

# Telescope

An illustration of a rolled-up map with a grid pattern and a telescope resting on it, set against a solid orange background.

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GREAT LAKES  
MARITIME  
INSTITUTE

DOSSIN GREAT LAKES MUSEUM  
Belle Isle, Detroit, Michigan 48207

## MEMBERSHIP NOTES ●

If the quality of *Miss Pepsi's* recent restoration was measured in elbow grease and TLC, our thirty-six foot, triple-step hydroplane would be listed in the Guinness Book of World Records as the world's most beautiful wood boat. That elbow grease and TLC would come from DYC members Penny and Doug Breck, who both possess remarkable talent and skill. After seven months of work, *Miss Pepsi* is now ready to greet museum visitors and show off her graceful mahogany lines, twin Allison engines and the most beautiful finish on the lakes.

This will be the last issue of *Telescope* typeset on the Compugraphic machine. Many members will remember back to May, 1978 when we switched from the Varityper to the Compugraphic. Because of the advances in computers, especially in the area of laser printers, the GLMI Board voted in February to purchase a desk-top publishing unit with the computer. In the past two years we've had a few problems with the Compugraphic machine (in one issue the letter "k" quit on the keyboard) and rather than spend over \$1,000.00 for repairs, the Board voted to buy a computer. When the repairman came to look at the Compugraphic Execuwriter II for the last time, he informed us that the GLMI had the last model in the State of Michigan.

## MEETING NOTICES ●

Mr. Wayne Garrett will speak on marine engines on Friday, May 17th at 8:00 p.m. at the museum. The next scheduled Board of Directors meeting is scheduled for Thursday, June 13th at 7:30 p.m. at the museum.

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**OUR COVER PICTURE** . . . Launched in 1912, the *Seeandbee* was the third and last ship built for the Cleveland & Buffalo Transit Company. The side-wheeler had seven decks which held 510 staterooms and 24 parlors for passengers traveling between Chicago and Buffalo. In 1942 she was requisitioned by the US Navy to serve as a training ship for pilots at the Great Lakes Naval Training Base on Lake Michigan. She was renamed *USS Wolverine* and remained there until she was decommissioned in 1946 and sold for scrap the next year. □

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

## NORTHWEST STEAMSHIP

### GONE, BUT STILL ALIVE!

by  
ALAN MANN  
Part II

In 1939, a reorganizing of the company was completed. Parrish & Heimbecker, Grain Receivers, Shippers and Exporters, with several terminals across the Dominion of Canada, injected substantial capital into the company. P&H had chartered North West vessels to transit their products during the decade of the 30's. The new firm became Northwest Steamships Ltd., with the company name showing a slight variation from the original title. Again, the company became a two ship fleet with the acquisition of a new hull. The steamer *Rahane* had been built in 1924 at Wallesend-on-Tyne and had been operated by Sarnia Steamship Ltd. H.C. Heimbecker, now president of Parrish & Heimbecker Co. Ltd., recently recalled his role when the new ship was purchased. "I can remember my job as an office boy in 1939, taking the cheque

for \$51,000 over to the Bank of Commerce (in Toronto) to be certified to pay for the ship."

Capt. Archie Hudson had a long time ambition to have a big boat named for him. This hope was realized when the 248-foot steamer was renamed *A.A. Hudson*. Capt Dalton was transferred to the new ship from the *Superior* while her first mate Sam Bell was elevated to captain, a position he held on the *Superior* for the next several years.

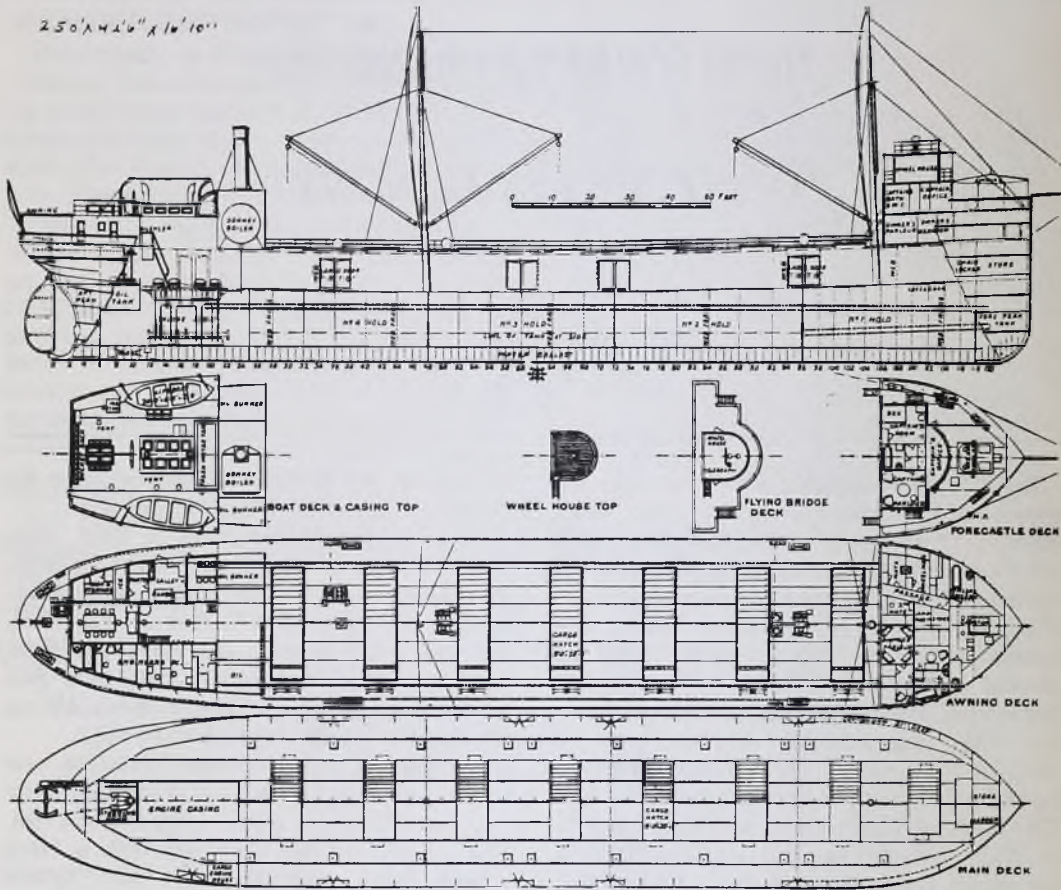
The reorganization brought attractive new colors to the fleet. Hulls were green with white boot top. Underside to the waterline was red. Stack markings saw basic red with a black smoke band, complemented with letters "NW" midstack. Both vessels, quite attractively, had melodious whistles. The *Hudson's* last whistle, a triple chime, was installed in 1941 and came from the Letherby Saw Mill in



Photo by Johnny Cairns

*The steamer RAHANE was built in 1924 in England for Canadian Terminal Steamship Ltd.*





Profile and Deck Plans of Carls-Diesel Engine Ship "Fordonian," for the Canadian Lake Trade.



Top: Profile and deck plans of FORDONIAN, built in Glasgow, Scotland in 1912.  
Bottom: SUPERIOR in Sydenham River in 1952.

Midland where it had echoed over Georgian Bay since early in the century.

War years found the two Northwest vessels quite busy. Johnny Cairns, who was traffic manager for the firm recently recalled that active period. "Wallaceburg became the eastern port terminus for package freight rather than the longer haul to Toronto, thus saving money. This worked handily as the ships never went empty. P&H could get the best of two worlds by bringing down parcels of various grains to the Georgian Bay ports and Goderich. This could be readily merchandized. Upbound, mixed cargo could be picked up at Wallaceburg, Sarnia, salt at Goderich and brought to the Lakehead. Soda ash for Western Canada was often picked up at U.S. ports. We always got good loads at Sarnia's Imperial Oil because Archie Hudson made a deal to exchange bunkers with them as a contra account."

Following the second war both the *Superior* and *A.A. Hudson* continued to find work, mainly in the Upper Lakes while still

servicing ports on their usual runs. In September of 1954, the *A.A. Hudson* was forced to languish in Wallaceburg for a total of four days due to the slow movement of grain at the Lakehead. Soon, however, size of the two package freighters worked against them, especially following the opening of the St. Lawrence Seaway. 1956 was the last year the *Superior* called at Wallaceburg, a port she made regular calls at since 1929. Wallaceburg "Canada's Inland Deep Water Port" became fondly attached to the Northwest ships, especially the *Superior*. She was adopted as the town's "signature" ship when a huge downtown mural was developed in 1976, not far from her familiar mooring.

The grand old ship *Superior* arrived in Goderich in December of 1958. It was her final cargo and trip. She was finished. Transferred to Windsor, her final trip directed her to the scrap heap at Port Weller in 1961. McQueen's tugs *Atomic* and *Patricia McQueen* of Amherstburg towed the *Superior* to her final berth. Recently, Capt. Len Gillard of Wallace-



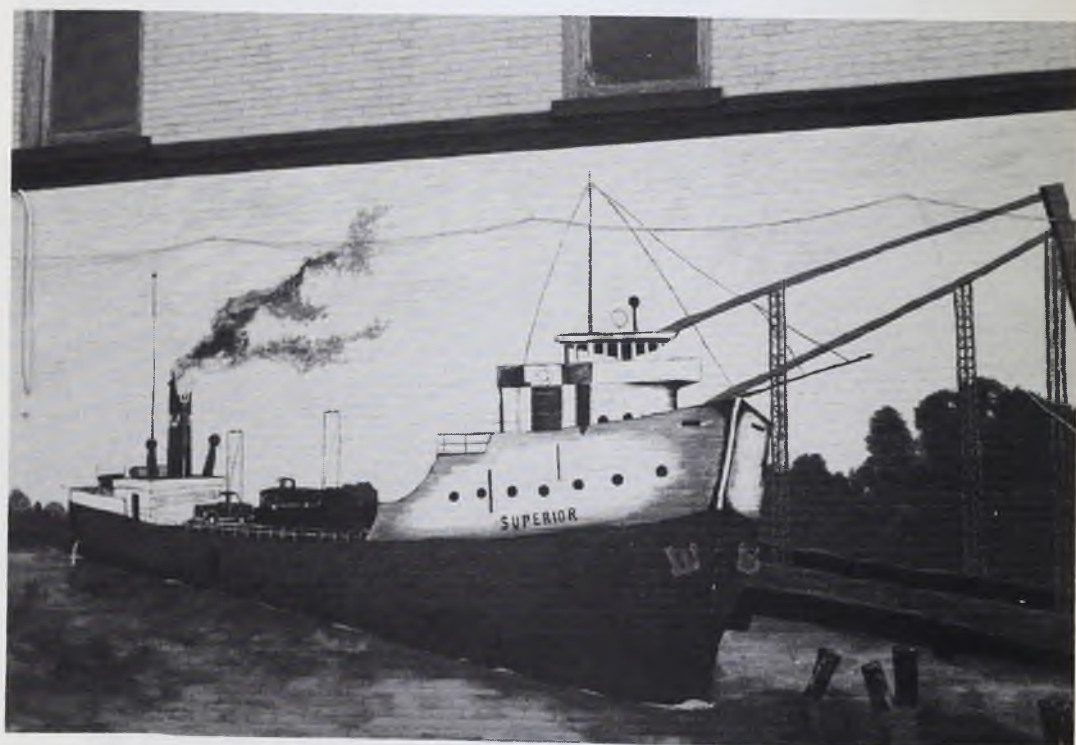
Photo by Skip Gilham

A.A. HUDSON at Port Dalhousie being rebuilt with cabins aft. Photo taken on September 3, 1965.





McDonald Coll./Dossin Museum



Author's Photo

*Top: SUPERIOR with a deckload of drums. Bottom: The mural of the SUPERIOR in downtown Wallaceburg, Ontario in 1989.*

burg, master of the *Patricia McQueen* for the *Superior's* scrap trip, recalled her final act. "As we nudged her into her final resting spot, the green hull of the *Superior* gave one last quiver from port to starboard, seemingly a last gesture that her work was ended, and a final reward of rest had been earned."

The newer *A.A. Hudson* lasted a little longer. In 1965 she was sold to Hudson Shipping and Trading Co. of Nassau. Between May and September of that year she was rebuilt with all cabins aft, hardly recognizable in comparison to her traditional appearance. She headed to the Florida area, worked briefly and was laid up by 1967. In June of 1968 as *Hudson Trader* she was sold to the Royal Marine Transport Steamship of Panama. She

was scrapped at Atlantic Beach, Florida in 1971, thus ending the final traces of the once active and proud Northwest Steamship.

A company that traced its origins to James Playfair, Northwest Steamship played an important part in that exciting era of Lakes history when smaller shipping companies often dominated the shipping lanes. Historians can rest assured however, that this firm, in a way, is still alive today. P&H Shipping, Parrish & Heimbecker and their fleet of vessels, active on the lakes today, traces its early history to Northwest Steamship.

The writer would like to thank the following in the preparation of this article: Herb Heimbecker, the late Johnny Cairns, Ron Beaupre, Capt. Len Gillard, Skip Gillham, and John Bascom. □

## SUPERIOR

1889-Built by Globe Iron Works, Cleveland, Ohio as *Parks Foster* #150478. 262 x 39 x 19.2 GT-1729. Launched July 30, 1889 for Owen Transit Co. as package freighter (A. McVittie, Detroit).  
1900-Sold to National Steamship Co. of Chicago (J.G. & E.J. Keith).  
1915-Sold to Prindeville & Sons.  
1920-Owned by Frank Chamberlain, Chicago.  
1921-Owned by William Nicholson, Detroit. Shortened at Ecorse, MI. 248 x 39 x 19.2. GT-1640.  
1928-Oct. 17th, Stranded on beach at Alpena, MI, abandoned to underwriters. Salvaged by Reid Wrecking Co. of Sarnia, temporarily repaired at Port Huron, MI.  
1929-Towed from Port Huron to Ogdensburg, N.Y. for insurance evaluation, then to Toronto briefly by tug *Joseph L. Russell*, then to Muir Bros. at Port Dalhousie where repairs were completed. Returned to Toronto, fitted out in Playfair colors.  
1929-Aug. 7th, Bought by Frank G. Wilson of Westmount, P.Q. Registered at Montreal, hull #154471. Steamed out of Toronto, own power.  
1929-Nov. 6th, Bought by North West Transportation Co., Ltd., Ontario.  
1930-April 5th, Transferred to North West Transportation Co. Ltd.  
1931-July 31st, Capt. Hudson said Archie Hudson returned red hull to Playfair due to condition of engines, boilers, etc., making profitable operation impossible.  
1931-Aug. 6th, Transferred to Great Lakes Transit Corp. Ltd., Ontario.  
1931-Aug. 12th, Registry transferred to Midland, Ontario. Reboilered and re-engined at Midland, new triple expansion engine from GGMM, built 1920 Ingersoll-Rand, Sherbrooke, P.Q. (Capt. Hudson made new deal with James Playfair for purchase.)  
1931-August 12th, Renamed *Superior* #154471.  
1931-Sept. 9th, Sold to North West Transportation Co. Ltd.  
1931-Sept. 16th, Registration transferred to North West Transportation Co. Ltd., (deal no good).  
1931-Sept. 25th Sold to Great Lakes Transit Corp. Ltd., Midland.  
1931-Sept. 29th Registration transferred to Great Lakes Transit.  
1938-March 30th Sold to Northwest Steamships Ltd., Toronto.  
1938-Apr. 2nd Registration transferred to Northwest Steamships Ltd.  
1951-Nov. 20th, Registration transferred to Toronto.  
1960-July 4th, Sold to Newman-St. Catherines after layup in Goderich winter of 1959/60.  
1960-May 20th, Towed from Windsor to Port Weller by McQueen tugs *Atomic* and *Patricia McQueen*.  
1961-Scrapped at Port Weller.  
1961-Aug. 10th Registration closed.

## GEORGIAN

Clyde Shipbuilding &amp; Engin. Hull #298

1912-Built in Glasgow, Scotland for Canadian Interlake Line of Toronto as *Fordonian* #133077. 250 x 42 x 23. GT-2368. Motorship 2 Cycle diesel built by Arnoldo S. Giorgie in Torine, Italy.  
1914-Absorbed into Canada Steamship Lines.  
1916-Transferred to Quebec Steamship, subsidiary of Canada Steam.  
1916-Sold to American Star Steamship Co. in New York. Re-registered US #214598.  
1916-Transferred to American-Mediterranean Steamship, N.Y.  
1923-In May returned to Great Lakes, chartered by Canada-Atlantic Transit Co., but still registered US.  
1926-Aug. 26th Re-registered Canadian at Toronto #133077.  
1927-May 31st Renamed *Yukondoc*.  
1929-April Bought by Arthur A. Hudson of Northwest Transportation Co. Ltd. of Toronto.  
1932-Nov. Enroute to Toronto, ran aground at Munising, MI.  
1932-Dec. 3rd Crew rescued and ship abandoned to underwriters.  
1932-Dec. 11th, salvage by *Maplecourt* of Reid's unsuccessful.  
1933-May 31st, salvaged by United Towing Ltd. (Sin-Mac), towed to Port Arthur for temporary repairs.  
1933-June Further work at Port Dalhousie Drydock (Muir).  
1933-Dec. 28th Register closed, probably sold US, but register shows "vessel stranded".  
1934-March, sold to Federal Motorship Corp., Buffalo, N.Y. Towed to Ogdensburg, N.Y. and rebuilt for New York Barge Canal service, renamed *Badger State* by St. Lawrence Marine Repair Dock Corp.  
1934-re-registered US #214598.  
1946-Jan. 4th, struck submerged object and sank in Gulf of Mexico off mouth of Grijavla River.

A. A. Hudson

1924-Built at Walleseend-on-Tyne, England by Swan, Hunter & Wig-ham Richardson Ltd. 248 x 43 x 22.8. GT 2222. Built for Canadian Terminal Steamship Ltd. Toronto as *Rahane* #148089. Hull #1241.  
1933-Nov. Bought by Sarnia Steamship Ltd. (Misener).  
1933-34 Cargo boom and new stack installed at Toronto.  
1939-Aug. Sold to Northwest Ltd. Toronto and renamed *A.A. Hudson*.  
1941-Whistle from Letherby Mill, Midland installed (triple-chimed).  
1965-Sold to Hudson Shipping & Trading Ltd., Nassau, BWI. (Benny Newman, Capt. Wm. Dodd).  
1965-May to September. Rebuilt at Port Dalhousie with all cabins aft.  
1967-Sept.-Reportedly laid up at Tampa, FL.  
1968-June-Reportedly sold to Royal Marine Transport Steamship, Panama and renamed *Hudson Trader*.  
1971-Scrapped at Atlantic Beach, FL. □

## RETURN TO AN OLD FRIEND

## M/V WALTER J. McCARTHY JR., ALIAS BELLE RIVER

by  
MITCHELL WEBER

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It was one of those balmy early May days. In the sun it was warm, but in the shadows cool. Wind was fresh, good for sailing, southeasterly and only the heartiest of fishermen were out and about the waters of Sturgeon Bay, seeking the elusive-scaled-delicti of the local waters.

The M/V *Belle River* was in the graving-dock at Bay Shipbuilding Corporation for some internal stern repairs and a name change. She would be known in the future as the M/V *Walter J. McCarthy, Jr.*

An old friend with tons of memories had returned. An old friend had crossed a milestone, undergoing a "name change". It's time for a voyage down nostalgia's sea lanes!

As I walked around the "Black Hulled Leviathan", quiet now and resting on the blocks in the 1200-foot graving dock, the only external activity was shipyard workers welding the new name onto the sides and stern of the former *Hull #716*. Others were under the massive hull cutting and welding. On deck some crew members were stenciling her new name onto life rings, survival suits and life jackets. Even though it was Sunday afternoon, activity abounded. The *Big Belle*, excuse me, the

*McCarthy's* time was valuable. She was a super carrier and time away from cargo is money lost. Her stay would be under a week!

As I walked up the companionway into the engineroom entrance, I couldn't help but think of the first time I saw this behemoth! And who introduced her to me for the first time.

That first introduction with and to the *Belle River* was the day she initially "got all wet". She made quite a big splash on the day of her partial launching. It was September 30, 1976. The forward 660-foot section was side launched. Several months later, the water born bow section was joined to the stern section in the present graving dock that is the repair home of all the Great Lakes Thousand Footers.

But she really "came to life" when her "First" Chief Engineer, Mr. John V. Carr, walked me up and down and all around her 1000-foot length and ten story height.

I think it was the look in John's eyes, the sound of his voice, the sense of pride in his own personal achievement for being chosen her "First Chief", that enkindled in me the first spark of awe and admiration in this vessel.

For those of us who have been nurtured by



the lore of the Great Lakes and the ships that sail upon them, these Great Lakes vessels, the largest moving man-made objects, can become addictive, whether one is a crew member or marvels at them from the beach.

As I climbed via the interior of the ship to the bridge deck, this ship's size really became obvious. Seven stories up . . . and finally the pilothouse, the bridge deck, I could see forever. The *Walter J. McCarthy Jr.*, was presently the "biggest building" in town. It seemed as though I could reach out and touch the sky. Those hearty fishermen appeared as dots on the sea. The waters of Green Bay, an hour away by sail, seemed next door!

My dad was captain of a ship on the Great Lakes that was half the size of this leviathan and he piloted that little 420-footer, as all lakera were until the 70's, from the bow. This vessel twice as long, twice as wide, was maneuvered from the stern.

Sitting on one of the high chairs in the pilothouse and looking out into space, I remembered that July of 1977 and the *Belle River's* first trial runs. How this pilot house was a beehive of activity! I remembered that

first trip I took on her in October of 1977 for twelve days. This included two round trips from Superior, Wisconsin to St. Clair Michigan. From my high chair in the wheelhouse, I remembered the first time I saw Capt. Peter Gronwall, gently and artistically guide this monster away from the dock, loaded with over 60,000 tons of western coal. It was from this vantage point that I saw the Poe Lock at the Soo get filled up, like I have never seen a lock get filled. A two and one half foot clearance is all the room one had with these big guys!

To witness fog on one of these ships was breathtaking. I had seen it so thick, that over two thirds of the ship was gone! One was never so close to lift bridges as when one occupies a place in the pilot house of a ship of this character and size.

Behind the pilot house was an area called the chart room. Looking out over the stern I couldn't help but notice the *McCarthy's* newest addition, passenger quarters. Added a number of years ago, these quarters afforded her a place to take guests. When I sailed on the *Big Belle*, a serviceman's stateroom occupied



Dossin Museum Coll.

*The BELLE RIVER at Bay Shipyard in 1977. She was the first 1,000-footer for American Steamship Company.*



Treloar Photo/Dossin Museum

*The REISS BROTHERS was a typical laker until the demand for new tonnage in the 1960's made designers move all cabins aft.*

the area of the present passenger quarters.

Leaving the bridge deck, I used the exterior ladders to make my way to the main deck and to walk to the bow.

Walking the 1000-foot distance, I couldn't help but think about all the man-hours it takes to chip and paint these decks. But, most of all, in my slow walk to the bow, I reflected on those who were with her that first year and are no longer with us or on other ships. Only one crew member recognized me, and in talking to him, only one other person was onboard from the maiden year of 1977. Nearing the bow, I looked over the side to see if the name was still on the bow. No exterior trace was left of her first name. Taking photos, I began my walk back to the stern of the ship.

Looking down over the bow into the graving dock, I was still amazed at the dry-docking of one of these modern day super carriers. To see all of this steel firmly planted on "terra firma" is a modern engineering marvel. But,

my thoughts went back to the July day, when Mrs. Mary Meese, the wife of the Chairman of the Board of Detroit Edison, christened this ship with the words, "... long may you sail and may God be ever with you ...".

I was a member of that christening party, and as a result, have always had a special interest in the fate of this ship. The *Belle River* likewise was the vehicle whereby I got to know Mr. and Mrs. Meese. For the next several years, Mrs. Meese, the *Belle River's* sponsor and I kept in touch. Such a gracious lady to christen this "Lady of the Lakes"!

About midships, on one of the hatch covers, neatly arranged, were a number of life rings with the ship's former name having been freshly painted over in order for these liferings to receive their new name. Pausing for a minute, I wondered about the millions upon millions of tons of low sulfur coal that had been carried by this ship. Think about it,



60,000 tons a trip, from April through December.

As I continued my walk to the stern and eventually down into the bottom of the graving dock, I wondered if I were the only person who looked at this ship in terms of her being a part of a modern day "sea epic".

The world will always have the "Famous and/or Infamous Ships". It's the nature of our relationship with the sea. Some of these ships were infamous because of the tragedy surrounding them and others famous because of the fond memories of those who built her, sailed her, had family aboard her or watched her from afar!

For me the ship of my youth, the str. *Reiss Brothers*, will never have an equal. But then again the fascination of any of "My Daddy's Ships" is hard to forget. In the present time I am likewise pleased with small part I had in seeing that the M/V *American Mariner* of the American Steamship Company was named after the men of the company and all the American mariners who have gone down to the sea in ships.

The *Walter J. McCarthy Jr.* will always be "special" for all of us who saw her being created and put into service. She's a Big Number One in our minds. The "first" thousand footer built at the Bay Shipbuilding Corporation, the "First" thousand for the American Steamship Company, the "First super-collier" for Detroit Edison and the western coal trade, the "first" for so many of us for so many various reasons, but most importantly, first because of the men who have so successfully operated her over these past fourteen years. Some of these men are gone. Chief Engineer John Carr and Bos'n Phil Erickson are no longer in our midst, but this ship is what it is because of those who sailed upon her. It was they who gave to this steel a sense of life.

The grand "Lady of the Lakes" takes on a new name in the spring of 1990. A new name means many a thing, but personally for me, a name is a new beginning, a new life or maybe even a new hope for this ship as it sails on through and into its second decade, upon these Great Lakes. □



On May 25, 1990, Mrs. Linda McCarthy, wife of retired Chairman Walter J. McCarthy, Jr. smashes a magnum of champagne to rechristen the ship in honor of her husband.



## 1956 GOLD CUP WIN WAS BILL MUNCEY'S FIRST

by  
STEVE GAREY

In the heyday of the Detroit/Seattle Gold Cup rivalry, Royal Oak native Bill Muncey was hired to drive a Seattle boat in the 1955 race for the old mug, to be contested on Lake Washington at Seattle for the fifth consecutive year.

Stanely S. Sayres, a Seattle auto dealer and owner of the famed *SLO-MO-SHUN* hydroplanes, had beaten back all challenges from the Detroit boat owners, who were trying to bring the Gold Cup back to its long-time home at the Detroit Yacht Club. The youthful Muncey had been thrown into the big leagues of boat racing as driver of the new *Miss Thriftway*, owned by Seattle grocery store tycoon, Willard Rhodes.

As it turned out, Sayres' *SLO-MO V* flipped during a qualifying attempt, and his *SLO-MO VI* blew her Rolls Merlin engine in the final heat, leaving Muncey the only hope for keeping the Gold Cup out of Detroit. But Lee Schoenith, driving his dad's boat *Gale V* from Detroit, won the race on elapsed time and took the Gold Cup home with him.

Actually, Muncey had won the final heat, but a bonus scoring system gave Schoenith the edge, which infuriated the hydro-crazy Seattle fans. How, they asked, could a boat that finished second, second, and third in its three heats beat a boat that finished third, first and first? Nevertheless, the coveted Gold Cup was headed east and it would be up to Bill Muncey and the other Seattle drivers to try and win it back.

The challenging western team for the 1956 race at Detroit included *Miss Thriftway*, *SLO-MO-SHUN IV* and *Miss Seattle*, the latter being the former *SLO-MO- V* hull, sold and

renamed. Bolstering this trio was the two boat entry of Texas oil and cattleman William T. Waggoner. His *Shanty I*, driven by Russ Schleeth, had won the Seattle, Tahoe and Harmsworth races, and was the clear favorite in the Gold Cup. Waggoner's other boat was *Maverick*, driven by Bill Stead. Other West Coast hopefuls were Edgar Kaiser's *Hawaii Kai III*, J. Philip Murphy's *Muvalong* and Bob Gilliam's *Miss B. & I.*



Bill Muncey at 1963 Gold Cup



*Chuck Thompson in MISS PEPSI - one of the toughest competitors in the 1950's.*

Defending owner Joe Schoenith fielded three *Gale* boats for the race, and the Dossin Brothers resurrected their *Miss Pepsi*, a huge twin-Allison powered displacement hull, which had previously won three President's Cups and a number of other trophies, before being retired in 1952.

In all, nineteen boats entered the qualifying trials to determine the twelve starters in the race. But, the '56 Gold Cup race was doomed to controversy even before the first heat was run.

Detroit owner Horace Dodge filed a protest when his boat *Dora My Sweetie*, was bumped from the field by a boat which he claimed qualified during an illegal extension of the qualifying period. Dodge's action would ultimately hold up the awarding of the Gold but the race itself and the disputes that followed were to overshadow Dodge's complaint and bring to the front, once again, the names of Bill Muncey and *Miss Thriftway*.

The race was building up to an all-out shooting match between the Detroit boats and the Seattle boats in the final heat. In the early rounds, the partisan Detroit crowd was cheering as the big *Miss Pepsi*, driven by popular Chuck Thompson, lumbered through the rough water like a specter from the past,

her cigar-shaped silhouette rolling out a rugged wake in the paths of the modern three-pointers. Bill Muncey gamely duelled with the Detroit giant in the first stanza, and then won the second heat by a mile. Sometime during that second heat, *Miss Thriftway* had nosed into a swell and Bill was thrown against the steering wheel and instrument panel. The violent action threw him back into his seat, shook the bow loose from the water and back into the planing attitude. But the damage inflicted to the *Thriftway*'s nose was sufficient enough that a major repair job was necessary to enable the boat to run in the finals.

Some of the Detroit owners went so far as to call the official's stand insisting that *Miss Thriftway* was too seriously damaged to enter the final heat without placing the other boats in danger. Even before an official safety delegation arrived at the *Thriftway* pit to inspect the damage, the crew had already begun repair work fastening an aluminum patch over the bow which actually made the boat stronger than when originally built.

The final heat was all Muncey's. He plummeted the *Thriftway* into the first turn in second place, came out ahead, and tore down the backstretch into a commanding lead. The



avored *Shanty I* blew her supercharger in the first lap and was never a threat. *Miss Pepsi* held second, and defending champ Lee Schoenith, in *Gale VI*, was third.

Muncey waved victoriously as he crossed the the finish line. This year there could be no doubt. *Miss Thriftway* had run the fastest heat of the day and scored more points than second place *Miss Pepsi*.

The *Thriftway* team arrived at the official's stand by boat from the pit area to claim the Gold Cup. A joyous Bill Muncey climbed onto the stand, along with Willard Rhodes, and was met by a blaring public announcement that *Miss Thriftway* had destroyed a buoy in the final heat and was disqualified by the race committee.

Bill's joy turned to shocked disbelief. How could this moment be taken away from him two years in a row? All he could do in this totally

perplexing instance was to say, "It can't be true, I didn't hit a buoy."

The Detroit race committee announced that *Miss Pepsi* was the winner. The Gold Cup would stay in the Motor City.

The next day, a Seattle TV station, which had filmed the entire race, flew in copies of their kinescope tapes. The race committee and other concerned parties viewed the tape of the final heat, which ultimately exonerated Bill Muncey. There was no evidence to support the allegation that *Miss Thriftway* had struck a buoy. The Seattle contingent was elated, but there still the matter of Horace Dodge's injunction, blocking the awarding of the Gold Cup.

The matter was eventually resolved almost three months later after hearings in Washington, D.C. and Muncey was presented with the Gold Cup trophy, the first of eight in his long and illustrious boat racing career. □



*Chuck Thompson (left) accepts the Gold Cup is disputed 1956 race. The Cup was later awarded to Bill Muncey in MISS THRIFTWAY.*



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**BELIEVE IT OR NOT, IT'S HERE****WILLIAM CLAY FORD PILOTHOUSE ARRIVES AT DOSSIN MUSEUM**

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In the September, 1986 issue of *Telescope*, the centerfold was of the pilothouse being cut off the *William Clay Ford*. Originally the installation was to be completed within two years, but the museum encountered several delays, such as the foundation design and accessibility codes. Finally last fall the foundation was completed. On April 3rd, the pilothouse was moved from Detroit Marine Terminals to the museum. Upon arrival, cranes gently guided the pilothouse as it slid on the rails to her new home.

The next phase will take approximately two months as a walkway from the museum is built. Instruments will be installed in their former places (all were removed prior to the pilot-

house being cut off) and an exhibit tracing the ship's history will be installed on the lower level.

Members can see the on-going progress when they visit the museum as the structure fronts on the windows of the observation deck. Volunteers will be needed to staff the pilothouse once the project is completed, so please sign-up when you visit.

The Great Lakes Maritime Institute would like to thank all the volunteers that assisted in the installation, especially Detroit Marine Terminals, Faust Corporation, Gaelic Tugboat, Erwin Robinson Company, J.W. Westcott Company and WDIV-TV4 in Detroit. □



## TOLEDO HARBOR LIGHT

Access to Toledo Harbor by deep-draft vessels was considerably aided by the improvement of the straight channel into the Maumee River in 1897. The increased ship traffic required the establishment of a permanent light and fog signal to mark the outer end of the channel. Construction of the light began in 1901 and was completed in 1904. The buff colored brick building has a structural steel frame and cast iron cornice. The three-story main building has three floors that served as apartments for the keeper and his

two assistants. A light showing one red and two white flashes was first exhibited in May, 1904.

A tower 13' in diameter rises from the center of the main building and supports a cylindrical lantern 8'6" in diameter. The original 3½ order lens, manufactured by Barbier & Benard of Paris, is still in use. The whole apparatus formerly revolved by "clock work actuated by weight, revolving on balls". The light was automated in 1965 and now runs on commercial power. It has a nominal range of twenty-four miles. □



Photo by Leo Kusche!

# GREAT LAKES & SEAWAY NEWS



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

Cyril Hudson  
Terry Sechen  
John Vournakis  
Fred Weber

Tim Kroeff  
Alan Sykes  
Sandra Welch

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Dec. 16. . . . The *Joseph H. Frantz* was the last laker into Green Bay with a load of stone.

Dec. 23. . . The *Algocape* laid-up for the winter in Sarnia and was later joined by the *Algonorth*, *John B. Aird*, *Canadian Century*, *Canadian Enterprise*, *Eastern Shell* and *Le Frene No. 1*.

Dec. 31. . . The "G" tug *Minnesota* broke ice in Duluth-Superior for the *St. Clair*, which was on her way to the Midwest Energy Terminal for winter lay-up.

. . . The 640-foot *Algorail* was loaded with 10,000 tons of potash for Andersons and Kulhman docks in Toledo. She was being assisted by one tug when her bow stuck in the mud and her stern rested against the Conrail Bridge in the Maumee River. The bridge operator was unable to close the bridge, therefore four trains were re-routed. Great Lakes Towing brought two more tugs on scene and the *Algorail* was freed eight hours later.

Jan. 1. . . McKeil's tug *Glenevis* sank at her berth in Pugwash, N.S.

. . . The *Indiana Harbor* arrived at the Duluth Port Terminal for winter lay-up. The *Herbert C. Jackson* arrived at Fraser Shipyard for the winter.

. . . The Soviet container vessel *Khudozhnik Pakhomov* became the first ship into the port of Montreal when she arrived at 1051 hours.

. . . Effective today, Mr. Ned A. Smith was named President of American Steamship Company, replacing Mr. D. Ward Fuller, who became President of General American Trans. Co., the largest owner and lessor of railroad tank cars in the U.S. Both American Steamship and General American Trans. are subsidiaries of the GATX Corp.

Jan. 2. . . Lake Shipping's *Lee A. Tregurtha* arrived at Superior to load her final pellet cargo of the season for Rouge Steel. She closed the port of Superior for the season.



## ● GREAT LAKES & SEAWAY NEWS

. . . The *Charles E. Wilson* and *American Mariner* arrived at Bay Ship for winter lay-up.

Jan. 3. . . The tug *Torrent* passed Halifax with the barge built at Ontonagon, MI. They are headed for Port Arthur, TX and are due around January 18th.

. . . The Canadian tugs *Glenada* and *Marven P.* are breaking ice in the Sydenham River to lessen the threat of flooding in Wallaceburg, Ontario.

. . . The *J.L. Mauthe* laid-up for the winter at Fraser Shipyard. She was scheduled to load one more grain cargo, but it was cancelled because she developed boiler problems in Lake Superior.

Jan. 4. . . American Steamship's self-unloader *McKee Sons* cleared Toledo, OH. under tow of tugs *Malcom* and *Protector*. They are headed for Menominee, MI. where she will be rebuilt as a barge by Upper Lakes Towing, owners of the tug *Olive L. Moore*. She has been laid up in Toledo since December, 1979. The next day the tow was forced to tie up in Port Huron due to bad weather. They departed on January 7th.

. . . The first vessel into Sept-Iles, Quebec was the Greek m/v *Angelic Grace* when she arrived at 0600 hours. She will load iron ore pellets for Mobile, Alabama.



Peter Worden Photo/Dossin Museum

*The MCKEE SONS was towed out of Toledo by tugs MALCOLM and PROTECTOR. She will be converted to a barge at Menominee, MI.*

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GREAT LAKES & SEAWAY NEWS ●

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Peter Worden/Dossin Museum

*Strong currents after a heavy rain caused the ALGORAIL to be stuck in the mud and her stern came to rest against the Conrail Bridge on the Maumee River in Toledo. She is shown here in the Welland Canal.*

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Jan. 6. . . . The port of Grand Haven closed for the season with the departure of the *Medusa Challenger*.

Jan. 7. . . The fifth stage of a 7-year, 175 million face-lift of the Welland Canal began today with blasting the old walls at Locks 1,2,4,5 and 7. Ten major projects will be undertaken before the canal reopens in late March or early April.

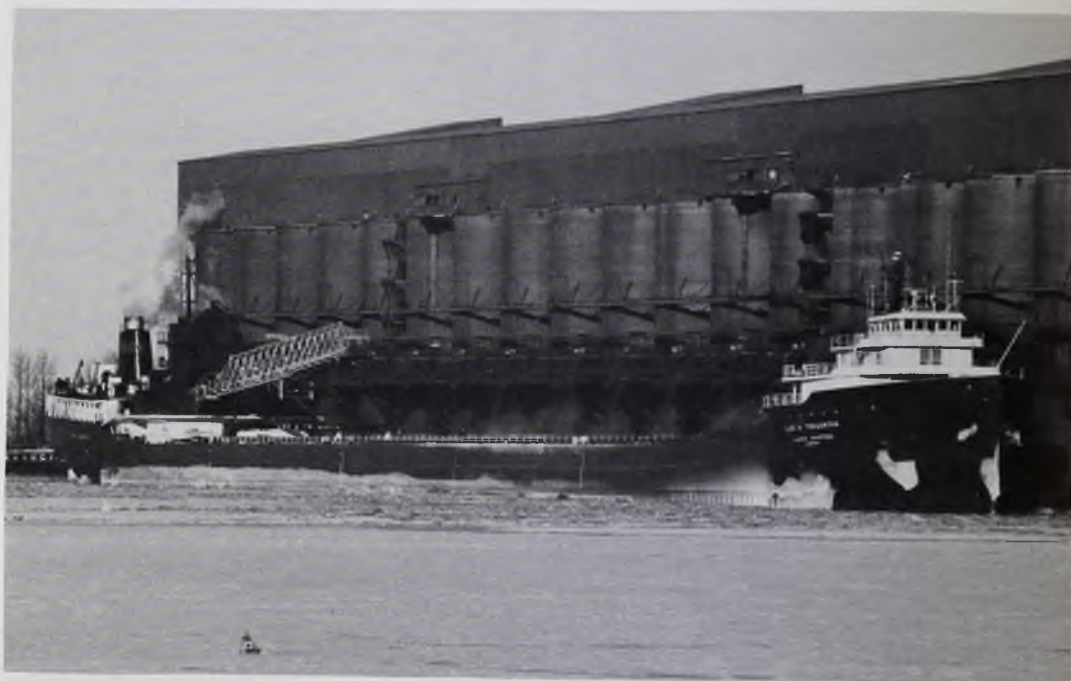
. . . The *Philip R. Clarke* arrived at Bay Ship for winter lay-up.

. . . The *Cason J. Callaway* cleared Silver Bay, MN. with a cargo of pellets for Lorain, OH. For the first year of operation the pellet plant shipped 2,198,519 gross tons and 215,950 net tons of western coal was brought into the power plant.

Jan. 8. . . The *Mesabi Miner* arrived in Duluth and tied up at the Port Terminal for winter lay-up with three other 1,000-footers.

. . . Inland Steel's *Wilfred Sykes* arrived at Two Harbors to load pellets for Indiana Harbor.

● GREAT LAKES & SEAWAY NEWS



*Top: The LEE A. TREGURTHA loading the last cargo from Superior on January 2, 1991. Bottom: The tug NORTH DAKOTA assisting the ARTHUR M. ANDERSON to the Cargill D Elevator for lay-up on January 11, 1991.*



## GREAT LAKES &amp; SEAWAY NEWS ●

Jan. 9. . . Three Canadian shipping companies, Canada Steamship Line, of Montreal, Misener Holdings Ltd. of St. Catharines and James Richardson and Sons Ltd. of Winnipeg, announced a partnership to be known as Great Lakes Bulk Carriers. They will operate sixteen straight deckers on the grain and ore runs. C.S.L. will contribute eight vessels, Misener will contribute five and Richardson will have three.

. . . The tug *Glenevis* was refloated in twenty hours.

. . . The *Elton Hoyt 2nd* arrived for winter lay-up at Fraser Shipyard.

Jan. 11. . . The *Arthur M. Anderson* arrived in Duluth for winter lay-up at the old Cargill D. Elevator.

Jan. 12. . . The *Cason J. Callaway* was the final ship of the season upbound at the Soo.

. . . The 1,000-footer *Edwin H. Gott* arrived at Two Harbors to load her last cargo of the season. On January 14th, she was the final ship downbound at the Soo Locks when she cleared at 1538 hours. The Locks were scheduled to reopen on March 20, 1991.

Jan. 17. . . Fed Nav. has renamed the *Selkirk Settler*. Her new name is *Federal St. Louis*.



● GREAT LAKES & SEAWAY NEWS



Photo by Skip Gillham

Jan. 18. . . Canada Steamship Lines has sold the *Metis* to Lake Ontario Cement for conversion to a barge. The *Metis* has been idle at Kingston since August, 1983.

Jan. 24. . . An acetylene gas tank exploded on the *J. W. McGiffin* at Hamilton, injuring two men.

Jan. 19. . . The *Enerchem Catalyst* was fueling at the Esso Dock in Sarnia when a spill occurred. It was contained between the ship and the dock and was cleaned up with vacuum trucks.

Jan. 22. . . The Neebish Island Ferry has stopped running for the winter. The ice in the St. Marys River is about fourteen inches thick.

Jan. 24. . . The old carferry *City of Milwaukee* at Elberta, MI. is now a National Historic Landmark. The National Park Service said the ferry is the sole surviving example of a pre-1940 Great Lakes carferry.

Feb. 1. . . The *Wilfred Sykes* arrived at Bay Ship for winter lay-up.

Feb. 2. . . The tanker *Enerchem Catalyst* arrived at Sault Ste. Marie, Ontario.

Feb. 3. . . The *Joseph L. Block* arrived at Bay Ship for winter lay-up.

Feb. 12. . . The Algoma Central freighters *Algosoo* and *Sauniere* are at Port Weller Dry Dock for \$2 million worth of survey and repair work. The canal outside the drydock has been drained for winter maintenance work.



McDonald Coll./Dossin Museum



McDonald Coll./Dossin Museum

*Top: The CITY OF MILWAUKEE at Manitowoc in 1931. Bottom: Declared a historic landmark, the MILWAUKEE is the sole survivor of a pre-1940 Great Lakes carferry.*



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## ● GREAT LAKES & SEAWAY NEWS

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Feb. 13. . . The passenger ship *Aquarama* is still at Windsor, Ontario. There have been many rumors of her departure, however, her fate is still unknown.

Feb. 17. . . A report from Whitby, Ontario states that the mayor is upset that the old Prince Edward ferry still has the PCB-oil filled transformers aboard the 76-year old ferry. The transformers were to be removed last December, however, no plans have been formulated.

Feb. 19. . . Plans are underway to begin ferry service between Port Stanley and Cleveland. The ferry service would carry forty tractor-trailers, 400 passengers and 150 autos.

Miscellaneous . . .

. . . At Cleveland, Matthew Roalofs, claimed to have located the 140-year old remains of the *General Anthony Wayne*, a 400-ton sidewheeler. She is buried in Lake Erie, sixty feet down. The *Wayne* left Toledo on April 26, 1850 and loaded passengers at Sandusky the next day. She was bound for Buffalo with a stop in Cleveland when her boiler exploded shortly after midnight on the 28th. On April 30, 1850, the *Daily Sanduskian* reported the explosion occurred eight miles offshore from Vermilion, Ohio.

. . . The Ontario Transportation Ministry and the Toronto Harbour Commission are backing a study for a ferry service from Toronto to the Niagara Peninsula in an hours time. Hovercraft, hydrofoils, catamarans and other dual-hulled craft are among the ferries that could be used.

Great Lakes Calendar . . .

Friday-May 17th: GLMI entertainment meeting. Our guest speaker, Mr. Wayne Garrett will present "Marine Engines that Propel Ships". The meeting begins at 8:00 p.m. at the museum.

Monday-May 27th: Bob-Lo Boat ride to Port Huron.

Thursday-June 13th: Annual GLMI Board of Directors meeting at 7:30 p.m. at museum.

Sunday-June 9th: Spirit of Detroit Gold Cup Hydroplane Races on Detroit River.

July-No meetings scheduled.

*Our Back Cover Photo:* The tug *Martin Swain* was built in 1881 at Detroit. 285 gross tons; 211 net tons. 123.0 x 25.0 x 10.0. In October 1897 she was sold by Grummond to Jas. Davidson for \$8,000 and will be overhauled and ready for wrecking jobs by December 1st.

On December 16, 1898 she left the Soo to assist the str. *Orinoco* through the ice in the St. Marys River to Lake Huron. On December 17, 1898 while caught in ice jam at the "Dike", took fire and burned to waters edge and sank in twenty feet of water. On April 18, 1902, the U.S. Army Corps of Engineers declared the wreck a menace to navigation and ordered it removed. □

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*Marine Flea Mart:* Saturday, June 8 10 a.m.-3 p.m. at Museum of Arts & History, 1115 Sixth St. Port Huron, MI. 48060. 313-982-0891.

*Wanted:* MARINE PAINTINGS, drawings and prints of Great Lakes and ocean-going vessels from 1800 to 1920. Also interested in books and paper on yachting, shipbuilding and shipping. Randy Marshall, 126 Stople Ave. Syracuse, N.Y. 13207. 315-478-7621.

*For Sale:* Edmund Fitzgerald print by Bob McGreevy. Framed with remarque. 313-882-0827.

*Wanted:* Ocean line memorabilia, pictures, brochures, china, souvenirs, menus, models and posters, etc. Art Aigeltinger 313-721-2320.

*For Sale:* Model of *City of Detroit III*. 1/16th inch scale. Model case included in \$1600.00 price. Contact: Kathy McGraw, 23821 Fullerton C-1 Detroit, MI. 48223.

*Back Issues of Telescope for sale:*

1976-March, 1977-none, 1978-none, 1979-January, March, May, 1980-none, 1981-May, 1982-January, May, November, 1983-January, March, May, September, 1984 thru 1990 - all available. Individual issues are \$3.00 each or 3 for \$7.00.

GLMI members take 10% discount. Please add \$3.00 for shipping. Send US funds to: GLMI-Sales, P.O. Box 39201, Detroit, MI. 48239.



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*Telescope*®, the Institute's journal, is published six times per year and covers Great Lakes topics. The Editor welcomes the opportunity to review manuscripts on Great Lakes marine history for publication. Send to: Kathy McGraw, Editor  
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The organization makes no payment for such material and the Editor cannot be responsible for statements by the authors of articles published. ☐

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