some of the smaller Catskill Mountains. My delicate mother, wrapt as best she could be, with my little sister, (not then a year old), in her arms, also the other children, rode. Father and I walked some of the way, as the snow was quite deep on the mountains. He carried his rifle, and I my shotgun on our shoulders. Our journey was a tedious one, for we got along very slowly; but we finally arrived at Unadilla. There we had many friends and passed a pleasant winter. I liked the country better than the one we left, and we all tried to get father to buy there, and give up the idea of going to Michigan. But a few years satisfied us that he knew the best.

Early in the spring of 1834, we left our friends weeping, for, as they expressed it, they thought we were going 'out of the world'. As soon as navigation opened, in the spring, we started again with uncle's team and wagon. In this manner we traveled about fifty miles which brought us to Utica. There we embarked on a canal boat and moved slowly night and day, to invade the forests of Michigan.

Sometimes when we came to a lock, father got off and walked a mile or two. On one of these occasions, I accompanied him, and when we came to a favorable place, father signaled to the steerman, and he turned the boat up. Father jumped onto the side of the boat. I attempted to follow him, did not jump far enough, missed my hold and went down by the side of the boat into the water. However, father caught my hand and lifted me out. They said that if he had not caught me, I might have been crushed to death, as the boat struck the side at the same minute. That, certainly, would have been the end of my journey to Michigan. When it was pleasant, we spent part of the time on deck. One day

mother left my little brother, then four years old, in care of my oldest sister, Rachel. He concluded to have a rock in an easy chair, rocked over and took a cold bath in the canal. Mother and I were in the cabin. When we heard the cry "overboard", we rushed on deck, and the first thing we saw was a man swimming with something ahead of him. It proved to be my brother, held by one strong arm of an English gentleman. He did not strangle much: some said the Englishman might have waded out, in that case he would not have strangled any, as he had on a full cloth overcoat, which held him up until the Englishman got to him. Be that as it may, the Englishman was our ideal hero for many years, by his bravery and skill, unparalled by anything we had seen, he had saved our brother from a watery grave. That brother is now the John Smith Nowlin of Dearborn."

THE CLEVELAND WEEKLY HERALD

Saturday, April 19, 1834

Opening of Navigation - The schooner *Eclipse*, Capt. Burges, left this port and arrived at Dunkirk on the following morning. During the week the steamboat *Wm. Peacock*, and a schooner also cleared our harbor for ports west. The navigation of the lake is now open, and the arrival of boats on the canal is only waiting to make business on our wharves brisk and lively.*

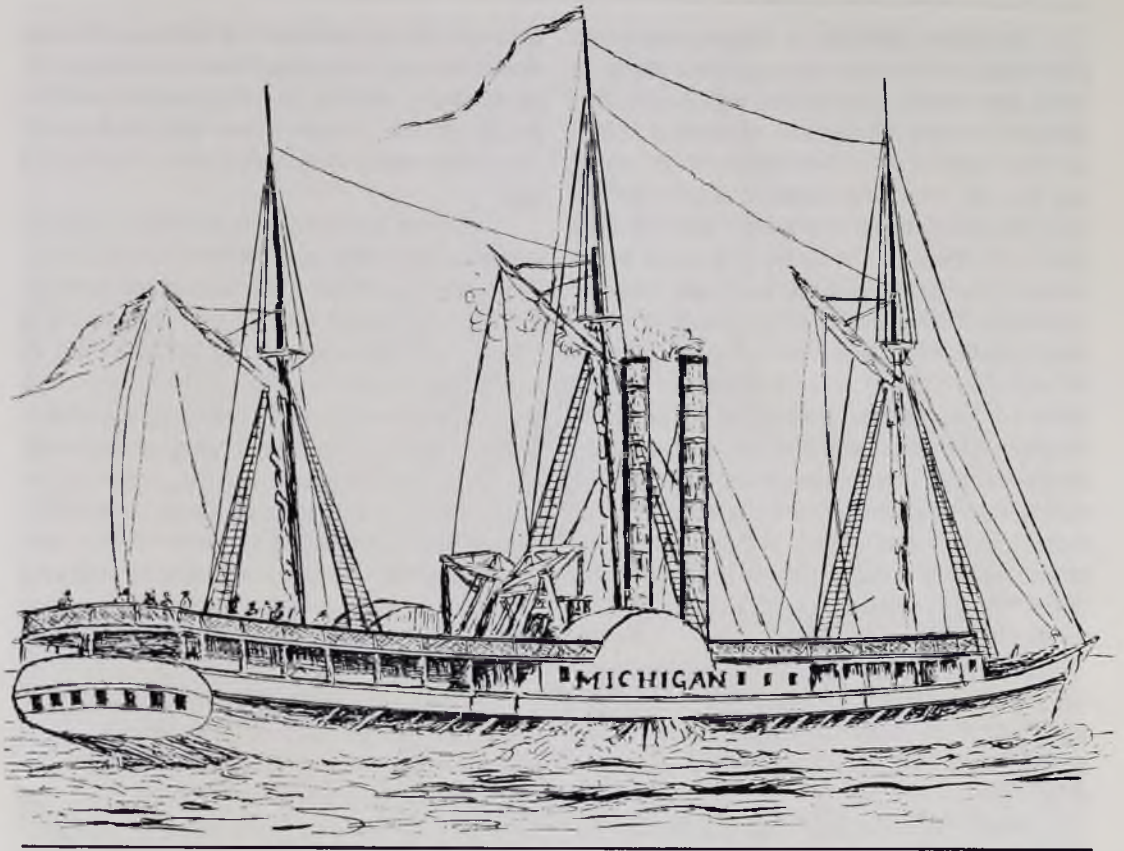
*The canal opening is in reference to the Ohio & Erie Canal. Thus, the New York State Canal would have been ice free at the same approximately time.

"Nothing more of importance occurred while we were on the canal. When we arrived at Buffalo, the steamer *Michigan*, then new, just ready for her second trip, lay at the wharf to start the next morning. Thinking we would get a better night's rest, at a public house than on the steamer, father sought one, but made a poor choice.

Father had four or five hundred dollars, which were mostly silver. He thought this would be more secure and unsuspected in mother's willow basket, which would be thought to contain only wearing apparel for the child. We had just got nicely installed and father gone to make preparations for our embarkation on the *Michigan* when the lady of the house came by mother and, as if to move it a little, lifted her basket. Then she said, "You must have plenty of money, your basket is very heavy."

When father came, and mother told him the liberty the lady had taken, he did not like it much, and I am sure I felt anything but easy.

*Members of the Masonic Fraternity will often go out of their way to help fellow members. They apparently introduced themselves to each other as Masons through secret recognition rituals during their private conversation.



In his history of Detroit, Silas Farmer describes the *Michigan*: "When the steamboat *Michigan* was launched at Detroit April 27, 1833, she was the largest then on the lakes, and the second built at Detroit, the first being the *Argo*. The deck of the *Michigan* was 156 feet long, breadth of beam 19 feet; extreme width 53 feet; and depth of hold 11 feet. The gentleman's dining room contained 30 berths aloft the engines and six staterooms forward with three berths each. The immediate space between the engines formed a part of the dining cabin, and was richly panelled and gilded. The ladie's cabin on deck contained 16 berths, and was elegently furnished. The forward cabin contained 44 berths. She was propelled by two low-pressure walking beam engines of 80 horsepower each, with cylinders of seven feet, three inches stroke and 40 inches in diameter. She was built for Oliver Newberry of Detroit and sailed on her first trip October 11, 1833, under the command of Captain Blake. "This voyage was a grand excursion tour of 2,000 miles visiting Mackinac City, Green Bay, and all other ports on either shore of Lake Michigan."

But father called for a sleeping room with three beds, and we were shown up three flights of stairs, into a dark, dismal room, with no window, and but one door. Mother saw us children in bed, put the basket of silver between my little brother and me, and then went down. The time seemed long, but finally father and mother came up. I felt much safer then. Late in the evening a man with a candle in one hand, came into the room, looked at each bed sufficiently to see who was in it. When he came to father's bed, which proved to be the last, as he went round, father asked him what he wanted there. He said he was looking for an umbrella. Father said he would give him one, caught him by the sleeve of his coat; but he proved to be stronger than his coat for he fled, leaving one sleeve of a nice broadcloth in father's hand. Father then put his knife over the door latch. I began to breathe more freely, but there was no sleep for father or mother, and but little for me that night.

Everything had been quiet about two hours when we heard steps, as of two or three, coming very quietly, in their stocking feet. Father rose, armed himself with a heavy chair and waited to receive them.

Mother hears the door-latch and fearing that father would kill, or be killed, spoke, as if not wishing them to hear, and said, "John have the pistols ready" (it will be remembered that we had pistols in place of revolvers in those days) "and the moment they open the door shoot them." This strategy worked; they retired as still as possible.

In about two or three hours more, they came back again, and although father told mother to keep still, she said again, "be ready now and blow them down the moment they burst open the door." Away they went again, but came once more just before daylight, stiller if possible than ever; father was at his station, chair in hand, but mother was determined all should live, if possible, so she said, "They are coming again, shoot the first one that enters!" They found that we were awake and, no doubt, that they would meet with a little warmer reception than they wished. Father really had no weapons with him except the chair and knife. I said, the room had no window, consequently, it was as dark at daylight as at midnight. The only way we could tell when it was daylight was by the noise on the street.

When father went down in the morning, he inquired for the landlord and the man that came into

his room; but the landlord and the man with one sleeve were not to be found. Father complained to the landlady, of being disturbed, and showed her the coat sleeve. She said it must have been an old man, who usually slept in that room, looking for bed.

We went immediately to our boat. As father was poor and wished to economize, he took steerage passage, as we had warm clothes and plenty of bedding, he thought this the best that he could afford. Our headquarters were on the lower deck. In a short time steam was up, and we bade farewell to Buffalo, where we spent a sleepless night, and with about six hundred passengers started on our course.

The elements seemed to be against us. A fearful storm arose, the captain thought it would be dangerous to proceed, and so put in below a little island opposite Cleveland, and tied up to a pier which ran out from the island. Here we lay for three weary days and nights, the storm continually raging.

"Finally, the captain thought he must start out. He kept the boat as near the shore as he could with safety, and we moved slowly until we were near the head of the lake. Then the storm raged and the wind blew with increased fury. It seemed as if the "Prince of the power of the air" had let loose the power of the wind upon us. The very air seemed freighted with woe. The sky above and the waters below were greatly agitated. It was dark afternoon, the clouds looked black and angry and flew across the horizon apparently in a strife to get away from the dreadful calamity that seemed to be coming upon Lake Erie.

We were violently tempest-tossed. Many of the passengers despaired of getting through. Their lamentations were piteous and all had gloomy forebodings of impending doom. The dark, blue, cold waves, pressed hard by the wind, rolled and tumbled our vessel frightfully, seeming to make our fears their sport. What a dismal, heart-rendering scene! After all our efforts in trying to reach Michigan, now I expected we must be lost. Oh how vain the expectation of reaching our new place, in the woods! I thought we should never see it. It looked to me as Lake Erie would terminate our journey.

It seemed as if we were being weighed in a great balance and that wavering and swaying up and down; balanced about equally between hope



ADVERTISEMENT FROM THE CLEVELAND WEEKLY HERALD

Saturday, May 10, 1834.

STEAMBOAT MICHIGAN,

CAPT. W.T. PEASE

Will commence her regular trips between Buffalo and Detroit, on Wednesday, the 23rd of April, touching at the intermediate ports. She will perform a trip every five days. The following are her days for sailing.

Leaves Buffalo at 9 a.m.

Leaves Detroit at 9 a.m.

Wednesday, April 23

Saturday, April 26

Tuesday, April 29

Friday, May 2

Monday, May 5

Thursday, May 8

OLIVER NEWBERRY

Agent, Detroit

BARKER & HOLT

Agents, Buffalo

BLAIR, SMITH, & Co.

Agents, Cleveland

Capt. Pease held the record for the quickest passage from Buffalo to Sandusky, 250 miles in 23 hours with the schooner Erie. October 3, 1822.



The trek of the Michigan across Lake Erie would have included a stop in Cleveland, before continuing onto Detroit. My feeling is that a storm from out of the southwest overtook them about four hours out of Cleveland. This would have put them between Pelee Island and Kelly's Island. The phrase "put in below a little island opposite Cleveland", is fairly easy to explain since Mr. Nowlin was not familiar with the geography of the lake. As they approached the Islands, Cleveland would appear to be almost due east of their location. Also, the Michigan would have turned to port to make the "Old Quarry Dock" on Kelly's Island, thus making him think they were at the bottom of the island. After being in sheltered waters for three days, the storm starts to moderate and the captain heads for Catawba to follow the shore line to, perhaps Locust Point, before changing course for the Detroit River.

It was at this point that the storm shifts to the northwest as the low pressure cell moves across Lake Erie. Mr. Nowlin states that the Michigan "moved slowly .. ship not making much headway, ... white caps broke on the deck, the front part of the boat would seem to settle down, ... lower and lower, ... and then the boat would straighten herself." When you couple this with his statement that he would stand at the railing with his family and watch the storm, it would indicate that the ship was heading directly into the storm, This would place the steerage or stern of the ship in a somewhat protected position.

and fear, life and death.

"No one could tell which way it would turn with us. I made up my mind, and promised if ever I reached terra-firma never to set foot on that lake again, and I have kept my word inviolate. I was miserably sick, as were nearly all the passengers. I tried to keep on my feet, as much as I could, sometimes I would take hold of the railing and gaze upon the wild terrific scene, or lean against whatever I could find that was stationary near mother and the rest of the family. Mother was calm, but I knew that she had little hope that we would ever reach land. She said her children were all with her and we should not be parted in death; that we should go together, and escape the dangers and tribulations of the wilderness.

"I watched the movements of the boat as much as I could. It seemed as if the steamer could not withstand the furious powers that were upon her. The front part of the boat would seem to settle down, down lower and lower if possible that it had been before. I looked to me, often, as though we were going to plunge headforemost, alive, boat and all into the deep. After awhile the boat would straighten herself again, and hope revive for a moment then I thought that our staunch boat was nobly contending with the adverse winds and waves, for the lives of her numerous passengers. The hope of their being able to outride the storm was all the hope I had of ever reaching shore.

"I saw the captain on deck looking wishfully toward the land, while the white caps broke fearfully on our deck. The passengers were in a terrible state of consternation. Some said we gained a little headway; others said we did not. The most awful terror marked nearly every face. Some wept, some prayed, some swore and a few looked calm and resigned. I was trying to read my fate in other faces when an English lady, who came on the canal boat with us, and who had remained in the cabin up to this time, rushed on deck, wringing her hands and crying at the top of her voice, "We shall be lost! We shall be lost! Oh! Oh! Oh! I have crossed the Atlantic Ocean three times, and it never compared with this! We shall be lost!

One horse that stood on the bow of the boat died from the effects of the storm. Our clothes and bedding were all drenched, and to make our condition still more perilous, the boat was discovered to be on fire. This was kept as quiet as possible. I did

not know that it was burning, until after it was extinguished; but I saw father with others, carrying buckets of water. He said the boat had been on fire, and they had put it out. The staunch boat resisted the elements; ploughed her way through and landed us safely in Detroit.

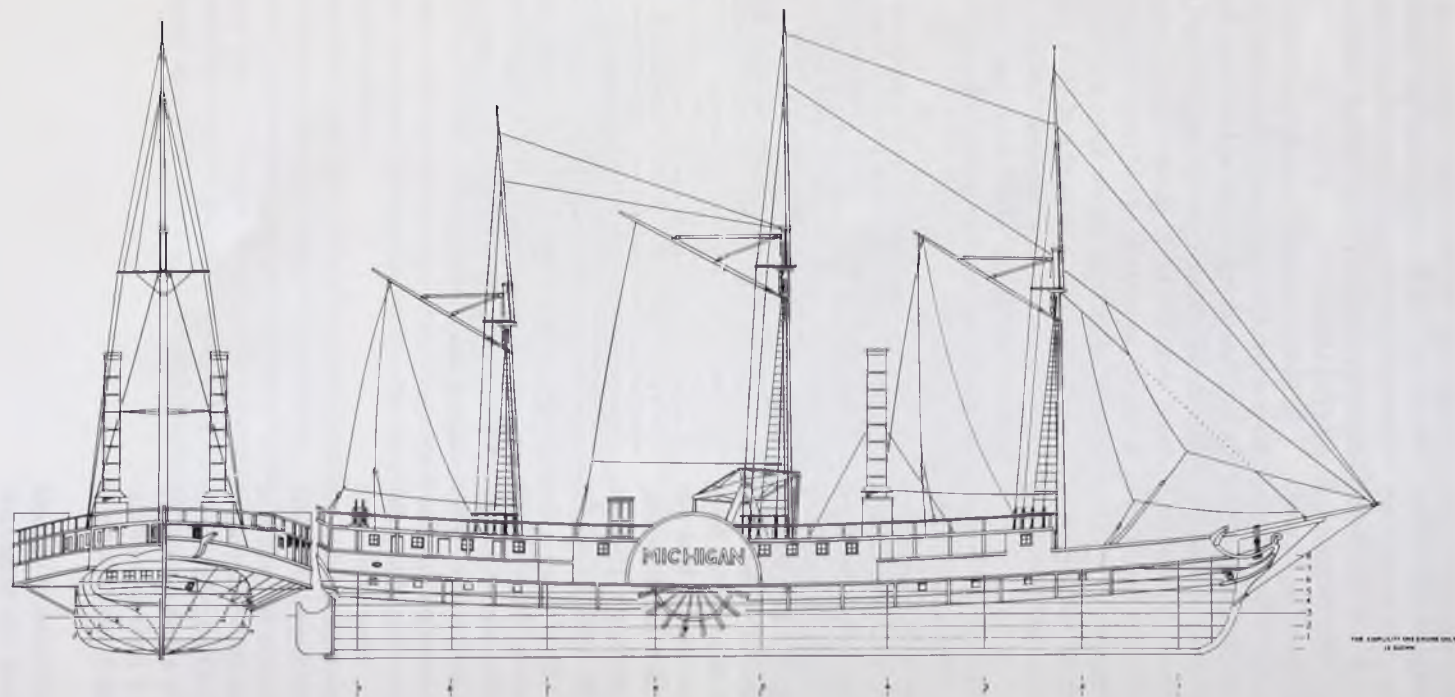
"Some years after our landing at Detroit, I saw the steamboat *Michigan* and thought of the perilous time we had on her coming up Lake Erie. She was then an old boat and was laid up. I thought of the many thousand hardy pioneers she had brought across the turbulent lake and landed safely on the shore of the territory whose name she bore.

It was night, in the spring of 1834, when we arrived at Detroit, and we made our way to the United States Hotel, which stood near where the old post office was and where Mariners' Church now stands."*

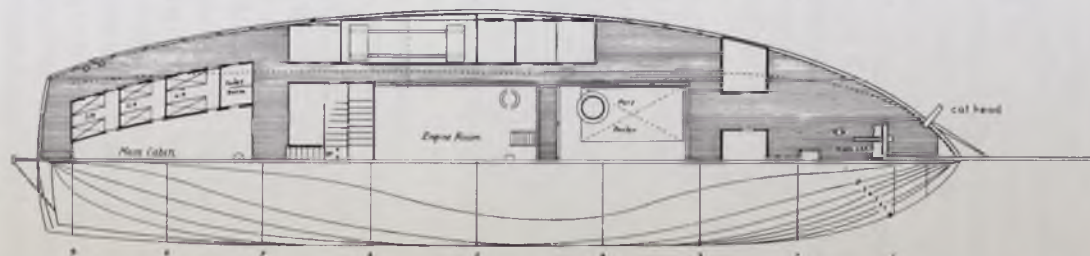
*Milo Quaife writes: "The Mariners' Church still stands at the northeast corner of Woodbridge Street and Woodward Ave. It was erected by two pious sisters, Miss Charlotte Ann Taylor and Mrs. Julia Ann Anderson. Detroit has been for generations a center of resort for lake sailors, whose homeless and frequently destitute condition the two founders of the Church sought to alleviate."

The bulk of the funds needed to build and maintain the Church came from the estate of their father, James Taylor. When he died, his brother-in-law, Thomas Bagnall invested funds in the British Consols and the New York State Erie Canal bonds. The bonds matured in 1850 however, it is quite evident that Julia Anderson had overestimated the value of her estate. Milo Quaife writes: "If ever a group of men labored . . . to discharge a seemingly impossible trust imposed upon them, it was the original board of trustees of Mariners' Church . . . Apart from the lot designated for the Church site, they had only \$13,600 and another commercial lot, with which to finance the Church. Unwilling to leave the Church without an assured income, they hit upon the plan of devoting the ground floor of the structure to business uses." Some of the first tenants were the United States Post Office, who occupied the lower floor from 1849 until 1860, and a bank, which later became Detroit Bank & Trust. Today, that same bank continues operating in Detroit as Comerica.

The Church was moved to its present location in 1955 to facilitate the renovation of Detroit's Civic Center..



FOR DISPLAY ONE END ONLY
18 INCHES



MICHIGAN OF 1833

BUILT IN DETROIT BY FAIRBANKS CHURCH
FOR LAKE MICHIGAN STEAMBOAT CO.

LENGTH 87.156 FT. EXTREME BREADTH 33 FT.
BEAM 20 FT. DEPTH 11 FT. 2 INS.

ENGINES BY DETROIT IRON WORKS

UNDER

CYRUS BATTALL

2 LOW-PRESSURE, BEAM-TYPE, INDEPENDENT SHAFTS

GREAT LAKES MODEL SHIPBUILDERS GUILD

DELLE ISLE, DETROIT, MI.
MICHIGAN

SHEET NO. 1

DRAWN BY
J. E. Johnson

Scale 1/4" = 1'

GREAT LAKES VESSELS THAT SERVED DURING WORLD WAR II - ARMY VESSELS

by
FREDERIC WEBER
Part I

In commemoration of the 50th Anniversary of World War II, *Telescope* will periodically publish articles on the contributions made by the Great Lakes states on behalf of the war effort. After Pearl Harbor, shipyards along the Great Lakes worked primarily to keep the ore, coal and stone shipments flowing to the steel mills and power plants.

On February 7, 1942, President Roosevelt by Executive Order created the War Shipping Administration. According to *Time* magazine, February 16, 1942, this agency was "created to control the operation, purchase, charter, requisition and use of all ocean vessels under the flag or control of the U.S. (except fighting ships and those engaged in coastwise, intercoastal and inland transportation). Purpose: to set up a shipping pool to serve military and economic strategy, . . . The new USA-Administrator: leathery, salty, Rear Admiral Emory S. (Jerry) Land, 63, Head of the Maritime Commission."

TROOPSHIPS -

COLORADO: Bareboat-chartered. Steel. 253' x 44' x 26'. Gross tons: 2689. Engine/HP: Recip/1,500. Builder: Manitowoc Shipbuilding, Manitowoc, WI., 1920. Ex-laker, *Lake Galisteo* from Agwilines Inc., New York,

OCTORORA: Bareboat-chartered. Steel. 348' x 45' x 28'. Gross tons: 4,588. Engine/HP: Recip/2,500. Builder: Detroit Shipbuilding Co., Wyandotte, MI., 1910.

U.S. Army Cargo Ships -

ALAMO: Bareboat-chartered. Steel. 253' x 44' x 28'. Gross tons: 2,676. Engine/HP: Recip/1,500. Builder: Great Lakes Engineering Works, Ashtabula, OH., 1918. Ex-laker, *Lake Elon* from Agwilines Inc., New York, N.Y.

ALENCON: Bareboat-chartered. Steel. 253' x 44' x 28'. Gross tons: 2,676. Engine/HP: Recip/1,500. Builder: Great Lakes Engineering Works, Ashtabula, OH., 1919. Ex-laker, *Brookings*, ex-*Cowiche*, from Compagnie Generale Transatlantique, Paris, France. Machinery aft.

ATLANTIC TRADER: Bareboat-chartered. Steel. 253' x 44' x 23'. Gross tons: 2,241. Engine/HP: Recip/1,250. Builder: Great Lakes Engineering Works, Ashtabula, OH., 1918. Ex-laker, *Crathorne*, *Frank J. Peterson* from Saginaw Dock & Terminal Co.

BARBARA OLSON: Bareboat-chartered. Steel. 251' x 44' x 23'. Gross tons: 2,146. Engine/HP: Recip/1,250. Builder: Manitowoc Shipbuilding, Manitowoc, WI., 1918. Ex-laker: *Corrales* from Oliver J. Olson & Co., San Francisco.

C.T. JAFFRAY: Bareboat-chartered. Steel. 358' x 46' x 30'. Gross Tons: 4,163. Engine/HP: Recip/1,700.



Dossin Museum Coll.



Dossin Museum Coll.

TOP: The OCTORARA sailed on the Lakes until the end of 1935 and was laid up in Buffalo. She was assigned to the US Army in 1943 and towed to Chicago to make the trip to New Orleans via the Mississippi River. She served in the Pacific. Bottom: The CHIPPEWA was originally built for the Independent Steamship Co. and later sailed for Hutchinson & Co.

Builder: Detroit Shipbuilding Co., Wyandotte, MI., 1902. Ex-*Muncy* from Great Lakes Transit Corp., Buffalo, N.Y.

CARIBQUEEN: Bareboat-chartered. Steel. 251' x 44' x 28'. Gross tons: 2,592. Engines/HP: Recip/1,500. Builder: American Shipbuilding, Chicago, IL., 1920. Ex-laker *Lake Giddings*, ex-*Texas Shipper*, ex-*West Shipper* from Stockard SS Corp., New York.

CHIPPEWA: Bareboat-chartered. Steel. 251' x 44' x 28'. Gross tons: 2,592. Engines/HP: Recip/1,500. Builder: Detroit Shipbuilding Co., Wyandotte, MI., 1920. From Standard Dredging Corp., New York, N.Y.

CITY OF DALLAS: Bareboat-chartered. Steel. 251' x 44' x 28'. Gross tons: 2,559. Engines/HP: Recip/1,500. Builder: Toledo Shipbuilding, Toledo, OH., 1919. Ex-laker, *Lake Fillion* from Southern SS Co., Philadelphia.

CITY OF FORT WORTH: Bareboat-chartered. Steel. 251' x 44' x 28'. Gross tons: 2,606. Engine/HP: Recip/1,500. Builder: McDougall-Duluth, Duluth, MN., 1919. Ex-laker *Lake Flaxman*, ex-*Lacrosse* from Southern SS Co.

CITY OF HOUSTON: Bareboat-chartered. Steel. 251' x 44' x 28'. Gross tons: 2,609. Engines/HP: Recip/1,500. Builder: McDougall-Duluth, Duluth, MN., 1919. Ex-laker *Lake Strymon* from Southern SS Co.

CITY OF PHILADELPHIA: Bareboat-chartered. Steel. 251' x 44' x 29'. Gross tons: 2,674. Engine/HP: Recip/1,500. Builder: Great Lakes Engineering Works, Ashtabula, OH., 1919. Ex-laker *Lake Elsmere* from Southern SS Co.

CYNTHIA OLSON: Bareboat-chartered. Steel. 251' x 44' x 23'. Gross tons: 2,140. Engine/HP: Recip/1,250. Builder: Manitowoc Shipbuilding, Manitowoc, WI., 1918. Ex-laker *Coquina* from Oliver J. Olson & Co. First Army vessel lost in World War II, was enroute to Hawaii and disappeared on December 7, 1941, presumably the victim of a Japanese submarine that had been trailing her.

DANIEL WILLARD: Bareboat-chartered. Steel. 358' x 46' x 30'. Gross tons: 4,185. Engine/HP: Recip/1,600. Builder: Buffalo Dry Dock, Buffalo, N.Y., 1907. Ex-*Wissahickson* from Great Lakes Transit Corp.

EDWARD CHAMBERS: Bareboat-chartered. Steel. 359' x 46' x 30'. Gross tons: 4,202. Engines/HP: Recip/1,800. Builder: Great Lakes Engineering Works, Ashtabula, OH., 1909. Ex-*North Sea* from Great Lakes Transit Corp.

EL CEDRO: Bareboat-chartered. Steel. 253' x 44' x 28'. Gross tons: 2,512. Engine/HP: Recip/1,300. Builder: Great Lakes Engineering Works, Ecorse, MI., 1919. Ex-laker *Couparle* from James B. Griffith & Sons, Seattle. Machinery aft.

H.A. SCANDRETT: Bareboat-chartered. Steel. 359' x 46' x 30'. Gross tons: 4,010. Engine/HP: Recip/1,500. Builder: Great Lakes Engineering Works, St. Clair, MI., 1909. Ex-*North Sea*.

JACK: Owned by U.S. Army. Steel. 251' x 44' x 28'. Gross tons: 2,622. Engine/HP: Recip/1,350. Builder: American Shipbuilding, Lorain, OH., 1919. Ex-laker *Lake Fresco*. From Poker Fleet. Torpedoed in North Atlantic in April, 1942.

KING: Owned by U.S. Army. Steel. 251' x 44' x 28'. Gross tons: 2,624. Engine/HP: Recip/1,350. Builder: American Shipbuilding, Cleveland, OH., 1919. Ex-laker *Lake Fristell*. From Poker fleet.

LAKE ELLIJAY: Owned by U.S. Army. Steel. 253' x 28' x 28'. Gross tons: 2,460. Engine/HP: Recip/1,350. Builder: Great Lakes Engineering Works, Ecorse, MI., 1919.

LAKE FRANCES: Bareboat-chartered. Steel. 251' x 44' x 21'. Gross tons: 2,013. Engine/HP: Recip/1,250. Builder: Toledo Shipbuilding, Toledo, OH., 1918. From Coastal SS Co., Tacoma, WA.

LAKE ORMOC: Bareboat-chartered. Steel. 251' x 44' x 24'. Gross tons: 2,380. Engine/HP: 6-cyl. diesel/1,000. Builder: Detroit Shipbuilding, Wyandotte, MI., 1918. Owned by Ford Motor Co.

GANANDOC: Bareboat-chartered. Steel. 253' x 43' x 20'. Gross tons: 1,924. Engine/HP: 750. Builder: Swan, Hunter & Wigham Richardson, Wallsend-on-Tyne, England., 1929. Former Great Lakes bulk carrier.

LUMBERLADY: Bareboat-chartered. Steel. 253' x 44' x 28'. Gross tons: 2,333. Engine/HP: Recip/1350. Builder: Great Lakes Engineering Works, Ecorse, MI., 1919. Ex-*Lumberman*, ex-*F.A. Warner*, ex-*Cottonplant*. Owners: Parks Lumber Co. Inc., Los Angeles, CA.

M.G. Zalinski: Owned by U.S. Army. Steel. 251' x 44' x 28'. Gross tons: 2,333. Engine/HP: Recip/1,350. Ex-laker *Lake Frohna*, ex-*Ace* from Poker fleet.

MERRIMAC: Owned by U.S. Army. Steel. 251' x 44' x 28'. Gross tons: 2,606. Engine/HP: Recip/1,500. Builder: McDougall-Duluth, Duluth, MN., 1920. Ex-laker *Lake Floris*. From Merchants & Miners Transportation Co., Baltimore. Sunk by submarine in the Gulf of Mexico in June, 1943.

NEVADA: Owned by U.S. Army. Steel. 221' x 42' x 29'. Gross tons: 1,685. Engine/HP: Recip./1,600. Ex-*Nevada*, ex-*Rogday*. Sank in Atlantic Gale in December, 1943.

NORFOLK: Owned by U.S. Army. Steel. 253' x 44' x 30'. Gross tons: 2,453. Engine/HP: Recip./1,500. Ex-laker *Lake Glasco* from Aquilines.

NORINDIES: Bareboat-chartered. Steel. 254' x 44' x 28'. Gross tons: 2,677. Engine/HP: Recip/1,500. Builder: Saginaw Shipbuilding, Saginaw, MI., 1920. Ex-laker *Lake Furnas*, ex-*Providence*. From Merchants & Miners Transportation Co., Baltimore.

NORLAGO: Bareboat-chartered. Steel. 251' x 44' x 28'. Gross tons: 2,606. Engine/HP: Recip/1,500. Builder: McDougall-Duluth, Duluth, MN., 1920. Ex-laker *Lake Fippen*, ex-*Fargo*, ex-*Nantucket*. From Merchants & Miners Transportation Co., Baltimore.

ONEIDA: Bareboat-chartered. Steel. 251' x 44' x 28'. Gross tons: 2,664. Engine/HP: Recip/1,500. Builder: Detroit Shipbuilding Co., Wyandotte, MI., 1919. Ex-laker *Lake Gilboa*. Foundered in North Atlantic, May, 1943. From Agwilines.

NORLUNA: Bareboat-chartered. Steel. 251' x 44' x 28'. Gross tons: 2,637. Engine/HP: recip/1,500. Builder: American Shipbuilding, Chicago, IL., 1920. Ex-laker *Lake Getaway*, ex-*Upshur*. Lost off Labrador in October, 1942. From Merchants & Miners.

OZARK: Bareboat-chartered. Steel. 253' x 44' x 28'. Gross tons: 2,637. Engine/HP: Recip/1,500. Builder: Manitowoc Shipbuilding, Manitowoc, WI., 1919. Ex-laker *Lake Savus*. From Aquilines.

RARITAN: Bareboat-chartered. Steel. 251' x 44' x 26'. Gross tons: 2,649. Engine/HP: Recip/1,500. Builder: American Shipbuilding, Detroit, MI., 1919. Ex-laker *Lake Fairton*, ex-suction dredge *Detroit* from the Corp of Engineers. Lost off the coast of South Carolina in February, 1942.

ROANOKE: Owned by the U.S. Army. Steel. 251' x 44' x 28'. Gross tons: 2,606. Engine/HP: Recip/1,500. Ex-laker *Lake Glasco*. Sunk by submarine in the Irish Sea in January, 1945. From Merchants & Miners.



Capt. W.J. Taylor Coll/Dossin Museum



Dossin Museum Coll.

TOP: The JACK was sold to the US Maritime Commission in 1941 and was reported lost by enemy action in the Caribbean in 1942. Bottom: The GANANDOC was sold to the US government in 1942 and was assigned to the US Army Service Forces and made a "Baby Flat Top". At the end of the war she was bought by Paterson and registered in Canada.

ROSEBANK: Bareboat-chartered. Steel. 251' x 44' x 28'. Gross tons: 2410. Engine/HP: Recip. Builder: Collingwood Shipbuilding, Collingwood, Ontario, Canada, 1920. Ex-*Canadian Observer*.

SAN ANTONIO: Bareboat-chartered. Steel. 254' x 44' x 28'. Gross tons: 2,689. Engine/HP: Recip/1,500. Ex-laker *Lake Iktan*. From Southern SS Co.

SCOTIA: Bareboat-chartered. Steel. 254' x 44' x 28'. Gross tons: 2,649. Engine/HP: Recip/1,500. Ex-laker *Lake Galewood*. Grounded off Alaska in December, 1943. From Pacific Lumber Co., San Francisco.

SORELDOC: Bareboat-chartered. Steel. 253' x 43' x 20'. Gross tons: 1,926. Engine/HP: Recip/750. Builder: Swan, Hunter & Wigham Richardson, Wallsend-on-Tyne, England., 1928. Ex-Great Lakes bulk carrier, sunk by submarine in the Irish Sea in February, 1945.

TEXADA: Bareboat-chartered. Steel. 253' x 44' x 28'. Gross tons: 2,477. Engine/HP: Recip/1,350. Builder: Great Lakes Engineering Works, Ecorse, MI., 1919. Ex-laker *El Cicuta*, ex-*Lake Dunmore*. From Kingsley Navigation Co., San Francisco.

VANES: Bareboat-chartered. Steel. 251' x 44' x 28'. Gross tons: 2,609. Engine/HP: Recip/1500. Builder: *Lake Flatonia*, ex-*Texas Planter*, ex-*West Planter*.

WEST TEXAS: Bareboat-chartered. Steel. 253' x 44' x 28'. Gross tons: 2,686. Engine/HP: Recip./1,500. Builder: Globe Shipbuilding, Superior, WI., 1920. Ex-laker *Lake Flag*. From Southern SS Co.

WICHITA FALLS: Bareboat-chartered. 251' x 44' x 28'. Gross tons: 2,559. Engine/HP: Recip./1,500. Builder: Toledo Shipbuilding, Toledo, OH., 1920. Ex-laker *Lake Fincastle*, ex-*Union Liberty*. From Southern SS Co.

CARGO SHIPS: TIME OR VOYAGE CHARTERS

BELIZE: Steel. 250' x 44' x 26'. Gross tons: 2,153. Engine/HP: Recip. Builder: Manitowoc Shipbuilding, Manitowoc, WI., 1919. Ex-Laker *Cornucopia*, ex-*Cornore*.

FRANCIS SALMAN: Steel. 251' x 44' x 26'. Engine/HP: Recip/1,500. Builder: McDougall-Duluth, Duluth, MN., 1919. Ex-Laker *Lake Flambeau*, ex-*James River* from Canadian Gulf Line, Houston. Lost in January, 1942 when overdue in North Atlantic.

NIDARNES: Steel. 251' x 44' x 22'. Gross tons: 2,353. Engine/HP: Recip. Builder: Detroit Shipbuilding Co., Wyandotte, MI., 1918. Norwegian-flag. Sunk by submarine in Gulf of Mexico in June, 1942.

A.M. Baxter: Steel. 253' x 44' x 28'. Gross tons: 2,428. Engine/HP: Recip/1,350. Builder: Great Lakes Engineering Works, Ashtabula, OH., 1919. Ex-Laker *Cowanshannock*, ex-*H.W. Baxter* from Horace X. Baxter SS Co., San Francisco.

INTERNATIONAL: Steel. 254' x 44' x 28'. Gross tons: 2,704. Engine/hp: Recip/1,350. Builder: Great Lakes Engineering Works, Ashtabula, OH., 1919. Ex-Laker *Lake Singara*.

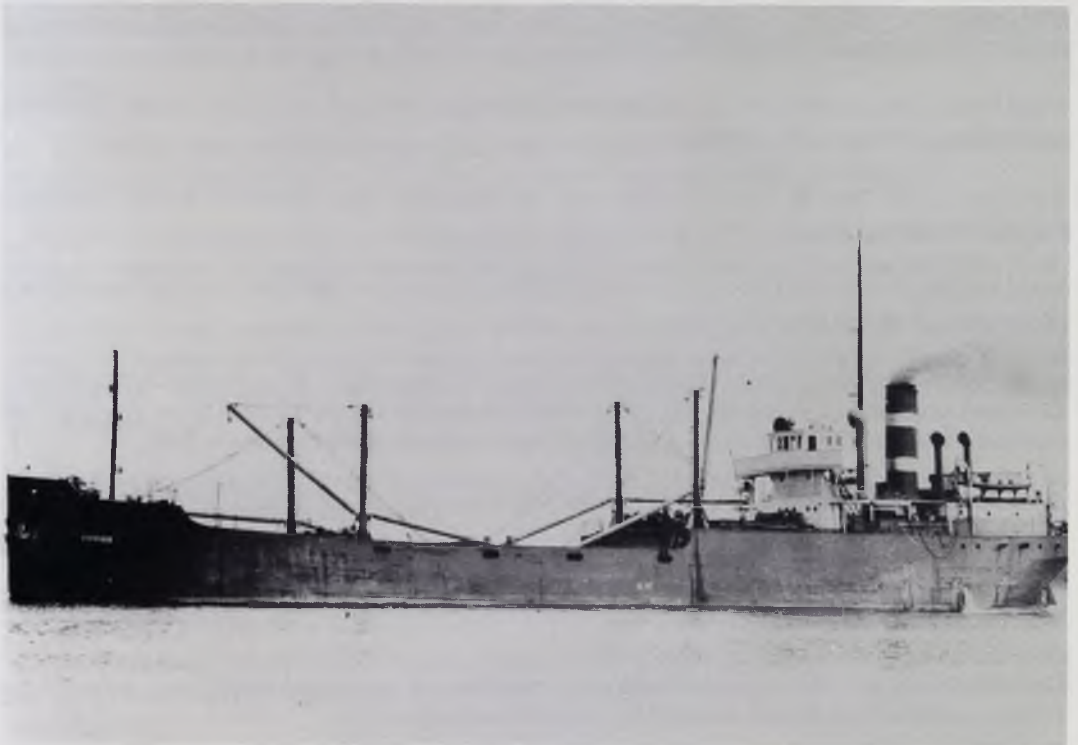
LAKE OSWEYA: Steel. 251' x 44' x 24'. Gross tons: 2,398. Engine/HP: 3-Cyl diesel/1,200. Builder: Saginaw Shipbuilding, Saginaw, MI., 1918. From Ford Motor Co. Lost off Maine in February, 1942.

P.E. CROWLEY: Steel. 391' x 50' x 28'. Gross tons: 4,404. Engine/HP: Recip/1,800. Builder: Union Dry Dock, Buffalo, NY., 1899. Ex-*Buffalo* from Great Lakes Transit Corp.

SAMOA: Steel. 251' x 44' x 20'. Gross tons: 1,997. Engine/HP: 1,250. Builder: McDougall-Duluth, Duluth,



Dossin Museum Coll.



Dossin Museum Coll.

Top: The LAKE OSWEYA was lost off Maine in Feburary, 1942. Bottom: The ex-laker COULEE was sold to the Fall River Navigation Co. in 1928 and renamed WILLIAM C. ATWATER .

MN., 1918. Ex-Laker *Lake Pepein*, ex-*Muerthe*. From W.A. Schaefer, Portland, Oregon.

WILLIAM C. ATWATER: Steel. 254' x 44' x 28'. Gross tons: 2,450. Engine/HP: Recip/1,350. Builder: Great Lakes Engineering Works, Ecorse, MI, 1919. Ex-Laker *Coulee*. From Atwater C. Co., Fall River Nav. Co, Fall River, MA.

W.W. ATTERBURY: Steel. 358' x 46' x 30'. Gross tons: 4,142. Engine/HP: Recip/1,600. Builder: Detroit Shipbuilding, Wyandotte, MI., 1909. Ex-*Conemaugh* from Great Lakes Transit Corp.

ALLOCATED CARGO - STANDARD MARITIME COMMISSION HULLS -

JOHND. WHIDDEN: Steel steamship. Coastal vessel. 259' x 42' x 18'. Gross tons: 1,700. Engine/HP: Recip/1,300. Oil burning. Built for the War Shipping Admin.

COASTAL CARGO VESSELS:

HULLS #5-14: Steel. 99' x 24' x 11'. Gross tons: 180. Engine/HP: 8-cyl. diesel/300. Builder: Sturgeon Bay Shipbuilding, Sturgeon Bay, WI., 1943.

HULLS #15-16: Steel. 99' x 24' x 11'. Gross tons: 180. Engine/HP: 5-cyl diesel/300. Builder: Kewaunee Shipbuilding, Kewaunee, WI., 1943.

HULL #27-JANIDORE: Steel/2 propellers. 133' x 24' x 11'. Gross tons: 320. Engine/HP: 2-6 cyl. diesel/700. Builder: DeFoe Boat Co., Bay City, MI., 1930.

HULLS #73-79: Steel. 99' x 24' x 11'. Gross tons: 180. Engine/HP: 5 cyl. diesel/250. Builder: Kewaunee Shipbuilding, Kewaunee, WI., 1943-4.

HULLS #121-122: Steel. 99' x 24' x 11'. Gross tons: 180. Engine/HP: 5 cyl. diesel/250. Builder: Kewaunee Shipbuilding, Kewaunee, WI., 1943-4.

HULLS #126-130: Steel. 99' x 24' x 11'. Gross tons: 180. Engine/HP: 8 cyl. diesel/300. Builder: Sturgeon Bay Shipbuilding, Sturgeon Bay, WI., 1943.

HULLS #344-348: Steel. 177' x 32' x 14'. Gross tons: 560. Engine/HP: 2 6-cyl. diesel/1,000. Builder: Kewaunee Shipbuilding, Kewaunee, WI., 1944. *Hull #344* after the war was retained in the U.S. Army and then to the U.S. Navy and became the *A.G.E.R. 2 Pueblo*, captured by North Korea in 1968.

HULLS #361-374: Steel. 177' x 32' x 14'. Gross tons: 560. Engine/HP: 2 6-cyl. diesel/1,000. Builder: Sturgeon Bay Shipbuilding, Sturgeon Bay, WI., 1944.

HULLS #524-529: Steel. 177' x 32' x 14'. Gross tons: 560. Engine/HP: 2 6-cyl. diesel/1,000. Builder: Calumet Ship Yard, Chicago, IL., 1944.

End of Part I. In the next issue, Part II will cover miscellaneous small cargo vessels, tugs, tankers, mine planters, patrol and rescue craft, landing craft, launches and barges.

GREAT LAKES & SEAWAY NEWS



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Dec. 23... The St. Lawrence Seaway Development Corp. announced that the 1992 navigation season on the St. Lawrence Seaway ended today. The last saltie to exit the Seaway was the tanker *Chippewa*. The last laker to pass through the Seaway was the *Richelieu*, bound for Thunder Bay and winter lay-up.

... Preliminary figures released by the Seaway Corp. indicated another poor year. 31.5 million metric tons of cargo moved through the Seaway this season, 3.4 million metric tons less than last year. The drop in tonnage was blamed on the sharp decline of Canadian grain exports. However, Seaway Corp. officials were encouraged by strong gains in other cargoes. Iron ore shipments were up 34%, coke shipments increased 40% and petroleum products were up 20% from 1991. Officials also said that if Canadian grain shipments had reached the same level as last year, the 1992 shipping season would have shown a modest increase over the 1991 season.

Jan. 1... The *Algomarine* arrived in Duluth with a cargo of road salt for the Cutler Salt Dock. This was the final inbound cargo of the season for the Twin Ports. She cleared late in the evening for Marquette.

... Lake Shipping's *Kaye E. Barker* cleared Superior after loading 23,430 gross tons of pellets at the Burlington Northern Ore Dock. This was the final outbound cargo of the season for the ore dock and the Twin Ports.

... The Hong Kong registered container ship *Assurance* was the first ship to arrive in the port of Montreal and opened that port's 1993 season. Her captain was awarded the traditional gold-headed cane. The ship's regular run is between LaHavre, France and Montreal. When she arrived at Montreal, six refugees were found in a container.

... The ferry *Incan Superior* arrived in Vancouver, BC and will be converted to a truck ferry and operate between Vancouver and Vancouver Island.

Jan. 4... The *George A. Stinson* arrived in Fairport Harbor, Ohio for winter lay-up. Another 1,000-footer *Paul R. Tregurtha* arrived on December 31st for winter lay-up.

Jan. 5... The cement barge *Medusa Conquest* and tug *Susan W. Hannah* cleared Grand Haven and closed that port for the season. Jerry Walter reported that the port of Grand Haven handled 82 cargoes this season, two more than last year.

Jan. 6... USX's *Edgar B. Speer* passed upbound at the Soo, bound for Duluth and winter lay-up at the Duluth

• GREAT LAKES & SEAWAY NEWS

Port Terminal. She was the last commercial vessel to pass upbound at the Soo for this season. The next day she arrived in Duluth and was assisted to the Port Terminal by the tug *Vermont* because of the ice was three feet thick in the slip. Her arrival closed the shipping season for the Twin Ports of Duluth-Superior.

Jan. 8. . . American Steamship's *H. Lee White* was the last commercial vessel downbound at the Soo and closed the shipping season for Lake Superior. She had loaded a cargo of pellets at Marquette.

. . . The *Algosteel* loaded the last cargo of the season for the L.S. & I. ore dock at Marquette. She cleared with 20,187 gross tons of pellets for Algoma Steel at the Soo. *Skilling's Mining Review* reported that the 92/93 season was the third best iron ore shipping season. 7,764,727 gross tons of pellets produced by the Tilden and Empire Mines were loaded into 298 vessels.

Jan. 9. . . The Canadian Coast Guard's *Samuel Risley* was the last vessel to pass downbound through the Soo Locks.

. . . C.S.L. has sold the cement carrier *English River* to LaFarge Canada Ltd. The 400-foot *English River* was built in 1961 as a package freighter and converted to a cement carrier in 1974. C.S.L. will continue to manage her.

Jan. 11. . . The Soo Locks closed officially at 2359 hours this date.

Jan. 16. . . *Skilling's Mining Review* reported that Great Lakes shipping increased by 8.2% in the month of November over the same month last year. Shipments of iron ore increased 13.2 % and for the season 5.5%.



Photo by Peter Worden/Dossin Museum Coll.

Canada Steamship Lines has sold the cement carrier ENGLISH RIVER to LaFarge Canada Ltd.

GREAT LAKES & SEAWAY NEWS •



Dossin Museum Coll.

The H. LEE WHITE was the last commercial vessel to pass downbound at the Soo Locks.

Coal shipments for November were down two less than last year, but for the season, they were up 2.2%. Stone shipments from U.S. ports were up 7.5%, but shipments from Canadian ports were up by about four cargoes. Total seasonal stone shipments were up 2% from U.S. ports and up by 3.2% from Canadian ports. The increase in November was attributed to good weather over the Lakes. As of December 15, 1992, U.S.-flag fleets have forty-one of their sixty-six vessels in service. In 1992, fifty-six U.S. lakers were in service.

... *Skilling's Mining Review* also reported that the Superior Midwest Energy Terminal experienced their 4th best season since the terminal opened in 1976. The terminal shipped 10,797,933 net tons of western coal in 213 vessels. Last year, the terminal handled 11.3 million tons of coal.

... The D.M.&I.R. ore docks at Two Harbors shipped 10,014,000 tons of pellets in 217 vessels. Their dock at Duluth shipped 6,315,000 tons of pellets in 252 vessels.

... The Seaway Port Authority of Duluth reported that the ports of Duluth-Superior handled more than 29 million metric tons of cargo through the end of November. This was a 1.7% increase over the same period last year. A total of 1,052 vessels have called at the Twin Ports as of the end of November, 72 less than the same period last year.

... As of December 31, 1992, the Burlington Northern ore dock at Superior loaded 11,109,596 gross tons of pellets into 254 vessels. These figures do not include the 23,430 gross tons loaded by the *Kaye E. Barker* on January 1, 1993.

Jan. 17. . . Inland Steel's *Joseph L. Block* cleared the C.&N.W. ore dock at Escanaba with 34,588 gross tons of pellets for Indiana Harbor. With her departure, the ore dock closed for the season. The dock shipped 5,792,310 gross tons of pellets in 1992 compared to 5,445,305 tons last year. On January 19th, the *Block* arrived at Bay Shipbuilding for winter lay-up. She was the last laker to lay-up. The *Wilfred Sykes* arrived the day before.

• GREAT LAKES & SEAWAY NEWS

Jan. 22. . . The former captain of the Canadian Coast Guard's *Griffon* was found guilty of "reckless disregard" for safety in the sinking of the fishing tug *Captain K* in March, 1991. The Third Officer was found not guilty of the same charge. Three fishermen lost their lives when the *Griffon* struck the *Captain K* in Lake Erie. (See page 101 of July, 1991 *Telescope*.)

Jan. 29. . . Marinette Marine Corp., Marinette, WI., has been awarded a \$40.7 million contract to build an ocean-going buoy tender for the U.S. Coast Guard. The contract could mean an additional \$100 million in business for the company and create an additional fifty jobs. The company employees, about 100 people who were in danger of being laid off. The company recently built several mine sweepers for the U.S. Navy.

Jan. 30. . . *Skillsings Mining Review* reported that shipments of iron ore to US and Canadian ports in 1992 totaled 71,680,000 gross tons, which was a 2% increase over 1991.

. . . On the GreatLakes, five of seven US ports reported an increase of iron ore shipments in 1992 over 1991. Sept.-Iles increased shipments by 31%. The L.S. & I. ore dock at Presque Isle near Marquette reported a 30% improvement. Several other ports reported increases that ranged from 1% to 6%. However, the D.M.&I.R. ore dock at Two Harbors reported an 11% decrease and Silver Bay reported a 6% decrease. The only Canadian port to report a decrease was Port Cartier, which was down 4%.

Feb. 1. . . The tug *Donald C. Hannah* lost power in the Manitou Passage in Lake Michigan while towing a barge loaded with 500,000 gallons of fuel oil. The Coast Guard cutter *Acacia* was dispatched from Charlevoix to assist the tug. After repairs the tug freed herself and cleared the passage under her own power, escorted by the *Acacia*.

Feb. 2. . . The Canadian Government has awarded a \$11.5 million grant to the Port Weller Drydock. The grant will pay for a new wall for the drydock. The wall will allow half of the drydock to be flooded to bring vessels in for repairs while construction continues in the other half.

Feb. 6. . . The Seaway Port Authority of Duluth reported that the Twin Ports handled more than 35 million metric tons of cargoes in 1992. This was an increase of 1.3% over the 1991 shipping season. International shipments increased 16.8% over 1991 and 28.6% over the 5-year average. Iron ore shipments to Canada and grain exports were the main contributors to the increase. Domestic trade was down 2.3% over 1991. A total of 1,116 vessels called at the Twin Ports in 1992, 85 less than 1991.

. . . *Skillsings Mining Review* reported that shipments of iron ore, coal and stone on the Great Lakes increased by 2.6% over the 1991 season. Total shipments of iron ore in 1992 increased by 4.5%. A total of 67.2 million net tons of iron ore were shipped in 1992.

. . . Coal shipments in 1992 totaled 35.4 million tons, which is a slight increase over 1991. The four Lake Erie coal loading ports reported an increase of 1.4% because of a demand for metallurgical coal. However, a cool summer resulted in lower shipments of western low-sulphur coal (less air conditioning). Shipments through SMET at Superior were down 6% over last year. For the first time since 1980, no coal was shipped overseas from a Great Lakes port. Stone shipments in 1992 totaled 27.2 million tons for an increase of less than 1% over 1991.

Feb. 9. . . Shipping came to a halt on the St. Lawrence River between Montreal and Trois-Rivieres because of heavy ice. Water levels rose about 2 meters (more than six feet).

Feb. 16. . . Ships are moving again on the St. Lawrence River as the massive ice jam eases. Institute member

GREAT LAKES & SEAWAY NEWS ·



Photo by Jim Reardon

The AMERICAN REPUBLIC was brought out of lay-up to carry several cargoes to McLouth Steel in Trenton, MI.

Don Mercer, who works in Ottawa, reported that temperatures in the area reached lows of -30 celsius.

... Eveleth Mines in Minnesota will open three weeks ahead of schedule. The mine closed down in November, 1992 because of a lack of demand for its ore by Armco Steel. About 570 laid-off employees will be called back to work. The reason given by the mine's manager, Oglebay-Norton Co., for the early opening is an expected increase in the demand for steel this year. However, the company must cut production costs to survive.

Feb. 18. . . *American Republic*, which was laid-up in Toledo returned to service. She will carry several cargoes of pellets from the Pinney Dock in Ashtabula, Ohio to McLouth Steel in Trenton, MI. The pellets were originally destined for a steel plant that went bankrupt, but was diverted to McLouth Steel when that company's supply ran short. After delivering the pellets, *American Republic* will probably return to winter lay-up.

Feb. 21. . . The St. Lawrence Seaway Development Corp. has announced that the 1993 navigation season on the St. Lawrence Seaway will open at 8:00 a.m on March 30th. 1993 will mark the 35th anniversary of the opening of the Seaway. The Corp. also said that the clearance date for ships clearing the Seaway will be midnight, December 20, 1993.

CORRECTIONS . . .

... On page 19 of the January, 1993 issue of *Telescope*, the Great Lakes News Section for September 20th should read: "The tug *CL 2* passed upbound in the Welland Canal for the Lorain area."

... On page 20 of the same issue, it should read: "The new Canadian tug *Roy Fraser*, passed . . . and was the formerly *Seven C's*."

Rename: A research vessel built by the Marinette Marine Corp, Marinette, WI., in 1965 for the US Navy has been sold to the Chilean Navy. The *Thomas Washington* has been renamed *Vidal Gormaz* and will be used

• GREAT LAKES & SEAWAY NEWS

as a research vessel for the Chilean Navy.

MISCELLANEOUS . . .

On July 4th, the Port of Erie, PA. will host a gathering of Tall Ships. The event will take place over the 4-day weekend. Seven tall ships will take part in the event. They are the US Brig *Niagara* from Erie, PA., *Pride of Baltimore II*, *HMS Rose*, from Bridgeport, CT., *New Way* from Exton, PA and two sister ships *Playfair* and *Pathfinder* from Toronto, Ontario.

Great Lakes Calendar . . .

Sat.- May 15th - GLMI Entertainment meeting to be held in Port Huron due to 24-hour bike race on Belle Isle. Our guest speaker will be James Luke presenting "Great Lakes Ships Through the Eyes of a Cadet". Meeting begins at 8 p.m. at Museum of Arts & History. 1115 Sixth St. (313) 982-0891.

Sat. June 5th - Maritime Flea Market from 10 am to 3 pm at Museum of Arts & History in Port Huron. For information call (313) 982-0891.

Sun. June 6th- Gold Cup Race on Detroit River.

Wed. June 9th thru Sunday, June 13th - Dossin Museum closed due to Grand Prix on Belle Isle.

OUR BACK COVER PICTURE . . . Whaleback *Washburn* (US 81373). Built in 1892 at Superior, Wisconsin. Measured 320' x 42' x 25'. 2234 gross tons and 1571 net tons. Renamed *James B. Neilson* in 1895 and renamed *J.T. Reid* in 1928. Scrapped at Cleveland, OH. in 1937.

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