Telescope

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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

There are several new books on the Great Lakes that may be of interest to our readers. Skip Gillham has written *Ten Tales of the Great Lakes* in response to requests for longer stories on the lakes. Some of the vessels covered are the CPR ships, *Roy A. Jodrey, Joseph Medill, Noronic, Renvoyle* and the canallers. This book may be purchased from Stonehouse Publications 140 Welland Ave. St. Catharines, Ontario L2R 2N6. (60 pages-$8.95 and please add $1.00 for postage.)

Pete Ceaser has written two books on shipwrecks. *Chicora* attempts to solve the mystery of her sinking in Lake Michigan in January, 1895. (90 pages-$10.50.) *Great Lakes Shipwrecks: Lakes Huron, Erie and Ontario* contains eleven maps illustrating over two hundred wrecks on the lower lakes. (14 pages-$11.00.) Both books may be ordered from the author at 3287 Francis Ave. Kalamazoo, MI. 49001.

Models entered in the shipbuilding contest will be on display at the museum during the month of October. In the special exhibit hall, several local marine artists will display their paintings from September 21st through December 21, 1983. Members interested in marine art will want to mark their calendars for Saturday, December 4, 1983 for our second annual marine art show and sale at the museum in DeRoy Hall.

MEETING NOTICES ●

Dr. Phillip Lundeberg, Curator of Naval History at the Smithsonian Institution will be our guest speaker at the Robert E. Lee Annual Dinner on September 16, 1983. Dr. Lundeberg will present an illustrated program titled *Microcosm of the Revolution: The Story of the Gunboat Philadelphia*. The program traces the construction, manning, fighting history and the ultimate recovery from Lake Champlain of the oldest surviving man-of-war.

The next Board of Directors meeting is scheduled for October 21, 1983 and the next entertainment meeting will be held on November 18, 1983. Both meetings begin at 8 p.m. at the Dossin Museum.

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OUR COVER PICTURE. . .Once again overnight cruises are available on the St. Lawrence River and the Seaway. Kevin Griffin has written our lead article detailing trips on the *Canadian Empress* from Kingston, Montreal and Quebec City. This photo of the *Empress* was taken while she anchored in the stream off Zavicon Islands in the Thousand Islands in August, 1982.

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

ST. LAWRENCE CRUISES ABOARD THE CANADIAN EMPRESS

by
KEVIN GRIFFIN

Kevin Griffin is a graduate of the University of Western Ontario and an Associate of The Institute of Chartered Shipbrokers. During his university years he worked aboard various Great Lakes ships, including CPR's passenger ship ASSINIBOIA. *He now resides in Westmount, Quebec, and is active in the shipping industry, as well as being a regular cruiser.*

Not since 1965 has it been possible to take an overnight cruise aboard a Canadian-flag ship on the Great Lakes or St. Lawrence area, or anywhere in Eastern Canada for that matter. It was in that year that CPR's *Assiniboia* and *Keewatin* and CSL's *Richelieu, St. Lawrence* and *Tadoussac* were withdrawn from passenger service, although the U.S.-flag *South American* continued through to 1967.

But in 1982, thanks to Mr. R.W. (Bob) Clark, a former builder and developer from Kingston, Ontario, a beautiful new, but traditional cruise ship, the 463-ton, 66-passenger *Canadian Empress*, offered a full six month season of two, three and six-night cruises on the St. Lawrence River and Seaway between Kingston, Montreal and Quebec City.

Operating as Rideau-St. Lawrence Cruise Ships Inc., the new line offered a total of some fifty cruises last season, with a total berth capacity for almost 3,500 passengers. A similiar schedule was offered for the 1983 season.

Designed by Montreal naval architects

German & Milne, and built by Algan Shipyards Ltd. of Gananoque where she was launched in September, 1981, the 108-foot twin Volvo-powered cruise ship is an amalgam replica of several old Rideau Canal steamers from the turn of the century, and was actually built with a combination of Rideau and St. Lawrence cruises in mind. With a beam of 30 feet and a draft of 4'9", she is the largest ship capable of transiting the waterway between Kingston and Ottawa. However, due to poor charting of the Rideau system, the *Empress* will spend all of her time on the St. Lawrence until proper charts are available, which could be two years or more. In late 1981, on one of her maiden cruises, she struck an uncharted hazard in the Rideau and had to undergo underwater repairs prior to resuming service.

Passengers who boarded the *Canadian Empress* during her first full season in 1982 included mostly Canadians and Americans, but some came from as far afield as Australia, England and Europe to experience a Seaway transit or a cruise through the beautiful Thousand Islands, or to historic Quebec City. Some tour companies, such as Horizon Holidays, also sell the *Empress* cruise as part of a longer tour of eastern Canada.

The ship itself is a four-decker (Sun, Rideau, St. Lawrence and Crew Decks) and is fitted out in magnificent detail with pressed tin roofs in the lounge and cabins, much brass in the form of railings, door knobs, plumbing and other fittings, and warm red Axminster carpeting.

Much of the research prior to building the ship was done by Bob Clark himself on voyages on the *Mississippi Queen* and *New Shoreham II*, from plumbing to service details.

The 32 cabins are, for a ship of her size, compact but quite adequate, for all feature at least two large windows plus private facilities and individual climate control. Some have double beds, but all have at least twin floor level beds, one of which is a pullman-style berth which can be stowed during the day to create more room. Color schemes are well coordinated and are mainly in blue and rust.

The Grand Saloon, or main lounge, serves as a games lounge, dining room and night club, according to the time of the day, although privacy is also available in the forward and after observation areas, both of which are

Author's Photo

CANADIAN EMPRESS *berthed at Crystal Beach Marina.*

Author's Photo

View from the sun deck as the PRINCESS *departs Montreal for Quebec.*

covered but open to the air. There is also a full Sun Deck for lounging or sports such as shuffleboard, giant checkers, or even skeet shooting.

Meals are served in two sittings (except for breakfast, which is open) and are very well done. Breakfasts include, variously, pancakes and sausages, Eggs Benedict or Eggs Florentine; lunches are generally light but satisfying; and dinners range from baked ham to filet mignon, although some are taken ashore, such as at Willard's Inn in Upper Canada Village. The soups and salad dressings used on board are particulary worthy of note when they are homemade, as is much of the baking. While one sitting is dining, the after end of the lounge is reserved for cocktails, cards and conversation. The *Empress* also serves morning bouillon and afternoon tea in true cruise ship style.

In addition, there is a small, but interesting, library on typical subjects and a stand-up bar, complete with an excellent scale model of the *Empress*, which was made by her Chief Officer, Rob Preston, a builder of marine and industrial models while ashore. (Rob was aboard the former CSL Canaller *Weyburn* for her long voyage to the Indian Ocean.)

Skipper of the *Canadian Empress* is Capt. Vinton Keogh of Kingston, a fiddle-playing Seaway pilot who began his career aboard the canallers of Keystone Transports Ltd. Capt. Keogh piloted Queen Elizabeth II on board the *Britannia* during her 1976 visit to Kingston for the Olympic sailing events. Chief Engineer is Vince Doherty of Brockville who joined RSL from the Canadain Coast Guard's Great Lakes search and rescue cutters.

Entertainment is provided nearly every evening and comes aboard from the vicinity where the ship is berthed for the night. The range includes Scottish and Irish ballads and folk songs, jazz, light listening, organ, piano and accordian, in addition to a troupe from The Thousand Islands Playhouse, who do excerpts from their summer fare at Gananoque. Two Purser/Cruise Directors share duties, Trevor Houle being an excellent entertainer as well, and Mary Cashin Waller, a native Newfoundlander who is proficient at the "jig".

On our cruise in August, we joined the

Empress at Victoria Pier, the former CSL dock in Montreal, for Kingston and sailed sharp at 6:30 p.m. to lock through the St. Lambert and Cote Ste. Catherine Locks before tying up for the night at Ste. Catherine Dock. The following morning, we cast off early to cross Lake St. Louis and locked up the twin locks at Beauharnois, thence across Lake St. Francis to Snell and Eisenhower, the U.S. locks, before tying up at Crysler Beach marina for Upper Canada Village near Morrisburg.

The second day out we transited the Iroquois Lock for a call at Prescott for Fort Wellington and proceeded to the Thousand Islands Retreat, an anchorage off the Bateau Channel, although sometimes the *Empress* will tie up at Rockport, the jumping off point for Islanders who take their boats out to private islands in the group.

On the third morning we cast off early for a tour of Boldt Castle on the U.S. side near Alexandria Bay, before proceeding to Kingston where three-day passengers disembark and a new cruise begins to Montreal or Quebec.

The sequence of ports on the downbound trip is Thousand Islands Retreat, Boldt Castle, Prescott and Upper Canada Village, but the third night is spent at Coteau Landing, in the entrance to the old Soulanges Canal. The third morning is spent locking down through Beauharnois, Ste. Catharine and St. Lambert locks for Montreal, where dining is ashore in Old Montreal. After two nights in Montreal, we set out for Trois Rivieres (one night) and Quebec City (one night), before retracing our steps to Montreal after another change of passengers. (The Quebec/Montreal cruise wasn't offered in 1983 as cabins were sold through to Kingston).

The constantly changing shipping scene is something to behold. During eleven days on board last summer, we passed or sighted no fewer than 150 different ships, as well as an equal number of small craft. From the little *Miss Ivy Lea III* at Boldt Castle, up through the 144-foot coaster *Mont St. Martin* in Lake St. Francis, to the 355-foot laker *Ontadoc* (now one of the smallest) and past every type of lake and ocean ship up to the new 35,000-tonners such as *Algowest, Atlantic*

Author's Photo

The aft observation deck looking starboard.

Author's Photo

The PRINCESS *follows the Yugoslav vessel* ALKA *upstream.*

Superior and *Canadian Pioneer*, the last two being "deep sea" lakers. Below Montreal, we passed even larger ships, the containerships of CP Ships: *Cast* and *Dart*, both 38,000 ton Irving tankers, on up to CSL's 56,000 ton *Ferbec*, which is Canada's largest merchant ship, not to mention cruise ships such as *Veracruz I, Stefan Batory* and *Regina Maris* (now departed).

During 1984, RSL are planning two special cruises to coincide with the Tall Ships race from St. Malo to Quebec in celebration of the 450th Anniversary of Jacques Cartier's discovery of New France in 1534. One cruise will meet the arrival and the other will meet the departure of the Tall Ships. At the same time, the whole Quebec waterfront is being redeveloped to accommodate cruise ships in the Lower Town, where the old CSL Saguenay steamers used to berth, instead of Wolfe's Cove where the large ships call now. The *Empress* herself will berth in the Louise Basin around the corner.

All in all, service, atmosphere and food on board are excellent and this is evidenced as well in the passenger reactions recorded in the ship's guest book during her 1982 season. Cruises to be offered in 1983 total 52 and included the following catagories:

Six Nights: Kingston-Montreal-Quebec or Quebec-Montreal-Kingston.

Three Nights: Kingston-Montreal or Montreal-Kingston or Kingston-Upper Canada Village-Kingston.

Two Nights: Kingston-Brockville-Kingston.

Prices range from $270 Canadian per person for two nights in May and October in a "St. Lawrence" deck standard cabin to $995 Canadian per person for six nights in July and August in a "Premier Suite". Being in Canadian dollars, prices compare favorably with U.S. dollar prices and value received for money is good.

Regular flights are available to airports in Toronto, Montreal, Quebec City and Syracuse and connections are available by VIA Rail's new LRC trains between Toronto, Kingston and Montreal.

Further information can be obtained by contacting Rideau-St. Lawrence Cruise Ships Inc., 253 Ontario St., Kingston, Ontario Canada K7L 2Z4. Dial 1-800-267-0960 toll-free in Eastern Canada or 1-613-549-8091 collect from the U.S. or the West. But write or phone now because the 1984 cruises will be sold out quickly. □

IT'S THE SPRUCEGLEN NOW

by
PAUL WIENING

Paul Wiening was born and raised in Port Washington, Wisconsin. At the age of seven, he managed to visit the WILLIAM STIFEL, *and thus began his love affair with boats. He has been photographing boats since 1956 and operates a part-time business catering to boat fans who stop in his store or via mail orders.*

When the former Soo River boats emerged with new names this past fall, all of the boat watchers had to come up with a scorecard to keep track of them. All of the former Pierson boats were renamed with the *Glen* suffix, and this can cause considerable confusion indeed, since they have the names of various types of trees as a prefix.

The *Spruceglen*, the former *Robert S. Pierson*, is still the showplace vessel of the new Parrish & Heimbecker fleet, as she was in her former fleets since she was built. Originally *Hull 176* at the Toledo Shipbuilding Company in 1924, the vessel has had a variety of names down through the years, but has remained a very special ship for a variety of reasons and for a number of different owners.

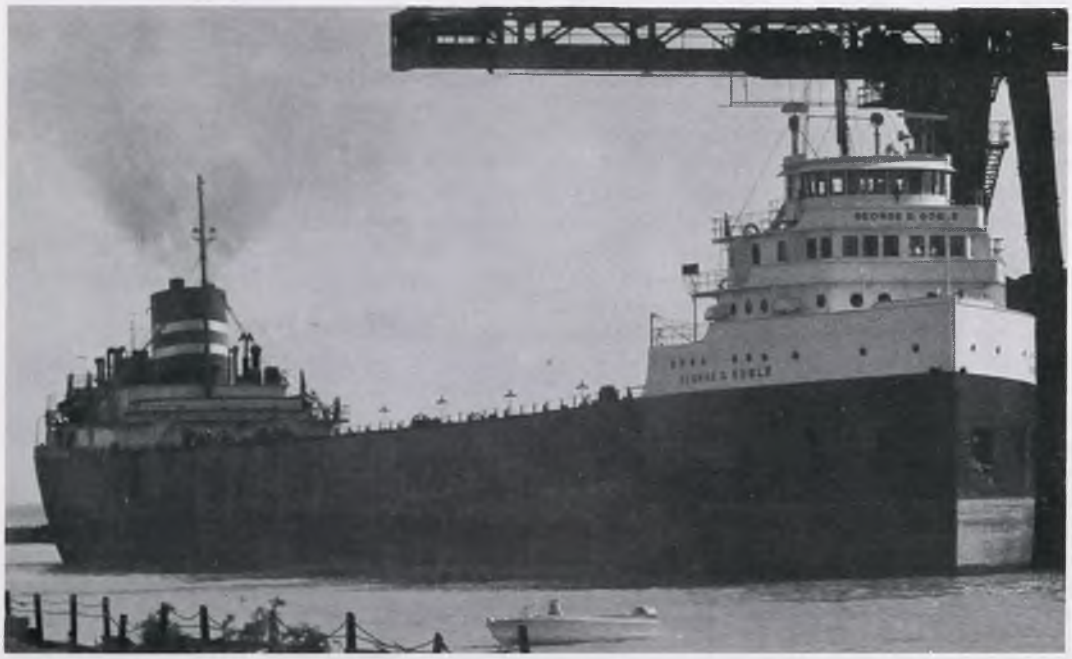
When she was launched as the *William K. Field* for the Reiss Steamship Company, the vessel was one of the largest on the Lakes. Powered by a 2200 horsepower triple expansion engine, she was considered to be quite powerful for her day.

Reiss Steamship Company was owned by the C. Reiss Coal Company of Sheboygan, Wisconsin, and the *Field* was their most modern addition at the time of her construction. With an additional set of fine passenger accommodations on her forecastle, the *Field* was the flagship of the fleet, a distinction she retained for many years.

Author's Photo

When the FIELD *was launched, she was one of the largest vessels on the lakes.*

Maseman Photo/Dossin Museum



Author's Photo

Top: In 1934 she was renamed REISS BROTHERS, *a name she would carry for 36 years. Bottom: In 1970 she was sold to Boland & Cornelius and renamed in honor of* GEORGE GOBLE.

The *William K. Field* was typical of most of the vessels built during the 1920s, being a standard 600-footer with a 60-foot beam and a draft of 27.7 feet. She had eighteen twelve-foot hatches spaced on 24-foot centers, four compartments and a gross carrying capacity of 12,000 tons. She was quickly put into service and carried a variety of cargoes, especially coal, to many of the docks that Reiss either owned or served under contract.

By 1934 it was fitting that the flagship be named after the family-owned business that operated her. So on March 3, 1934, she was renamed the *Reiss Brothers*, a name that she would carry for the next 36 years. She was named for the eight sons of Mr. Clemens Reiss, the founder of the coal company. The sons were among a large family of children and were Peter, Edmund, Jacob, John, Richard, William, Clemens Jr. and Otto. Many of the sons were also eventually honored by having their individual names on other vessels of the Reiss fleet as well.

In the 1950s the original power plant of the *Reiss Brothers* was becoming aged and inadequate. During the winter of 1956-57 she was repowered with a 6000-hp coal turbine. The repowering was accomplished at Toledo. An 800-hp bow thruster was added during the winter of 1964-65.

As long as Reiss kept its own fleet of vessels, the ship retained the family name. However, in 1970 the fleet was sold to the management of Boland & Cornelius of Buffalo, and the *Reiss Brothers* was technically owned by the Edison Steamship Company. In that year, her name was again changed, this time to honor George D. Goble, the manager of the Pillsbury Mills grain department.

As the *Goble*, she sailed as a bulk freighter for Boland & Cornelius for three seasons, until impending legal action caused the *Goble* and several other former Reiss boats to be sold to the Kinsman Marine Transit Company of Cleveland, Ohio.

Kinsman never saw fit to change the name of the vessel, although her colors were changed from the familiar black and white hull she had carried since 1924 to the familiar reddish-brown hull of the Steinbrenner vessels. Kinsman's fleet was later sold to the S&E Shipping Corporation, also of Cleveland. Although the 1975 sale of the fleet was for legal purposes, neither the hull color nor the familiar black and

Author's Photo

As the PIERSON *in the Soo River fleet, she obtained the white racing stripe and billboard letters on her side.*

Author's Photo

As the SPRUCEGLEN *at the Soo Locks in September, 1982.*

green stack with the silver stripes and big white "S" were changed.

The *Goble* received no further changes in equipment and remained a coal burner all during her tenure in the S&E fleet, until the end of the 1979 shipping season when she was again sold.

In 1980 the palatial *Goble* was sold to the Soo River Company, one of the Pierson Steamship Company holdings. She was renamed *Robert S. Pierson* to honor the president of the company. She was again the flagship in the fleet.

As the *Pierson*, her hull reverted to the familiar black and white that she had carried for all but seven years. For Soo River, however, she obtained the white "racing stripe" and big billboard letters on her sides. She still was a coal burner. In 1982 she continued sailing for the failing Soo River fleet through the early months. However, in August, bank foreclosures forced the Soo River Company into bankruptcy, and the future activities for the beautiful vessel looked bleak for a while.

The ships were under arrest while negotiations continued to keep the fleet operating.

On August 19, 1982, it was confirmed that the Pierson fleet had been acquired by Parrish & Heimbecker Limited of Winnepeg and Toronto. P&H is a major Canadian grain handler, and the Soo River fleet had carried much of the company's cargoes. Sale of the fleet was made for a sum reported to be in the neighborhood of $3.25 million.

After the sale the names of Pierson's boats were all changed and the commodious *Robert Pierson* became the *Spruceglen*. Although her hull colors remained unchanged, the Soo River lettering was painted out, and the shamrock on her black and white stack was removed. Future colors of the P&H fleet are still unknown.

While recent events in shipbuilding and design have changed the profiles of the vessels on the Great Lakes to diesel powerplants and self-unloader mechanisms, the *Spruceglen* is almost an anchronism: still a bulk freighter and still coal fired. Through her many years of service on the Lakes, she had been involved in two possible anti-trust legal problems and a bankruptcy, but she still looks and acts very much like the regal lady of the Lakes that she is. □

Ed. Note: At the end of the 1982 season, the Spruceglen was withdrawn from service to be used for grain storage at Goderich, Ontario.

DEEP SEA CASUALTIES

by
SKIP GILLHAM

Skip Gillham is a Physical Education teacher and Guidence Counselor in Beamsville, Ontario. In 1963, he worked as an oiler on the tanker LUBROLAKE. *He has written several dozen articles for Telescope and became our Seaway News Editor in 1972.*

The dangers of ocean navigation annually claim a number of vessels. They succumb to storms, fire mechanical failure and age. Some take their entire crew with them. In past months several of these casualties have had Seaway connections.

Two of the losses were former fleet mates. The *Alfred,* (a) *Alfred Rehder*, built in 1971 was gutted by fire on November 15, 1981 while lying off Benghazi, Libya. The blaze started in the engine room and spread throughout the ship. She had been on the Great

Dossin Museum Collection

The NAVISHIPPER *is best remembered for a Detroit River collision in 1972 with the* ARTHUR B. HOMER.

Lakes only a few weeks previous and was carrying a cargo of timber. The *Alfred* was beyond repair and taken well out into the Mediterranean and sunk.

Anna Rehder, which dated from 1965, made her first appearance on the lakes in 1967. She was renamed *Leslie* in 1973 and last sailed for the Leship Shipping Company, S.A. and flew the Greek flag. She cleared Boulogne, France on March 19, 1981 for Umm Said, Qatar. The ship's last report came on March 24 stating that she was encountering heavy weather in a position 44.12 N. 8.55 W. There was no further word and only a life ring, located north of Cape Finisterre was found. All hands were lost.

One ship that probably made close to twenty five inland calls was the old Poseidon Line freighter *Poseidon*. She and her running mates were common around the lakes. Since 1971 *Poseidon* underwent several name changes and eventually became *Viki K*. Her 30th year of service proved to be her last for she was abandoned November 2, 1981, in leaking condition in position 27.38 N. 34.42 E. on the Red Sea. She later sank.

Later, in the same area, the former *Norholt* went aground. She was a veteran of fifteen inland transits, often on charter to the Bristol City Line. She hit on Shadwan Island on January 5, 1982. Released, the ship was towed to Suez Bay January 24. Named *San Juan* at the time, she was struck by fire August 26 and abandoned. The remains of the hull were beached September 3rd and she is not likely to be repaired.

Eldina, which called on the lakes between 1971 and 1975, was gutted by fire December 8, 1981, while in the English Channel. Now named *Melpol*, she was abandoned by her crew while enroute from Lisbon to Bremen. *Melpol* was towed to Havre and then to Ghent, arriving at the latter port December 30th. Scrapping followed.

Another fire victim was *Caribbean Klif*. She burned as *Leah* at Cartengena, Columbia on February 21, 1982, and was declared a total loss.

Collisions also ended several careers. *African Pioneer*, known on the lakes as *Robert Bornhofen*, was heavily damaged February 19, 1982 after running into the *Delta Norte* in fog

Author's Photo

ANNA REHDER *above Lock 2 on April 30, 1972.*

Photo by Paul Michaels

The SAGA SAILOR *was lost off Algiers in February, 1981 as the* FREDDY.

110 miles southeast of Galveston, Texas. *African Pioneer* was abandoned but then towed to Galveston. There it was decided that she was too far gone to repair and was thus sold for scrap.

Bergfalck went down July 20, 1981, off Cape Breton as *Berglind*. She had been in a collision with *Charm* the previous day and despite efforts to tow her ashore, she was unable to remain afloat.

Saga Sailor was lost off Algiers February 10, 1981 as *Feddy*. She had been in a collision with another Seaway visitor, the *Sounion*. A total of thirty two of the *Freddy's* thirty five crew were lost.

The former Canadian Pacific freighter *Beaverfir* stranded on September 20, 1982, after dragging anchor during a storm off Acajutla, El Savador. Sixteen of her crew of twenty six were lost. The ship was known as *Anden* at the time.

Lito, an early Seaway caller as *Maltesholm*, went down after being abandoned by her crew 40 miles north northwest of Port Said, Egypt on July 1, 1981. She was enroute to Vietnam when she developed leaks in her engineroom.

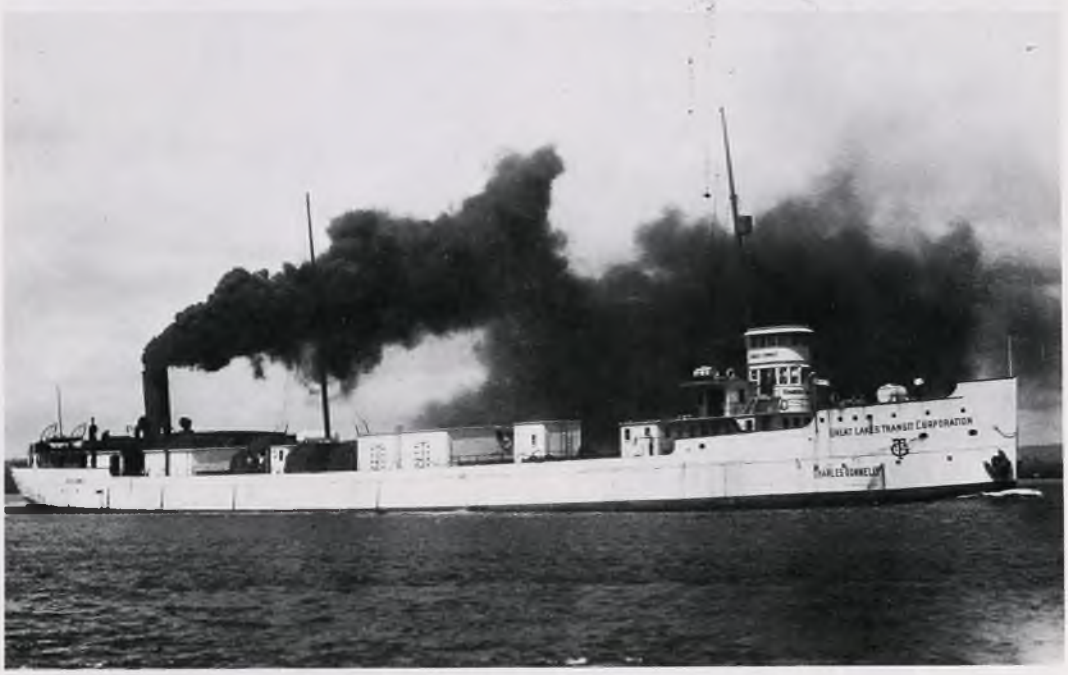
Aegean Sun, which made twenty five visits up the Seaway as *La Loma* of the Buries Markes fleet, went for scrap in April of 1982. She had suffered hull damage while headed around Africa and put into Capetown. Repairs on the twenty three year old freighter were not considered worthwhile.

Others which suffered mechanical breakdowns not considered repairable were *Navishipper (b) Northern Venture*, best remembered for a Detroit River collision in 1972 with the *Arthur B. Homer* and *Lena (a) Melusine*. The latter had been a lakes visitor for most of her twenty years. Both went for scrap.

Finally the Iran-Iraq War is known to have claimed several ships once seen on the lakes. These include *Iniciativa*, familiar here as both *Fernleaf and (b) Aalsum, Ogden Exporter, Saronic Sea* which was also seen here as *Ravnanger, Elsie Winck* and the former *Manchester Commerce*. All ahve become casualties to some degree or another but detail are hard to come by.

My thanks to Barry Andersen for his help and the Casualty Reports in *Marine News* of the World Ship Society. □

MARINE GALLERY



McDonald Coll/Dossin Museum

CHARLES DONNELLY *built in 1898 at Detroit Dry Dock Company.*

McDonald Coll/Dossin Museum

DULUTH *built in 1903 at Chicago Shipbuilding Company.*

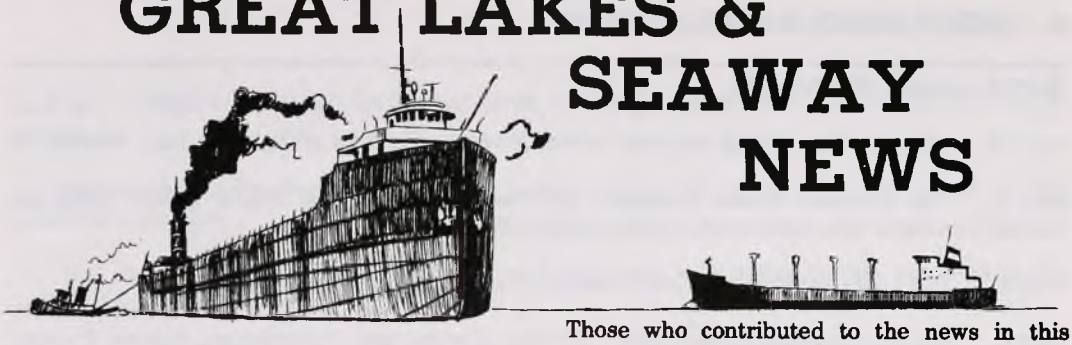
McDonald Coll/Dossin Museum

FRED W. SARGENT *built in 1905 at Great Lakes Engineering Works.*

McDonald Coll/Dossin Museum

ALFRED SMITH *built in 1907 at Great Lakes Engineering Works.*

GREAT LAKES & SEAWAY NEWS



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Apr. 22. . .The Canadian vessel *Thorold* went aground in the St. Lawrence Seaway.

Apr. 23. . .Quebec & Ontario Transportation Companie's m/v *Franquelin* opened the port of Collingwood, Ontario with a load of mixed feed grains.

Apr. 25. . .After lightering about 1,050 tons of grain and with the aid of two tugs, the *Thorold* was pulled free.

. . .*Franquelin* was the first vessel into Owen Sound, Ontario where she loaded wheat. Capt. Holden received the "top hat" honors in both Collingwood and Owen Sound.

. . .Three of C.S.L.'s self-unloaders will be used to transfer 85,000 tons of petroleum coke from Duluth to a saltie near Seven Islands in the Gulf of St. Lawrence. The ships are *Nanticoke, H.M.*

Photo by Barry Andersen

RIVERSHELL *downbound in the Welland Canal on April 30, 1983 enroute to her new duties in Montreal.*

• GREAT LAKES & SEAWAY NEWS

Griffith and the *J. W. McGriffin.*

Apr. 29. . .The car ferry *Viking* has been sold to Peterson Builders of Sturgeon Bay, Wisconsin.

May 1. . .The Canadian tanker *Rivershell* (a) *Tyee Shell* (b) *Arctic Trader* passed down the Seaway enroute to new duties in the bunker trade in Montreal.

May 3. . .The 1,000-footer *Burns Harbor* cleared Erie to begin her 1983 season.

May 4. . .The m/v *Lakewood* in tow of the "G" tugs *Montana* and *Pennsylvania*, entered Presque Isle Bay at Erie, Pennsylvania. She had suffered gear trouble off Conneaut, Ohio and the tugs were called. She was taken to the Erie Marine dock.

. . .The Canadian vessel *Jacques Desgagnes* touched bottom near Port Cartier. She was unloaded and reported no signs of damage.

. . .The saltie *Menelaos* had almost completed loading a cargo of wheat for Algeria at Duluth's General Mills Grain Elevator when she suddenly settled to the bottom of the slip. Tugs were called and no reason was given for the incident.

May 5. . .The passenger vessel *Canadiana* was finally raised from the bottom of the Cuyahoga River in Cleveland, Ohio. She was tied up to the dock at Collision Bend.

. . .Upper Lake's *Quebecois* cleared the Port Weller Dry Docks after her survey.

. . .Misener's new bulk carrier *Selkirk Settler* arrived at Port Weller for inspection.

. . .Marinette Marine Corporation has received a $46.4 million contract from the U.S. Navy to build a minesweeper.

May 6. . .*Sauniere* in the Port Weller Dry Docks.

May 7. . .The self-unloader *Sparrows Point* departed the Perry Shipbuilding yard in Erie to begin her 1983 season.

. . .High winds parted the mooring lines on the American freighter *Marjorie Lykes* while she was in Milwaukee. She contacted the south wall of Dock No. 4 and six tugs spent 12 hours moving her back to the dock.

. . .The Canadian tanker *Imperial Bedford* resumed service and headed up the Welland Canal. She had been drydocked and then moved to the fit-out wall at Port Weller.

May 8. . .*Troisdoc*, now renamed *Koba* at Kingston, Ontario, cleared for the Gulf of Mexico to replace the *Calgadoc*. She was the last of the bulk canallers to leave the lakes.

. . .*Selkirk Settler* anchored in the Detroit River Anchorage for minor repairs.

May 9. . .U.S. Steel's 1,000-footer *Edwin H. Gott* arrived at Conneaut to open the ore season. This was the first load of Lake Superior ore into Conneaut since the *H. Lee White* arrived on December 11, 1981. The port of Conneaut did receive about 300,000 tons of Seaway ore last season.

. . .With the assistance of five Gaelic tugs, the *George A. Stinson* backed out into the Detroit River from Zug Island. She will unload her cargo by a jury-rigged unloading chute into a hopper on the dock until a new unloading boom can be installed.

May 10. . .*Selkirk Settler* left the Detroit River Anchorage and headed upbound on her maiden voyage.

. . .Bethlehem Steel's *Burns Harbor* made a rare visit to the Great Lakes Steel dock on Zug Island to unload ore.

. . .U.S. Steel's self-unloader *John G. Munson* made a rare visit to the Canada Salt Dock on the Detroit River to load rock salt.

May 11. . .U.S. Steel's self-unloader *Philip R. Clarke* unloaded 10,000 tons of limestone at the Champion International dock in Ontonagon, Michigan. The *Clarke* was the first large vessel to use the Ontonagon River in eight years.

. . .The car ferry *Viking* was towed from Frankfort, Michigan to Sturgeon Bay.

May 12. . .The *Walter A. Sterling* was drydocked at Lorain, Ohio. Repairs should be completed by May 18th.

May 14. . .*Marjorie Lykes* cleared Milwaukee for Green Bay, Wisconsin.

May 16. . .Environment Canada was cleaning up a waste oil spill in the St. Lawrence Seaway near Cauhnawaga. The cause was unknown at this time.

May 17. . .The Canadian tugs *James E. McGrath* and *R.& L. No. 1* towed the *Cabot* from Hamilton to Port Weller.

Photo by Barry Andersen

● GREAT LAKES & SEAWAY NEWS

. . .The Canadian tanker *Hubert Gaucher*, ex-*L'Erable No. 1* struck the Polish vessel *Ziemia Bialostocka* while docking at Sorel, P.Q. Both vessels were damaged and the *Gaucher* will be repaired in Montreal. Repairs to the *Bialostocka* will be deferred till later.

. . .The small Canadian freighter *Hancock Trader* paid a rare visit to Windsor for four days. She tied up at the old Consol Fuel Dock. She was carrying mine timbers from Duluth to Labrador.

May 18. . .*Asley Lykes* was surveyed afloat at New Orleans for damage sustained when she struck the lock walls in the Seaway in April, June and November of 1982.

. . .The 1,000-footer *Stewart J. Cort* will not sail this season and was moved to a new berth at the Perry Shipbuilding complex in Erie. The move was required to create space for stone and salt deliveries. Four "G" tugs moved the *Cort*.

. . .Michigan's Kewennaw Waterway saw its first bulk carrier for 1983 when the *Kinsman Independant* made an easterly trip enroute to Duluth.

May 20. . .*Mathilda Desgagnes* was inspected at Chicoutimi, P.Q. for damage sustained when she touched bottom at the Grand Entree, Magdalen Islands in the St. Lawrence. Temporary repairs will be made at Magdalen Islands.

May 21. . .Four Great Lakes Towing tugs passed downbound in the Welland Canal enroute to new duties in Tampa, Florida. They are the *Polk*, ex-*Missouri*; *Pinnellas*, ex-*Florida*; *Pasco*, ex-*Maryland* and the *Hillsboro*, ex-*Maine*.

May 22. . .Inductees into the Maritime Hall of Fame for 1983 are Andrew Furseth, Charles Morgan, Frank Kirby and Capt. Nettie Johnson. The vessels inducted were *Leviathan, Yale, New Orleans* and the whaleback *Christopher Columbus*.

May 24. . .A steering failure caused the Canadian bulk carrier *Lake Nipigon* to go aground at the Port Colborne entrance to the Welland Canal. She was leaking and also blocking navigation.

. . .The sandsucker *Lakewood* departed Erie under the tow of the tug *Ohio*. They are headed for the American Shipbuilding yard in Lorain for repairs.

. . .On the St. Marys River, the Roen tug *Arrow* and a barge are working on a permanent structure to replace Bouy 80.

May 25. . .The *Lake Nipigon* was freed by tugs and was inspection. She will proceed to Quebec City, P.Q. to unload and undergo repairs.

May 27. . .Today in the golden anniversary of the sinking of the passenger ship *George M. Cox* on the Rock of Ages Reef on the southwestern end of Isle Royale.

May 28. . .The Cleveland-Cliffs Iron Company will close the Tilden Mine on the Marquette Range for two weeks beginning July 3rd.

. . .The Bob-Lo Island Amusement Park opened its 1983 season when the passenger steamers *Columbia* and *Ste. Claire* carried passengers from Detroit.

May 30. . .The *Canadian Ambassador* cleared Port Weller Dry Docks.

. . .The Canadian bulk carrier *Outarde* went aground in the mud about 1000 feet off the Canada Starch Elevator at Cardinal, Ontario. She was loaded with corn.

Photo by Don Dube

Photo by Bev Christiansen

Top: A steering failure caused the LAKE NIPIGON *to run aground at Port Colborne. Bottom: The tug* JAMES MCGRATH *works to free the* LAKE NIPIGON.

● GREAT LAKES & SEAWAY NEWS

Massman Photo/Dossin Museum

C.S.L.'s WHITEFISH BAY *carried the one billionth metric ton of cargo through the Seaway.*

May 31. . .*Cabot* moved from the fit-out wall into the dry dock at Port Weller.

. . .*Outarde* was freed with the aid of tugs *Daniel McAllister* and *Salvage Monarch*. There were no leaks and she went to the Cardinal Elevator to unload.

Jun. 1. . .C.S.L.'s bulk carrier *Whitefish Bay* carried the Seaway's one billionth metric ton of cargo through the Eisenhower Lock in Massena, N.Y. She was on a voyage from Thunder Bay, Ontario to Montreal with 950,000 bushels of spring wheat.

. . .Two men were electrocuted while they were working in the hold of the Algoma's *J.B. Aird* at Thunder Bay, Ontario.

. . .The Canadian tug *Tusker* undergoing repairs to the gear box at Port Everglades, Florida.

. . .Harry Brown, age 94, died today in Lincoln Park, Michigan. Mr. Brown worked 65 years for several Great Lakes steamship companies including the Ashley & Dustin Line, Great Lakes Transit and retired in 1969 as vice-president of the Chicago, Duluth & Georgian Bay Line.

. . .Tonnage for iron ore, coal and grain shipped on the Great Lakes totaled 8,787,597 net tons in April. This figure is up 17 % from April, 1982.

GREAT LAKES & SEAWAY NEWS ●

Jun. 2. . .*Outarde* suffered propeller damage and will proceed to the Welland Canal for repairs.

. . .The Canadian bulk carrier *Willowglen* went aground at Thunder Bay, Ontario while backing out of Elevator 7A. She was loaded with 14,000 tons of wheat. Tugs have been called.

. . .Work has begun on cutting the stern on the *Cabot* at Port Weller. The stern will be added to the *Northern Venture* and is slated for service this fall as the *Canadian Explorer*.

. . .Work began today on demolishing the old Northern Pacific ore dock in Superior, Wisconsin. It was built in 1913 and hasn't been used since 1969.

Jun. 3. . .*Willowglen* pulled free with the assistance of six tugs.

. . .At the Soo the Army Corps of Engineers is hoping the pigs will solve the problem of sea gulls dive-bombing the locks. The gulls are a safety hazard because they harass workers when they come near the nesting sights. The two pigs will be bought at a local auction.

. . .After almost forty years in operation, the Drummond Island stone quarry and crushing plant will close on July 29th.

. . .Algoma's new vessel *John B. Aird* was christened at Thunder Bay, Ontario.

Maseman Photo/Dossin Museum

The LAKEWOOD *suffered gear trouble and was towed to the Erie Marine Dock.*

● GREAT LAKES & SEAWAY NEWS

Photo by Skip Gillham

The NORDALE *on her last trip at Lock 3 on June 4, 1983.*

Jun. 4. . .The Canadian self-unloader *Nordale* is headed for the scrap yard after being idle at Toronto since 1981. The tugs *R&L No. 1* and *James E. McGrath* towed her up the Welland Canal to Port Colborne. She will be broken up at the old Algoma property by a yet unspecified shipbreaker.

Jun. 5. . .The Panamanian vessel *Carrianna Peony* struck the bridge over the Calumet River in Chicago. She was loading and leaving the harbor. She will proceed to Montreal for inspection.

. . .*Wittransport*, ex-*Cape Transport*, was arousing the residents of Kingston, Ontario when she began listing and some fear that she will sink in the inner harbor.

Jun. 9. . .The Canadian Coast Guard vessel *Louis S. St.-Laurent* was still undergoing repairs at Sorel, P.Q.

Jun. 10. . .*Maid of the Mist V*, the first double-decker in the fleet, was christened at Niagara Falls. She was built in Wheatly, Ontario.

Jun. 11. . .*Canadian Ambassador* was christened at Port Weller Dry Docks.

. . .The State of Michigan is suing the U.S. Coast Guard for contaminating the groundwater

around its air station near Traverse City. Over the past forty years, routine dumping and spilling of solvents used in aircraft maintainance has contaminated 29 water wells.

Jun. 12. . .The fire that ravaged the Wau-Winet Boathouse and Restaurant on the St. Lawrence River is becoming a hazard to navigation. The structure burned in November, 1964 and sections periodically break off and head downstream. Officials are requesting the structure be torn down.

Jun. 13. . .*Hilda Marjanne* passed down the Welland Canal with ore for Hamilton. It's reported to be her last trip before being converted at Port Weller.

Jun. 14. . .*Cabot* was moved to the building berth at Port Weller.

Jun. 21. . .The excursion vessel *Canadiana* cleared Cleveland in tow of the tug *Jiggs* and headed for Ashtabula.

Jun. 22. . .The *Canadiana* arrived in Ashtabula and was docked upriver.

Jun. 23. . .The Canadian tug *Point Carroll* cleared Halifax, N.S. to assist the Canadian tanker *Gulf Gatineau* which was disabled about 65 miles northeast of Halifax. The tanker was towed into Halifax the following day.

. . .The *John Dykstra*, ex-*Benson Ford* has been sold by the Ford Motor Company to the Escanaba Towing Company. She was towed from the Rouge Basin to the old Cement Solvay dock on the Detroit River. Plans call for the vessel to be cut down to a barge.

Jun. 25. . .*Northern Venture* was stripped of her cabins and cut down at the stern. She was towed

Photo by Ron Jones

The CANADIANA *sunk in the Cuyahoga River on March 2, 1983.*

● GREAT LAKES & SEAWAY NEWS

Photo by Paul LaMarre Jr.

The JOHN DYKSTRA, *ex*-BENSON FORD *being towed out the Rouge River.*

from Hamilton to Port Weller Dry Docks by tugs *Glenvis, Stormont* and *R&L No. 1.*

Jun. 26. . .The British bulk carrier *Nosira Madeliene* went aground in the Detroit River below Amherstburg. She was blocking the channel and tugs have been called for. She was loaded with steel products for Detroit and Chicago.

Jun. 27. . .The Canadian tug *Robert H.* has been repaired and returned to service.

Jun. 28. . .The *Red Lion*, a replica of a Dutch frigate, departed Sheboygan, Wisconsin and headed for Milwaukee.

Jun. 28. . .*Northern Venture* docked at Port Weller. The bow of the *Cabot* has been cut off and will be scrapped.

. . .*Canadian Ambassador* was undergoing sea trials on Lake Ontario.

Jun. 29. . .U.S. Navy destroyer *Edson* arrived on a good-will tour in Detroit.

. . .*Nosira Madeleine* cleared Detroit for Chicago. She will load grain at Duluth before leaving the lakes.

GREAT LAKES & SEAWAY NEWS ●

MISCELLANEOUS. . .

. . .The Michigan Dept. of Natural Resources has taken control of Lime Island after Consolidation Coal Company closed operations. The island had been a coal fuel stop for vessels since 1912.

. . .The Vessel Documentation Office in Duluth has been closed. Boat owners will now have to register their boats with the Coast Guard in Cleveland.

. . .The former Mackinac Island ferry *LaSalle* is now a excursion boat in the Manitou Islands. She has been renamed *Mishmemakwa.*

. . .Repairs have been completed on the tug/barge *Erol Beker* in New Orleans.

. . .Goderich Elevator Company has purchased the retired bulk carrier *Spruceglen.* The Elevator Company scrapped the *R.G. Sanderson* earlier this year.

. . .Thirty years ago on May 24, 1953, Capt. John Tonge of the *Charles M. White* reported that he set a record for crossing Lake Superior. The crossing from the Soo to Duluth was made in 17 hours and 48 minutes and beat the old record held by the *Cliffs Victory* by two minutes.

Saltie renames: *Toronto City* now *Panormos Horizon, Northern Frost* now *Albatross, Federal Salso* now *Giuca, Phyllis Bowater* now *Malero M. 1, Prinses Irene* now *Tanjung Oisina.*

Scrappings: *Lake Ontario* as *Sandyeverette* at Kaohsiung arrived on February 21. 1983. *Timna* at Kaohsuing on February 17, 1983. *Crystal Sapphire* as *Taichee* arrived at Kaohsuing on March 7, 1983.

Dossin Museum Collection

Thirty years ago the CHARLES M. WHITE *set a record for crossing Lake Superior.*

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