



Telescope

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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ●

There will not be a shipmodel contest held at the museum in October this year. Beginning in 1989, the shipmodel contest will be held in the spring. Tentative dates are scheduled for the end of April each year.

On the last page of the news section is a calendar of events for future reference. Because *Telescope* is a bi-monthly publication, we may not be able to inform you of last minute changes. As dates are firmly set, we pass along information on this calendar.

The contract has been approved for the foundation of the *Wm. Clay Ford's* pilothouse at the museum. Plans call for the pilothouse to be brought over later this spring and opened to the public in early fall. When it is finally opened, the museum is looking for volunteers to work in the pilothouse as guides.

On Saturday, June 11th, the second annual Great Lakes marine art show and sale will be held at Dossin Museum from 10-3:30 p.m. The cost for an 10 x 10 foot booth will be \$15.00 and those interested in displaying their work should contact John Polacsek at the museum 267-6440.

MEETING NOTICES ●

Mr. Paul LaMarre will present a slide program on Friday, May 20th at 8 p.m. at Dossin Museum. (See notice on page 82.)

The annual election of officers will be held at the next Board meeting on Thursday, June 9th at 7:30 p.m. at Dossin.

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OUR COVER PICTURE . . . The m/v *Richard Reiss* is one of the few "maritimers" still operating on the lakes. She was built in 1943 and was converted to a self-unloader in 1964, which extended her career. This photo of the *Reiss* was taken by James H. Jackson in August, 1987, as she was downbound in the Detroit River off Grassy Island. On this trip she was carrying gypsum to Sandusky, Ohio. □

THE STEAMBOAT OSWEGO

by
RICHARD PALMER

On May 14, 1875 a reporter of the *Oswego Palladium Times* was hailed down by an old timer who claimed to have "known Oswego before it was weaned". It had been an unusually cold spring and residents were complaining about the weather. The old timer said he could remember a colder time in the spring of 1834.

"If you have a few minutes I will tell you about a storm that spring that exceeded in violence to anything I have since seen." The reporter told him to continue his narrative as he started to take notes.

"At three o'clock of the afternoon of May 12th, 1834, the new steamer *Oswego* which was launched some time before at this port, left Charlotte under the command of Capt. Massey, an experienced navigator from the Hudson River. The boat carried considerable light freight and a large number of passengers bound for Oswego and ports below.

"As the boat was started before she was fully completed, several caulkers and carpenters were put on board to finish her while under way. The boat was staunch, well officered, with William T. Barnes of this city one of the engineers and Horatio J. Carey as customs officer.

"Among the passengers were several

captains ready to lend a helping hand, and William Manchester, a portrait painter of this city, and when the boat left Charlotte, both crew and passengers were in high glee, confident that the *Oswego* would show the snail steamers of that day such speed as had not been heard of.

"About a half an hour after the steamer left Charlotte, a violent storm from the westward, accompanied with snow, sprung up, but as the boat was new and well manned, no fears were entertained. For some time after the storm burst upon her, she behaved well, and rode the waves as lightly as could be wished for. As the wind increased in violence, it became evident to Captain Massey that unless he could get more ballast into the stern, the boat could not be steered, and accordingly he ordered all hands to commence passing wood from the main deck to the stern deck.

"After the wood had been put into the hold and the steamer continued to broach to, blankets were hoisted as sails to keep her off, but without avail, for she soon rounded in the trough of the sea and then some of the loftiest and grandest tumbling ever seen out side of sawdust ring was done by boat and passengers.

"The waves dashed with such fury

against the boat that the bulwarks were crushed, and the water rushed in and extinguished the fires in the boilers, leaving the boat at the mercy of the wind and waves. The greatest consternation prevailed after the fires were extinguished and strong men and religious women fell on their knees and prayed earnestly for deliverance.

"At about half past two o'clock of the morning of the 13th in as hope had nearly fled, a greeting sound was heard, the boat ceased to roll and the discovery was made that the boat had struck the beach and was gradually being pushed by the sea nearer and nearer to the land.

"When the boat stopped, Horatio J. Carey and several caulkers were lowered over the bow to the land to ascertain their whereabouts. After an absence of about one hour the party returned and when within hailing distance the voice of Mr. Carey was heard above the storm, shouting to Capt. Massey: 'Stay where you are! We are on an island, and the ground is covered with snow!'

"As soon as the day broke in the east, another party started to take observations and

after a short absence, returned with the intelligence that the boat was ashore half a mile above Farnham's Creek, near Ford Shoals, three miles above Oswego. In the darkness the Carey party had walked into Snake Creek, about four feet in width and finding water, concluded the boat was on an island.

"Soon after Christian J. Burkle, of this city, one of the owners, arrived at the scene of the wreck and after boarding the steamer, stripped himself of his clothing and went down into the stern cabin where he found three feet of water. Returning to the deck he ordered the carpenters to bore holes in the side of the steamer to let the water out, and the novel plan was tried, but not to the satisfaction of the owner, for more water rushed in. A thorough survey of the boat and surroundings was made and it was found that the boat was in four feet of water aft and that she was uninjured.

"The passengers, crew, and freight were safely landed, and one man who was enroute to St. Lawrence county with his family, goods, and two horses, who, during his fright had promised if safely delivered,

The New and Elegant Steamboat
OSWEGO.
 (Propelled by two low pressure engines.)
R. B. MACY, MASTER,



HAS just been completed, with superior accommodations, & will commence her trips on Lake Ontario, for the present season, to commence 30th April inst. and run her trips as follows:

On her passage up the Lake she will leave Ogdensburgh on Wednesday at 5 o'clock P. M.

Kingston, U. C.	Thursday	8	A. M.
Sackett's Harbor,	do	12	M.
Oswego,	do	10	P. M.
Rochester,	Friday	8	A. M.
Toronto, [York] U. C. do	do	0	P. M.

arriving at Youngstown and Lewiston, early on Sunday morning, and will leave Lewiston on Sunday at 8 o'clock P. M.

Rochester,	Monday	8	A. M.
Oswego,	do	6	P. M.
Sackett's Harbor, do	do	11	P. M.
Kingston, U. C. Tuesday	7	A. M.	

and arriving at Ogdensburgh the same evening. The boat will touch at French Creek, Alexandria, Brockville, and Morrisstown, both going to & returning from Ogdensburgh Oswego, April 23, 1834.

Ogdensburgh on Friday evening.
 Passengers leaving Niagara on Wednesday evening can take the steamboat at Ogdensburgh on Saturday morning, and arrive at Montreal on Saturday evening, passing that most interesting part of the St. Lawrence river including "the thousand isles" and the celebrated rapids, between the Lake and Montreal, by daylight.
 April 10, 1834.



The splendid low pressure Steamboat
GREAT BRITAIN,
CAPT. WHITNEY,

WILL, during the season of 1834, leave the different Ports as follows, commencing on Tuesday, April 29th, viz:

UPWARDS.	Prescott,	on every Tuesday evening,
	Brockville,	Tuesday night,
	Kingston,	Wednesday noon,
	Oswego, N. Y.	Wednesday eve.
	Cobourg,	Thursday morning,
	Port Hope,	do do
	Toronto, [late York,]	Friday morning.

never to go on the water again, bought a farm in Oswego town where he settled for life. Shanties were built on the beach and for three weeks I fed fifty men, while the boat was got onto ways and launched under the supervision of John McNair.

"I cannot recall the names of all the crew, but Elijah Dickson was one of the firemen, and the chambermaid, a fine young woman, is now the wife of a farmer in the town of Oswego, and the mother of a large family. You see people forget when they say such weather as we had this spring was never before seen; it is only necessary to look back a few years to recall worse weather."

The vessel this "old timer" was referring to was the ship *Oswego*, which was the first steamboat built at this port. The story he told was essentially true, although some of his facts were stretched by his imagination. According to contemporary accounts, the *Oswego* made it back to port under her own power and did not leak a drop. The *Oswego Palladium* of May 28, 1834, noted, "She must be a boat of extraordinary strength, for though she encountered on the beach a worse gale than that in which she was stranded, yet not even her paint is started at the joints of her timber."

A few days later, the steamer was sailed to Niagara, where she was put on the marine railway for inspection. The necessary repairs were made and she was returned to service.

The *Oswego* was launched at the shipyard in Oswego on Saturday, November 30, 1833 and during that winter was finished off. She was enrolled on April 28, 1834. Elias Trowbridge was listed as the owner and R.B. Macy as Master. She was of 286.7 tons old measurement. Dimensions were 143 feet length, 20'5" beam and 7'8" depth of hold. She was propelled by an 80 horsepower low pressure engine, built by William Avery of Syracuse. William Young is listed as builder.

The *Oswego Palladium* of Wednesday, December 4, 1833 noted, "On Saturday last, the splendid steamboat *Oswego*, was launched from the shipyard in this village. She went off in gallant style, and rode proudly on her destined element. She is to be completed during the winter, and will be in readiness for business early in the spring. We hope

the anticipations of her enterprising proprietors may be fully realized, in an abundant return for the capital they have invested in her construction."

The following spring she was completed and was advertised to go into service on April 30, 1834. Leaving Ogdensburg at 5 p.m. Wednesday, she would proceed from there to Kingston, Sackets Harbor, Oswego, Rochester, and then across the lake to Toronto, where she would arrive at 6 p.m. Friday. Early Sunday morning, the steamer would arrive at Lewiston, touching Rochester, Oswego and Sackets Harbor on Monday and Kingston on Tuesday morning. From there, it sailed down river, stopping at Clayton, Alexandria Bay, Brockville, Morristown and Ogdensburg.

The *Oswego* appears to have made at least one trip, possibly a shake-down cruise, prior to the incident at Ford Shoals in Oswego. The newspapers state the incident happened on her second voyage.

After the embarrassing accident at Ford Shoals, Capt. Macy resigned his command of the vessel and returned to the more familiar Hudson River. The new captain was W.W. Sherman, who apparently was more familiar with navigation on Lake Ontario and the St. Lawrence River.

No paintings or sketches of the *Oswego* are known to exist, but printed evidence suggests it was a well constructed vessel with all the amenities generally expected of travellers in those days. The cabins were spaciously decorated. This sidewheeler had the distinction of being the first steamboat ever built in Oswego.

When the *Oswego* was fitted out for the 1835 season, C.J. Burckle is listed as owner and M. Bruen, master. One of the more interesting events that year was a contest between the *Oswego* and the *United States* on the St. Lawrence River. They ran the distance between Brockville and Ogdensburg in 52 minutes, or within a fraction of 14 miles per hour. The *Oswego Palladium* of June 3, 1835, in noting this event said, "Considering these boats are built with great strength, and of close heavy timber to encounter a sea navigation, compared with which the steamboats on the Hudson are mere egg shells, it must be regarded as an extraordinary performance."

Although Bruen is officially listed as master of the *Oswego* in 1835, apparently

his duties were of short duration, as by May, Capt. J.T. Homans had taken over the helm. Homans, a Navy man, was known for his "nautical skill and deportment".

On May 19, a group of citizens went aboard for a pleasure excursion from Prescott to Ogdensburg. The party left the dock at 11:30 a.m. amid the music of the Prescott Band which had been invited along. Everyone apparently had a wonderful time as they could not say enough in behalf of Capt. Homans and his crew.

Newspapers throughout the East encouraged travelers even to go out of their way to patronize the boat line. Such papers as the *Boston Traveler* and the *Albany Evening Journal* spoke of the *Oswego* in glowing terms. One editor wrote, "her speed and strength have severely been put to the test in the late gales, and the owners now have the assurance that no vessel could be better constructed for the uncertain navigation of waters during the occasional storms of the season. She is commodious in every respect, and admirably fitted up for passengers . . ."

The summer of 1835 was the coldest on Lake Ontario since 1816 and during the height of the navigation season, the lake was wracked with bad weather. On August 26, 1835, the *Oswego Palladium* carried the following item:

"The late gale has been disastrous to a degree unparalleled on Lake Ontario. Two or three vessels have been lost, and it is reported as many lives. Among those known to be lost, are the *Napoleon*, of Sackets Harbor and the British schooner *Margaret* of Kingston. The crew of the former had abandoned her just before she sunk and taken to the boat. They were rescued from their perilous situation by the steamboat *Oswego*, Capt. Homans, who very humanely brought his vessel to under Stony Island until one of the unfortunate crew of the *Napoleon*, who had his arm broken, could be provided for. It is proper to mention that the *Oswego* made the passage in the most gallant manner from Kingston to Sackets during the severest part of the gale. This is by far the worst passage from port to port on Lake Ontario during a severe north-wester.

"The Vice President and Mr. Comptroller Flagg were onboard the steamboat *United States*, proceeding from Sackets to Oswego,

and were out in undoubtedly as bad weather as was ever experienced in summer on our Lake."

William S. Malcolm is listed of the *Oswego* in the enrollment records for 1836 and 1838. No record appears to exist for 1837. John Evans, an experienced skipper in the East India trade, was also master of the *Oswego* for a time.

According to the *Oswego Palladium* of August 29, 1838, the *Oswego* left Oswego light at 3:22 p.m. August 18th and arrived at Lewiston light at 3:27 a.m. the next morning, making the voyage in 12 hours and 15 minutes. Due to fog in the Niagara River, the steamer did not dock at Lewiston until 6:07 a.m.

According to records the *Oswego* was sold to E.B. Allen and Henry Rensselaer in 1838. It appears this is the last season she operated, and according to accounts, her engines were transferred to the new steamer *St. Lawrence*, which was built in Oswego and came out in the spring of 1839. This was a much larger vessel, 180 feet in length and enrolled at 402 tons. John Evans was her first captain.

After the engines were removed, the hull of *Oswego* reportedly was converted into a schooner called the *Alligator*, and was lost in a wreck on the Canadian side of the lake. There is no explanation as to why a seemingly sturdy vessel such as the *Oswego* was decommissioned. However, she operated only four season before fading into history. □

Documentation of the Steamboat *Oswego*

Enrollment #13 April 28, 1834

Elias Trobridge, owner and R. B. Macy, Master.

Enrollment #7 April 3, 1835

C. J. Burckle owner and M. Bruen, Master.

Enrollment #8 April 30, 1835

C. J. Burckle owner and Aaron Bush, Master.

Enrollment #2 April 8, 1836

C. J. Burckle owner and Wm. S. Malcolm, Master.

Enrollment #6 April 14, 1838.

Henry Fitzhugh and George M. Browns, owners and Wm. S. Malcolm, Master.

"In 1838 she was sold to Henry Fitzhugh of Oswego, E.B. Allen and Henry Van Rensselaer of Ogdensburg and others. Her engines were put into the new steamer *St. Lawrence*. After her engines were taken out, her hull was sold to parties in Canada and fitted her out as a sailing vessel and was lost near South Bay Point, Lake Ontario."

Page 79 of *Reminiscences of Early Steam Boats, Propellers and Sailing Vessels on Lake Ontario and the River St. Lawrence* by James Van Cleve. Mss. 1877. □

ON A BUFFALO TOW

by
LAWSON BROWNE

In the mid-fifties after completing an open lake project, W.J. Meacher & Sons Contracting Co. (pronounced Mah-her) was disposing of two LSMs (Landing Ship Medium).

The U.S. Navy had used untold number of these for invasion during WW II. Somewhat smaller than the famous *LST*, they were invaluable for putting all kinds of machinery ashore. This pair had seen Pacific Ocean experience. Their latest use had been as temporary harbor and storage, near the site of a job consisting of four miles of forty-eight inch concrete lockjoint pipe, buried beneath Saginaw Bay. The ships themselves had been stripped and were bare hulls, each more than two hundred feet long, and in excellent condition. At this time they laid at the 24th St. dock and yard of W.J. Meagher & Sons, Bay City, Michigan.

Mr. John C. Meagher, owner, and son of the company founder had offered for sale and found a buyer for the two ships. Apparently, a condition of acceptance was delivery to Buffalo, New York in present condition. Buffalo was some 500 miles from Bay City, so engaging a cross-lake tug and making towing arrangements, would take some time.

The company having an abundance of work, didn't want to let the experienced help leave the local dock. So when two wandering indigents, in search of light work and small remuneration showed up, they were engaged to man the tow.

With time to prepare and knowing the hulls

would be towed in tandem, they picked the apparent leading one and made it "home". From the piles of miscellany in and around the contractor's buildings, they assembled a stove, bunks, galley of sorts and a pantry, dearthly stocked, plus life jackets, lanterns, blankets, half a cord of wood, some coal, and all the niceties of first class passengers.

When word was received that the big tug was on the way to Bay City, the hulls were shifted some four miles downriver to the Aetna Cement Company dock. This was done by the smaller tugs, company owned, but capable of the confined area job.

At the Aetna dock, they were laid one ahead of the other and two toelines employed between them. The lines were run from the bow of the following vessel thru a Panama type chock in the center of the stern of the leading vessel, then each way to bitts on either quarter of the leading vessel. Quite close together, twenty-five or thirty feet between ships. A good, simple, adjustable hook-up.

The fellows hired to man the tow had disappeared when the hulls were shifted. Of course there was time and they might show up. A day or two passed until the big tug showed early in the morning. Still no barge crew. Mr. Theodore Meagher, brother to John Meagher, raced around looking for replacements. Finding one man willing and ready, he in desperation, asked the author, then a six-year employee. Knowing the dire necessity of going with weather, the expense of delayed sailing,

etc., the piledriver, scowmaster, dive tender, all arounder agreed to go.

While Ted went somewhere to buy a large box of groceries, which was found later to be all the right kind, "Brownie" hurried to go home, throw a few togs in a bag and hurry back. The other man was there when Ted and Brownie arrived, so with no further ado, the two clambered aboard, let go the lines, waved to the tug and the parade left.

The tug was a large sea-going tug named *John Roen IV*, a well-known and respected tug belonging to a very good company, Roen S.S. Company. About a six hundred-ton tug, 142-feet long and 33-feet wide, 1740 horsepower. Commanded by Knute Svendsdahl, a captain of exceptional ability and prowess, well known and admired for his phenomenal feats. The author, with slight acquaintance, considered Capt. Svendsdahl somewhat of a straight-faced comedian too.

Down the river into the outer channel we said, "Let's make some coffee. I'm Lawson Browne, call me Brownie. I'm Ed McGunnigle, call me Ed. I don't know anything about this. We'll do ok, I know everything. Is that so?" They both laughed.

They searched for the little galley. None! Wood stove and bunks. None! Box of groceries that Ted brought, yes. Five gallons of drinking water, a couple of old blankets, a five gallon can, three-quarters full of kerosene, yes! "We're on the wrong ship!" In the shift down the river, the two had got in the reverse order, and in the rush to get going, presumed to be right. Presuming is for beginners, but by the time you get to really know everything, you're too old to do anything. "Let's see what Ted put in the that box. It's heavy!" In the box all the foods were fitted to this kind of a trip. Four cans of Dinty Moore beef stew, four cans of peaches, a jar of peanut butter, two loaves of bread, a pound of butter and a pound of coffee. Cinnamon rolls and doughnuts, apples and oranges. "Heck, we could stay a month, but we need a stove!" Ed may not have been a sailor, but he was clever on that two day tow. He found an old galvanized water bucket and with the loose junk lying around, fashioned an oil burning stove, which really worked. Passing the light at Charity Shoal. they're having hot coffee and doughnuts. Luckily, both had jackknives so the main problem was not eating, opening cans, nor fashioning tableware from wood.

Brownie searched high and low. No life jackets, not a thing that would float. The possibility of the ship sinking was remote, but he had never been on a ship that didn't have some floatable device. What do you throw to a man overboard? He found an empty oil drum. The large opening had the plug in place and was gasketed. Carefully whittling a wooden plug to fit, he drove it in the smaller hole, to make the barrel watertight. A piece of rope clove around the middle of the barrel, with large loops hanging loose. "We could float quite a while, if we both hung onto this, Ed" They had a good laugh, but it seems they felt better.

By evening they were passing Port Huron. The tug had shortened the towline for the passage down the St. Clair River and the line looked less than a hundred feet long. Then as darkness fell, a toot on the tug's whistle summoned the barge crew to the bow. "Put up a light! Put up a light!" Waving understanding, the two sat down. "How can we put up a light? The lanterns are all on the other boat. We haven't got a light of any kind." A little while passed in silence, during which the two "Brains" were scrambling for a possible solution. Half an hour later Ed said, "Did I see a gallon measure on here? Yeah, it's on a shelf on the shipside near the kerosene. I'm going down back there to look for pipe insulation. Take a flashlight and don't fall in that jungle."

In a few minutes, Ed showed up with several pieces of asbestos pipe insulation. The kind that laid longways on the pipe in two halves and was wrapped with cloth and bound with metal bands. What he had was made to fit one-half inch pipe.

Getting the gallon measure, he selected a piece which extended from the bottom of the measure to the highest point of the top. Three quarts of kerosene were added, five minute wait for the asbestos to start acting as a wick, and light it with a match. On the sheltered deck, it was only a yellow flame and lazy. But on the masthead, and adjusted in Ed's way, the speed of the tow made a breeze which caused the flame to be a brilliant white light, almost blinding to look at. A sailor, no. A genius, yes, at least in Brownie's eyes.

When daylight came, the train was leaving lower Detroit River, making remarkable time and speed. Now heading out into Lake Erie, and the open lake all the way to Buffalo.

Ed had slept a little in the river and Brownie had watched. When Ed came out of the "state-room", Brownie said, "I better see if I can take a nap. If the ship starts jumping up and down, call me right away. The wind does seem to be picking up." He thought there was no use in going into detail, so he laid down on the soft steel deck and dreamed of all the comforts on the other half of the tow.

Somewhere between Colchester and Pelee Passage, Ed was shaking Brownie. "They're jerking the towlines pretty hard!" He answered, "Watch me and do what I do. I'll take the port side!" He went to the bitts and started paying out the towline, a foot or so at a time. Ed started doing the same on the other side. The lines had apparently weakened, and when the ships were about sixty feet apart, one parted, then on the next jerk, the other went. Signalling the tug by waving, a return whistle indicated understanding and a recovery was started.

The free ship was drifting off to the left, lost headway and was barely moving. The tug shortened his towline, and made a complete circle, thus losing headway and gaining approach position. Brownie was not a tugman at that time, but had sailing experience and did admire Capt. Svendsahl in the way he made that pickup. After twenty-five years of towing ships of all sorts, following this incident, he can now see those little things that Master Tugman Svendsahl did to make that pickup easy and practical. A real professional!

Coming up to the ship's starboard from astern, the wind on the starboard bow, he gave her gentle nudge near the stern. Just turned enough to give the tug lee to get alongside, two men, quicker than cats, went up the side of the ship. Four short lines were passed up and made fast. The intention was to take her alongside and into shelter to remake the towlines. Maybe he thought he could tow her to Buffalo that way. When the tug and tow turned into the sea, all four lines parted.

Capt. Svendsahl was cool and collected. The fellows on the ship could hear him plainly, the wind carrying the sound over. "Vel, vot I do now?" Scratching his chin and self debating. All the time, slop, slop, up and down, twenty feet or so from the ship he's trying to get hooked up. He knew several things to do, but was trying to figure out an easier or cheaper way. "You got a good

towline?" he shouted. "We have no lines." No use hesitating longer. "Get that new line out of the locker! Put it from one to other." What a crew and every man an expert. The eye to the loose ship, the bitter end to Ed and Brownie. Slide the ships in tandem. Carrying the heavy line from fore to aft didn't work very well, the tows were separating. A pair of bitts near the quarter was the best hope and rightly so, as the line was all used to make fast there, just in time. The tug idled into a quiet spot at Pelee Point, where the line was made up properly and away they went down to Buffalo. No harm, no breakage, just a couple of lost hours.

Sometime during this recovery, as the two sat on the bow of the tow, wishing they could do something useful, Ed said, "That looks like Mr. Meagher, our boss." Sure enough Brownie recognized him too. Mrs. Meagher was there too, looking over his shoulder. The two were standing out of the way, watching the operation. Apparently they arranged to travel as supercargo to the tow.

The trip went well the rest of the way. Upon entering Buffalo, a waiting tug took the after ship and a Great Lakes Towing tug with Capt. Charlie Cottrell in charge, took the leading ship alongside. Capt. Cottrell, in the low house of the harbor tug, could not see over the *LSM's* side and was yelling at his linesmen. "I need a pilot!" One of his crew, an obviously experienced man, got on top of the tow to signal by hand and direct the tow.

Ed and Brownie were put ashore, where Mr. and Mrs. Meagher were waiting in a taxicab. "You look like a couple of railroad hoboes," he joked. Taking them to a hotel where they could clean up, he turned to Ed and said, "We have a chartered airplane to fly us home. There is only one seat open, and Brownie has been with me the longest so he'll fly. Here's bus fare, expense money and a day's pay when you get there." "That's swell", said Ed. We went to the airport to meet Al Hoffman. The delivery was made safe and complete and everyone was happy and headed home. □

FAREWELL TO THE HALCO FLEET



Photo by Peter Worden



Photo by Peter Worden

Misener Transportation will rename the LAWRENCECLIFFE HALL - DAVID GARDINER. The OTTERCLIFFE HALL will be renamed PETER MISENER.



Photo by Peter Worden



Photo by Peter Worden

C.S.L. purchased the FRANKCLIFFE HALL and MAPLECLIFFE HALL. They will be renamed HALIFAX and LEMOYNE respectively.



Photo by Peter Worden



Photo by Peter Worden

C.S.L. will rename the CARTIERCLIFFE HALL - WINNIPEG. Paterson will renamed the STEELCLIFFE HALL - WINDOC.

DETROIT'S TRADITIONS

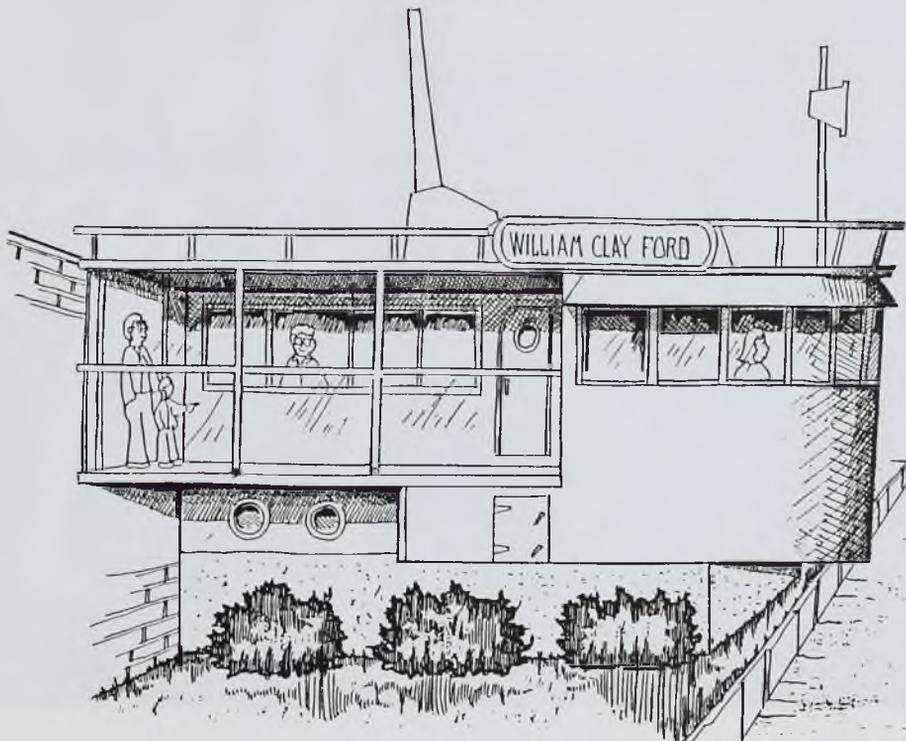
Where Woodward met the waterfront has come to mean fond memories for those whose paths crossed there. The essence of Detroit's heritage is now captured in a limited edition color lithograph. The title for the artwork was coined by Mr. Tom Ryan of station WOMC, who in an early morning radio broadcast, expounded on the great traditions that had once been centered at the foot of Woodward Avenue in the early 1950's. The unframed, signed and numbered lithographs are 30 inches wide and 24 inches high, retailing for \$100.00

Activities around the decorative cast iron facade of the Bob-Lo Company include making ready the 181-foot steamer *Ste. Claire* for the daily excursion to Bob-Lo Island Park. Just a block away a DSR car is preparing to return to the city after finishing the Woodward/River route. The street car just completed circling the James Vernor Company

building with its huge skyline sign proclaiming that this was the home of 'Vernor's Ginger Ale - Deliciously Different!' Vignettes of Detroit's traditions abound as minute details are an integral part of the artwork.

By special arrangement with the artist William Moss, the G.L.M.I. is handling his latest limited edition print. For every print sold at the museum, the artist will donate half of the proceeds of each sale to the *William Clay Ford* pilothouse project. Not only will the print preserve in a two dimensional state the maritime heritage of Detroit, but the financial support from the artist will help to install the pilothouse later this year.

G.L.M.I. members will receive a 10% discount. The price will be \$90.00, which includes postage for those wishing it my mail. Please make your check payable to G.L.M.I. and mail to Dossin Museum, 100 Strand on Belle Isle, Detroit, MI. 48207. □



ARTIST'S SKETCH OF PROPOSED PROJECT



DETROIT'S TRADITIONS

A LIMITED EDITION COLOR LITHOGRAPH BY THE MARINE ARTIST WILLIAM MOSS

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆

Where Woodward met the waterfront has come to mean fond memories for those whose paths crossed there. The essence of Detroit's heritage is now captured in a limited edition color lithograph. The title for the artwork was coined by Mr. Tom Ryan, radio show host for station WOMC. In an early morning broadcast Mr. Ryan expounded on the great traditions that had once been centered at the foot of Woodward Avenue in the early 1950's. The unframed, signed and numbered lithographs are 30 inches wide and 24 inches high, retailing for \$100.00

Activities around the decorative cast iron facade of the Bob-Lo Company include making ready the 181 foot steamer STE. CLAIRE for the daily excursion to Bob-Lo Island Park. Just a block away a DSR car is preparing to return to the city after finishing the Woodward/River route. The street car just completed circling the James Vernor Company building with it's huge skyline sign proclaiming that this was the home of 'Vernor's Ginger Ale - Deliciously Different!' Vignettes of Detroit's traditions abound as minute details are an integral part of the artwork.

DETROIT'S TRADITIONS - Request for limited edition lithograph # _____

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

The cost of the limited edition lithograph is \$100.00 plus sales tax.

A \$25.00 deposit will hold a request. DEPOSIT \$ _____

DATE _____ ACCEPTED BY _____

Make checks payable to CAPTAIN OF THE FLEET

CAPTAIN OF THE FLEET BOX 8697 DETROIT, MICHIGAN 48224 313-885-7957

If you would like to be placed on a mailing list for future limited edition lithographs, please mark the appropriate box. Yes No



Photo by Peter Worden



Dossin Museum Coll.

Paterson purchased the *MONTCLIFFE HALL* and *BEAVERCLIFFE HALL* and will rename them *CARTIERDOC* and *QUEDOC* respectively.

WRECKS OF 1869

TOTAL LOSSES OF VESSELS ON THE GREAT LAKES

FROM DECEMBER 1868 TO NOVEMBER 1869

Part I

by

FREDERIC HOLLISTER

Accurate records of Great Lakes shipwrecks before the 1870's are hard to find. This paper documents in detail the losses for 1869. Since "Reports of shipwrecks which occurred before 1874 are extremely rare . . .", this is a most interesting and useful account of lakes' shipping and casualties.

In December, 1868, Professor J.A. Lapham of Milwaukee, Wisconsin, submitted to the U.S. House of Representatives, a "Memorial" titled "Disasters on the Lakes Papers Relative to Losses of Vessels on the Lakes." Professor Lapham wanted the House to establish weather stations to warn vessels of upcoming heavy weather on the Great Lakes. His hope was to reduce the loss of life and property by accurately predicting the weather and then warning boats and boatmen. His letter to the Hon. H. E. Pain, M.C. read in part: "I take the liberty of calling your attention to the accompanying list of disasters to the commerce of our Great Lakes during the past year, and to ask whether its appalling magnitude does not make it the duty of the government to see whether anything can be done to prevent, at least, some portion of this sad loss in the future."

Apparently this list came from the *Milwaukee Sentinel* of December 8, 1869. The paper notes the following facts for the year 1868: Vessels wrecked-1,164. Vessels totally lost-103. Tonnage totally lost-26,441. Lives

lost-321. Year 1869: Vessels wrecked-1,914. Vessels totally lost-126. Tonnage totally lost-33,892. Lives lost-209.

The *Sentinel* also notes: Up to the 31st of October, the amount of damage sustained by the shipping on the lakes was hardly equal to the average of seasons, and vessel owners and underwriters congratulated themselves upon their good fortune. But the storms of November, following in quick succession, and each even more violent than the preceding one, swept away all these bright prospects, and burdened both owners and underwriters with heavy losses. The disasters reported in November number 402, involving damage to property of upwards of \$2,000,000. These are probably the highest figures ever reached in one month since navigation of the lakes began."

This Memorial was published in three parts. The first was a list of all "disasters"-burnings, strandings, collisions, groundings, loss of deck loads, rudders breaking, etc. - that occurred between December 1868 and November 1869. Many of these, of course, did not result in the vessel being totally lost. The second part was a table of "Vessels Totally Lost" with name, class, tonnage, (insurance) rate and estimated value. The third was a "Detailed Statement of the Loss of Life on the Lakes during the Season of 1869."

I believe this Memorial is most valuable as a record of disasters resulting in total loss, so I combined the information from all parts

into one. In doing so, I noticed how many lost vessels had previously been grounded, stranded, damaged by collision, etc. Thinking that such damage, inept seamanship or plain bad luck could easily have contributed to the final total loss, I have included available information on disasters that preceded the final accident. Prof. Lapham's Memorial does not give the day of the month for each disaster. Apparently, however, within each month the losses are chronological in order.

Information in brackets comes from Mansfield's *History of the Great Lakes*; information in parentheses is from the *Lytle-Holdcamper List*. I have added these data to provide as complete a record as possible. It is interesting to note (and to help measure the value of this Memorial) that a considerable number of the vessels appearing herein are not in either of these two landmark histories. In cases where information did not agree, or where vessels with a common name (*Dolphin*, *Zephyr* or *Union*) are listed after another vessel with that same name was already lost, or where there was confusion about rig, I have depended on the common name, common sense and some luck. The lack of contemporary U.S. Government vessel registry which makes information on this area so scarce, certainly contributed to the inconsistencies found here.

Some entries in the first part of the Memorial optimistically state "Will be got off". When the same vessel later appears in the "Totally Lost" table (as the scow *Sunshine* does), I have assumed that her last accident was indeed, fatal.

To confess to a certain lack of modesty, I considered call this Memorial, the *Sentinel-Lapham-Hollister List*. But that sounds too much like a law firm, and clearly gives too much credit to the editor. So the *Sentinel-Lapham List* it is.

I consider my rendering of it to be a beginning. There is more information and work needed here before it can be considered complete. Contributions from readers to this end are welcomed.

I think the work of early-day recorders of maritime history should be remembered and appreciated. Let the re-publication of this Memorial after almost one hundred and twenty years, bring Professor J.A. Lapham's contribution to light once again. He titled it

a "Memorial" and it should be that as well, a Memorial to the ships and the sailors that were lost on the five Great Lakes in the year of 1869.

Disasters on the Lakes
December 15-30, 1868

Tug *Star No. 1* burned at Saginaw, a total loss. 45 tons, rate B1, est. value \$5,000. Schooner *A.P. Dutton* left Chicago for St. Joseph, Michigan, December 7, and has not since been heard from. Capt. Joseph McLean and four seamen drowned by foundering. 43 tons, rate B2, est. value \$1,500.

1869

February

Small sailboat capsized on Maumee Bay. Martin Boardman and Nathan W. Edson drowned.

March

Canal Boat *Andrew Johnson* swept into the lake at Buffalo and lost. Est. value \$2,500.

April

Schooner *Mount Vernon*, loaded with railroad ties, beached near Kewaunee, Lake Michigan. Total loss, 225 tons, rate B2, est. value \$8,000.

May

Barge *Belle City* totally destroyed by fire at Detroit. 168 ton, est. value \$3,000.

Scow *Storm*, lumber-laden, became waterlogged and capsized while endeavoring to reach Chicago Harbor. Vessel a total loss. Cargo partially saved. 89 tons, rate B2 est. value \$3,000.

Bark *H.P. Bridge* [built Detroit 1864], loaded with 30,500 bushels of oats and 65,000 brick, sunk in Lake Huron by collision with propeller *Colorado*. Total loss \$50,000; vessel 558 tons, rate A2, est. value \$25,000. Steamer *Grecian* struck a rock in Cedar Rapids, St. Lawrence River, and became a total loss. 649 tons, rate A1, est. value \$90,000.

June

Bark *Sir Edmund W. Head* and schooner *Lady Moulton* collided on Lake Ontario. Latter sunk in two hundred and fifty feet of water. 99 tons, rate B2, est. value \$3,000.

Propeller *Queen of the Lakes*, laden with iron ore, destroyed by fire at Marquette. 563 tons, rate B1, est. value \$25,000. (Official number 20508; built 1853, Black River, Ohio; first home port, Buffalo, N.Y.;

burnt June 12, no lives lost.)

Steamer *Zephyr*, coal-laden, sprung a leak and sunk in Lake Erie. Total loss. 193 tons, rate B1, est. value \$6,000.

Schooner *Tom Downey* destroyed by fire near Ogdensburg. 152 tons, rate B1, est. value \$6,000.

Thomas Hamilton and a young Canadian drowned in Portage Lake by sinking of yacht *North Star*, through collision with propeller *Northern Light*.

[Scow *Hirondelle* sunk near Kalamazoo.]

[Schooner *Consuelo* sunk at Toledo.]

July

Bark *Garryowen* or *Gary Owen?*, coal-laden sprung a leak and sunk between Ashtabula and Fairport [off Geneva, Ohio], Lake Erie. 333 tons, rate B2, est. value \$10,000. Schooner *J.G. McCullough* sunk in Lake Michigan [near Bailey's Harbor] by collision with the bark *Pensaukee*. Total loss. 112 tons, rate A2, est. value \$7,000.

Bark *Badger State*, light, and schooner *Dolphin*, coal-laden, collided in the Straits. Latter sunk. Vessel and cargo a total loss. 322 tons, rate A2, est. value \$15,000. May, damaged by collision at Chicago. June, *Dolphin* damaged by collision on Lake Michigan.

Schooner *Gray Eagle*, ran ashore on Whitefish Point, Lake Michigan. Total loss. 380 tons, rate B1, est. value \$12,000.

Scow *Harriet*, loaded with stone, struck a snag off Bar Point, Lake Erie and sunk. Total loss. 56 tons, rate B2, est. value \$3,000. Yacht *Pearl* capsized and sunk in Lake St. Clair. George Nutting drowned.

August

Bark or schooner *Laura E. Calvin* sprung a leak and sunk off Broderick's Point, Lake Ontario. Total loss. 311 tons, rate B1, est. value \$15,000.

Schooner *Mark H. Sibley*, laden with oil, totally wrecked on Avon Point, Lake Erie, but cargo was saved. 250 tons, rate B2, est. value \$5,000. July, the schooner pounded upon the bar at the mouth of Grand River, Canada and carried away her rudder and shoe. Tug *J.E. Eagle* burned on Saginaw Bay [near Bay City]. Total loss. 194 tons, rate B1, est. value \$10,000.

Steamer *Silver Spray* run into and sunk by the propeller *Comet* at entrance to St. Clair River. Total loss. Propeller badly damaged. 259 tons, rate A2, est. value \$20,000.

Sconner *Governor Hunt* ran upon the rocks twelve miles above Erie and went to pieces. 186 tons, rate B2, est. value \$5,000.

Scow *William Tell* totally wrecked by fire on Lake Michigan [at St. Joseph]. 44 tons, rate B2, est. value \$1,500.

Tug *Norcross* and *M. Parsons* collided off Port Colborne and latter sunk in 48 feet of water. Gravel scow *Adventure* ran ashore near Chicago. 19 tons, est. value \$400.

September

Propeller *Boscobell* took fire at the mouth of St. Clair River and was totally destroyed. Geo. Ruehle, engineer and Jo Barber, deck hand, drowned in Lake St. Clair. 919 tons, rate A1, est. value \$75,000. (Official number 2147; 957 tons; built 1867, Peshtigo, Michigan; first home port, Chicago; burnt September 3.) May, the *Boscobel* damaged machinery at Milwaukee. July, she ran aground on St. Clair Flats. Pulled off. Also in July, she ran on Spectacle Reef, Lake Huron. Got off with damage.

Steamer *Oliver H. Perry* burned at Sandusky. Total loss.

Scow *Rival*, laden with wood, driven ashore near Kewaunee. Total loss. 57 tons, rate B2, est. value \$2,000.

Schooner *Nightingale*, ore-laden, ran upon Spectacle Reef, Lake Huron and went to pieces. 423 tons, rate B1, est. value \$12,500. April she ran ashore at Devil River, Lake Huron. Got off in damaged condition. August, ore-laden, she sprung a serious leak on Lake Superior. Towed to Detroit for repairs.

Bark *Nucleus*, ore-laden, sunk in Lake Superior [at Whitefish Point]. Crew saved. 375 tons, rate B1, est. value \$14,000. July, the *Nucleus* was partially dismasted and otherwise damaged on Lake Superior.

Schooner *Apprentice Boy*, loaded with lumber, ran ashore fifteen miles north of Wolf River. Vessel and cargo a total loss. 225 tons, rate A1, est. value \$15,000. Scow *Ocean Wave*, loaded with stone, struck a snag and sunk off Bailey's Harbor, Lake Michigan. Total loss. 89 tons, rate B2, est. value \$4,000.

Scow or schooner *Commencement*, laden with wood and telegraph poles, sprung a leak on Lake Michigan, became water-logged and capsized. Vessel and cargo a total loss. 87 tons, rate C2, est. value \$2,000.

Barge or bark *Armada* broke adrift from tug

New Era and was beached near Grand Haven. Total loss. 225 tons, est. value \$5,000.

Tug *Dragon* ran ashore on Windmill Point, Lake Erie. Total loss. 56 tons, rate A1, est. value \$9,000. May, the *Dragon* ran upon a reef outside of Buffalo during fog. Got off without serious damage. August, bark *Ogarita* and tug *Dragon* collided off Buffalo Harbor. George Aud and another man, knocked overboard and drowned.

Tug *Van Buren* destroyed by fire at Buffalo. 16 tons, rate B1, est. value \$2,000. Schooner *Fairfield* ran on reef at Bailey's Harbor. Total loss. 223 tons, rate B2, est. value \$8,000.

Scow *Sunshine* ran ashore on North Point of North Bay. Abandoned as a total loss, but floated off in the gale of November 17th. 136 tons, rate B2, est. value \$4,000. August, she arrived in Chicago in leaky condition. [Schooner *Echo* capsized off Charlotte.]

October

Scow *J.P. Ferris*, lumber-laden, ran ashore at Muskegon. Total loss. 133 tons, rate B2, est. value \$4,500.

Scow *Falcon*, loaded with shingles and lath, ran ashore at Cleveland and went to pieces. 162 tons, rate C2, est. value \$3,000. June, the *Falcon* lost her small boat on Detroit River.

Propeller *Omar Pasha* totally destroyed by fire at Muskegon. 343 tons, rate B1, est. value \$20,000. (Official number 18918); built 1854, Buffalo, N.Y.; first home port, Detroit, MI.; burnt October 8; no lives lost.) June, she was damaged by collision at Chicago.

Canadian schooner *Kate Budy* or *Kate Buley* or *Kate Bully*, loaded with railroad ties and wood, water-logged and capsized off Little Point Sable. Vessel drifted ashore on Sleeping Bear Point. Total loss. Seven lives lost: Capt. H.L. McGlashen, Geo. Canada, first mate, Mrs. Wilson, cook, and E.M. Corbett, M. Bully and Thos. Duran, seamen drowned. 400 tons, rate A1, est. value \$22,000. Schooner *Mary Ann* ran ashore at Oswego. Total loss. 98 tons, rate C1, est. value \$2,000. Schooner *Minnehaha* with a cargo of 16,000 bushels of wheat, sprung a leak and sunk off Port Stanley, Canada. Vessel and cargo total loss. 260 tons, rate B1, est. value \$12,500. Schooner *H.L. Whitman*, lumber-laden, ran ashore on Racine North Point and became a total loss. 295 tons, rate B2, est. value \$9,000. Schooner *D.O. Dickinson*, lumber-laden, total wreck on Strawberry Shoal, Green Bay.

384 tons, rate B1, est. value \$12,500. August, damaged by collision at Chicago. Tug *Traffic* destroyed by fire on Saginaw River. Total loss. Est. value \$2,500.

Barge *Three Bells* broke adrift from tug *New Era* on Lake Michigan and total wreck on east shore. 262 tons, est. value \$2,500. June, the *Three Bells* and schooner *Lavinda* damaged by collision at Muskegon.

Steamer *Bonnie Maggie* totally wrecked at Kincardine, Lake Huron. 125 tons, rate B1, est. value \$8,000.

Schooner *Comely*, coal-laden, ran ashore on Point Abino, Lake Erie. Total loss. 243 tons, rate B2, est. value \$7,000.

Propeller *Avon*, downbound with a cargo of wheat and flour, sprung a leak on Lake Huron and was beached near Forty Mile Point. Vessel and cargo a total loss. 374 tons, rate B1, est. value \$22,000. July, schooner *A. Medbury* damaged by collision with propeller *Avon* in Welland Canal.

Schooner *Geraldine* sunk by collision with schooner *E.M. Portch*, near Long Point, Lake Erie. Total loss. 303 tons, rate B2, est. value \$8,000. July, she had been seriously damaged by collision at Buffalo.

Barge *Kirk White* driven ashore on Pinnepog Reef, Lake Huron. Total loss. 182 tons, est. value \$2,000.

Schooner or scow *Freedom*, laden with wood, driven ashore near Chicago. Total loss. Cargo partially saved. 52 tons, rate C1, est. value \$1,500.

Propellers *Hunter* and *Comet*, the former downbound with a cargo of 15,000 bushels of wheat and 1,500 barrels of flour, and the latter upbound with 400 tons of general merchandise - collided in Detroit River and sunk. *Comet* raised, *Hunter* total loss. Both cargoes total losses. *Hunter* 680 tons, rate B1, est. value \$25,000. July, damaged by collision with bark *J.G. Masten* at Buffalo.

Schooner *Union* of Chicago, driven ashore at Charlotteville, Lake Michigan. Total loss. 126 tons, rate B1, est. value \$5,000. December, 1868, *Union* capsized off Centerville, Lake Michigan. Crew saved. Vessel drifted ashore; afterward got off and towed into Sheboygan. April, she beached at Racine and got off. October, the *Union* lost small boat and canvas, also sprung a leak on Lake Michigan. Schooner *Acorn*, lumber-laden, ran ashore at Oswego. Total loss. 92 tons, rate C2, est. value \$1,000. (Cont'd in July.) □

GREAT LAKES & SEAWAY NEWS



Editor: Donald Richards
21101 Violet
St. Clair Shores, MI. 48082

Seaway News Editor: Skip Gillham

Those who have contributed to the News
Section in this issue are:

B. ANDERSEN
R. BEAUCHAMP
CORP OF ENG.
T. KROEFF
A. MANN
T. SECHEN

J. BEARMAN
T. CARR
C. HUDSON
M. MACKAY
P. NASH
J. WALTER

Correction. . . Page 166 of the November issue of *Telescope*. The U.S.C.G. cutter *Escanaba (i)* was torpedoed in the North Atlantic on June 13, 1943, not 1945.

Dec. 21. . . Rouge Steel's *Wm. Clay Ford* arrived at Bay Shipbuilding in Sturgeon Bay. Her electrical systems will be converted from DC to AC this winter. The next day American Steamship's *Belle River* went into the drydock.

Dec. 24. . .The *Wm. R. Roesch* arrived in Green Bay to unload stone and was the last laker of the season.

Dec. 25. . .The *Medusa Challenger* closed the port of Grand Haven with a delivery of storage cement for the *Badger State*. The *Challenger* arrived in Toledo on December 30th for the winter.

Jan. 1. . . The Maltese-flag bulk carrier *Eleni M.* arrived in Quebec City and won the gold-headed cane for being the first ship of the season. She is operated by Thenamaris (Ships Management) Inc. and was built in 1970.

Jan. 2. . . The *John G. Munson* loaded the last cargo of stone in Calcite. Later in the week she returned there for winter lay-up alongside the *George A. Sloan*.

. . . .The *Roger Blough* arrived in Escanaba to load the first of six cargoes of pellets for Gary Indiana.

Jan. 4. . . .The *Novi Beograd* arrived in Montreal and won the gold-headed cane for first ship in port. She is owned by Beogradaska Plovdba of Yugoslavia and handles containers for Yugoslav Canada Line. She was built in 1981 and made a trip into the lakes in 1985 as *Yiannis L.*

. . . . The *H. Lee White* arrived in Superior to load the last cargo of pellets for the season at Burlington Northern Dock. She re-entered the Twin Ports via the Duluth Ship Canal because of heavy ice between the channel that connects the two ports. She laid-up for the winter at Fraser Shipyard.

● GREAT LAKES & SEAWAY NEWS



Jan. 5. . . Mr. Louis Simpson of Breakwater Marine Salvage reported the location of the passenger ship *Chicora* in Lake Michigan. He has applied to the Michigan D.N.R. for a permit to salvage the vessel. She was owned by the Graham & Morton Transportation Company of St. Joseph, MI. when she foundered on Lake Michigan during a storm on January 21, 1895. Her disappearance with all hands is detailed in Dwight Boyer's *Ghost Ships of the Great Lakes*.

Jan. 6. . . Marine Industries has announced that M.I.L. Vickers Shipyard in Montreal will no longer repair ships. The last vessel to use this yard was the *Enerchem Laker* in October. The last vessel built there was the icebreaker *Norman McLeod Rogers* in 1969. The shipyard was named Canadian Vickers Ltd. at that time.

. . . The *Philip R. Clarke* arrived at Fraser Shipyard for winter lay-up. A stern thruster will be installed.

. . . The *Indiana Harbor* closes the port of Taconite Harbor and laid-up for the winter in Ashtabula on January 11th.

. . . The *American Mariner* arrived in Superior to load pellets that were scheduled for the *H. Lee White*. With her departure the Twin Ports were closed for the season. The *Mariner* laid-up for the winter at Nicholson's in Detroit on January 11th.

Jan. 7. . . Lodge No. 22 of the International Shipmasters Association was formed by members living on both sides of the St. Marys River and the Straits of Mackinaw area. Capt. John Wellington of the Wellington Towing Company was elected president of the lodge.

Jan. 9. . . The *Frontenac* arrived at Algoma Steel at the Canadian Soo with storage ore for winter lay-up.

GREAT LAKES & SEAWAY NEWS ●

. . . The *English River* closed the port of Toronto for the season and laid-up for the winter.

Jan. 12. . . The St. Clair Region Conservation Authority hired the tugs *Princess No. 1* and *Jenny T. II* of Waterways Transportation of Windsor to break ice in case of flooding in the Sydenham River near Wallaceburg, Ontario.

. . . The tug *Glenside* of McKeil Work Boats was moored at Lighthouse Cove in Lake Huron in order to break ice in the Thames River if needed.

Jan. 14. . . C.S.L.'s *Nanticoke* cleared Montreal for Halifax, N.S. where she will continue to be converted into a Caribbean-class vessel.

. . . The *Edgar B. Speer* arrived in Two Harbors to load pellets and cleared the same day for Gary, Indiana with the final load of season. After she passed the Soo Locks on January 15th, they were closed for the season. The *Speer* arrived in Gary on the 17th and laid-up for the winter in Milwaukee.

Jan. 18. . . The Panamanian-registered *Mary Nour* cleared Montreal. She had been there since July and was chartered to Miron Inc. of Montreal.

. . . The Seaway Port Authority of Duluth-Superior reported that 34,597,868 metric tons of commerce was handled by the ports in 1987. This was an increase of about 7.3 million tons over 1986 and 6.5 million tons over the five-year average. Increases in ore and coal shipments were credited for the rise. Domestic imports and exports were 8.3 million tons more than 1986. Shipments of ore in both ports totaled 19,124,525 metric tons compared with 14,448,970 tons in 1986. Coal and coke shipments in and out of the ports totaled nearly 13,371,665 metric tons. Last year the total was 10,371,665 tons. Grain and general cargoes were down from 1986. A total of 1,143 vessels called at this port, with was 208 more than 1986.

Jan. 20. . . The sailing ship *Victory Chimes* will be returning to the lakes. She was towed out of Duluth last fall to the east coast for possible sale. She has been purchased by Tom Monaghan of Dominos Pizza Inc. for an undisclosed price. She will be docked at his resort at Drummond Island in Lake Huron. The *Chimes* will be towed to Sample's Shipyard in Boothbay Harbor, Maine for extensive repairs.

Jan. 23. . . The *Roger Blough* arrived in Escanaba to load the final cargo for Gary. Since the *Blough* was reactivated in September, 1987, she loaded 21 cargoes totaling 900,000 gross tons of pellets. Fifteen were loaded at Two Harbors and six were loaded at Escanaba. She unloaded 18 at Gary and three in Conneaut.

Jan. 26. . . The *Nordik Express* arrived in Quebec for winter lay-up. She had been purchased a few weeks earlier by Desgagnes Navigation, however, she was still on a 5-year charter to Secunda Marine Services Ltd. of Dartmouth, N.S. She will continue in service in the lower St. Lawrence after receiving repairs and upgrading in Quebec.

. . . The U.S. Coast Guard has threatened to place the icebreaker *Mackinaw* in reserve status after February 1, 1988. Due to spending cuts in the federal budget, the *Mackinaw* is usually the first vessel to be withdrawn from active service. A few days later, it was announced that she will remain in service throughout the spring season.

● GREAT LAKES & SEAWAY NEWS

Feb. 1. . . Soconav's tanker *L'Orme No. 1* collided with the pier in St. Romuald in Quebec. A fire broke out upon impact, damaging both the pier and ship. The tanker *Enerchem Travailler* was fully loaded at the same dock, but wasn't damaged. The oil terminal was closed and reopened about February 13th. Because of the terminal's closing, several tankers were laid-up. The icebreaker *Des Grosseilliers* struck the same pier while assisting the burning tanker, but apparently wasn't damaged.

Feb. 2. . . The ferry *Block Island* has been renamed *Americana* and will be an excursion vessel between Buffalo and Crystal Beach.

Feb. 3. . . The tug *Barbara Andrie* was the first commercial vessel into Port Stanley on Lake Erie this year. She was pushing a barge with 6,000 tons of liquid asphalt from Chicago. Capt. Jim Rice was awarded the traditional "top hat" that is normally won by a laker in March.

. . . Algoma Steel in Sault Ste. Marie, Ontario has agreed to stop dumping material that pollutes the St. Marys River. The material includes decanter sludge, a by-product of the coke process and lubricating oils.

Feb. 4. . . The eight ships in the Halco fleet have been sold to the following companies. Misener Shipping has purchased the *Lawrencecliffe Hall* and will rename her *David Gardiner*. They also purchased the *Ottercliffe Hall* and will rename her *Peter Misener*. C.S.L. purchased the *Frankcliffe Hall*, *Maplecliffe Hall* and *Cartiercliffe Hall* and will renamed them *Halifax*, *Lemoyne* and *Winnipeg* respectively. Paterson purchased the *Steelcliffe Hall*, *Montcliffe Hall* and *Beavercliffe Hall* and will rename them *Windoc*, *Cartierdoc* and *Quedoc* respectively.

. . . The SD 14 type *Mare*, which is registered in Panama, sank off Jebel Ali, United Arab Emirates, six days after being attacked by Iranian gunboats. She made at least one trip into the lakes in 1984 as *Unimar*.



U.S. Steel's ROGER BLOUGH carried 900,000 gross tons since being reactivated last September.

GREAT LAKES & SEAWAY NEWS ●

Feb. 5. . . The tanker *L'Orme No. 1* arrived in Montreal from Quebec and docked at the Shell Oil berth. Later she was shifted to another dock in the "old port" for repairs. She wasn't expected to re-enter service until March.

Feb. 17. . . An explosion aboard the Liberian-registered *Humber Arm* disabled her and sent her adrift. She was repaired at Corner Brook, Newfoundland. She and her sistership *Corner Brook* are visitors to Trios Rivieres to load newsprint.

Feb. 23. . . An 118-foot section of the tie-up wall above Lock 1 in the Welland Canal collapsed. Repairs were begun the next day and the canal was expected to open without delay on April 1st.

Scrapping News. . .

. . . The *Rogers City* will be scrapped at Recife, Brazil. Her departure from Sydney, N.S. on December 19th was delayed due to engine trouble in the tug *Phoecen*.

. . . The *Thomas Wilson* sank northeast of Bermuda on December 30th while under tow of tug *Osa Ravensturm*. She foundered after the towline parted while being towed for scrapping in Taiwan.

. . . The *Ashland* also broke loose during the same tow with the *Wilson*, but was retrieved on January 2nd. She was towed to Bermuda and was blown aground on Pigeon Rocks for four days on January 16th. She was refloated by tugs *Salvageman* and *Rembertitrum*.

. . . On October 24th the *Enders M. Voorhees* arrived at Algeciras, Spain with tug *Irving Cedar*. She cleared for Aliaga, Turkey on January 13th with tug *Everest*. On January 24th the towline parted in heavy seas in the Mediterranean and she went aground at Profitis Elias on Kithnow Island. The *Voorhees* broke in two within a few days.

. . . It has been reported that the *Alka* and *Split* have been sold to shipbreakers. They were owned by Jadranska Slobodna Plovidba and were regular visitors to the lakes. A new *Split* was scheduled to arrive in Montreal in November, but will not enter the Seaway.

. . . The tanker *Irvingwood* has been sold for scrap at the Unimetco scrap yard in Sydney, N.S. She has made several trips into the St. Lawrence River to unload at Rimouski. She was built in 1952 at Lauzon as a pulpwood carrier.

. . . *Cintax* is to be broken up at Bhavnagar, India. She made countless trips into the lakes as *Francois L.D.* and as *Cinta*.

. . . *Ponia*, registered in Honduras has been sold for scrap in India. She was owned by Deco Shipping and made two trips into the Seaway last year.

. . . The refrigerator vessel *Nicolas P.* was sold for scrap to Turkish shipbreakers. She was owned by Sicro Maritime Inc. of Panama and was in the Seaway in 1983.

. . . On December 5th the *Panamanian-flag*, German liberty type *Cason*, foundered off the coast of Spain. Under her former names of *Finn Leonhardt* and *Wolfgang Russ*, she made several trips into the lakes in the 1970's.

● GREAT LAKES & SEAWAY NEWS

Great Lakes Calendar . . .

June 9th - G.L.M.I. Board meeting. Election of officers at 7:30 p.m. at Dossin.
June 11th - Second Annual Great Lakes Marine Art Show from 10-3:30 p.m. in DeRoy Hall at Dossin.

August 11th - G.L.M.I. Board of Directors meeting.

September 16th-Curator Robert E. Lee Dinner on the Lansdowne in Detroit. Guest speakers will be Ann and John Mahan, photographers of Great Lakes lighthouses. Dinner notices will be sent with July issue of *Telescope*.

October 13th - G.L.M.I. Board of Directors meeting at 7:30 p.m. at Dossin.

November-Exhibit on the Storm of 1913 opens at Dossin Museum.

December 3rd-Great Lakes Marine Flea Market held in DeRoy Hall from 10-3 p.m.

May Entertainment Meeting . . .

Mr. Paul LaMarre will be our guest speaker on Friday, May 20 at 8 p.m. at Dossin Museum. Paul's slide presentation titled "Survivors - Perspectives from Afloat" takes the viewer aboard veteran lake vessels (including the *Sylvania*, *Benson Ford (i)*, *H.C. Heimbecker*, *Wm. P. Snyder Jr.*) on voyages during their final days of service. Mingled with this are views taken aboard the modern replacements of these "Last Survivors", giving a sharp contrast to the old and new.

Paul is finance director for the Gaelic Tugboat Company of Grosse Ile, Michigan. Most of our members will associate Paul with the numerous Great Lakes marine paintings that he has exhibited around the lakes. Many of these veteran lakers have been preserved by Paul in color lithographs and pencil sketches. Please join us on Friday, May 20th, for a glimpse of the vanishing veterans and their replacements. □



The Great Lakes Maritime Institute, Inc., promotes interest in the Great Lakes; preserves items related to their history; encourages building of scale models of lake ships and furthers programs of the Dossin Great Lakes Museum, repository of the Institute's holdings. The Institute was organized in 1952 as the Great Lakes Model Shipbuilder's Guild. It is incorporated under the laws of the State of Michigan as a non-profit corporation and donations to the Institute have been ruled deductible by the Internal Revenue Service. No Institute member is paid for services.

Telescope®, the Institute's journal, is published six times per year and covers Great Lakes topics. The Editor welcomes the opportunity to review manuscripts for publication, send to:

Great Lakes Maritime Institute
Dossin Great Lakes Museum
Belle Isle, Detroit, MI. 48207

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DOSSIN MUSEUM
BELLE ISLE
Detroit, MI. 48207
(313) 267-6440

TELESCOPE STAFF

Editor: KATHY MCGRAW
Seaway News Editor: SKIP GILLHAM
News Editor: DONALD RICHARDS
21101 Violet
ST. CLAIR SHORES, MI. 48082
Curator of Dossin Museum: JOHN POLACSEK

All members are invited to submit items to the News Section. Those who contribute to this issue are listed in the News Section heading. The Editors must reserve the final decision of selection of items used. Please direct ALL NEWS MATERIAL to the NEWS EDITOR. ALL OTHER CORRESPONDENCE to the COORDINATING DIRECTOR.



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