Telescope

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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES ·

There are several new books available at the museum's gift shop that will be of interest to members. Ships of Upper Lakes Shipping by Garnet Wilcox and Skip Gillham traces the history of all their ships that have sailed on the Great Lakes, rivers and oceans. Each chapter provides an overall history of the company during a decade and the individual ships that were added to the fleet. The final chapter details the fleet in the 1990's and includes the vessels chartered under "Seaway Bulk Carriers". In late 1993, an agreement was made to acquire fifteen vessels to be divided between Upper Lakes and Algoma Central in 1994. Written by Garnet Wilcox, an employee of Upper Lakes Shipping Group for over six decades and Skip Gillham, well- known author of several marine histories including Ships of Collingwood and Ships of Port Weller. Skip was named "Marine Historian of the Year" by the Detroit Marine Historical Society on April 30, 1994. This book retails for $17.95 and may also be ordered from Riverbank Traders, 57 Main Street, St. Catherines, Ontario Canada L2N 4T8.

Great Lakes Ships We Remember III, published by the Marine Historical Society of Detroit, continues the format of the previous two editions with the histories of 160 vessels that have sailed the Lakes. Included are tugs, passenger vessels, and freighters, many of which left the Lakes in the past decade. The life of each vessel was written by several well-known marine historians from around the lakes and accompanying photos document the various fleets that a vessel sailed for. This book retails for $35.00 and is also availabe from Freshwater Press, Inc. at 1700 E. 13th Street, Suite 3-R, Cleveland, Ohio, 44114.

Members ordering from the Museum's store are entitled to a 10% discount and should add $2.00 for postage.

MEETING NOTICES ·

There are no meetings scheduled for the summer. The Curator Robert E. Lee Dinner will be on Friday, September 24, 1994 at the St. Clair Inn. Dinner notices will be sent in the July issue of *Telescope*.

CONTENTS ·

Muskegon's Mystery Propeller by Howard Peterson 31
Nicolet - Glowing Octogenarian by Bob Johnson 34
World War II Troopships That Have Sailed the Great Lakes : *S.S. Exira* & *S.S. Extavia* by Fred Weber 37
Bob-Lo Island: Farewell to an Old Friend by David Miramonti 39
Great Lakes & Seaway News Edited by Donald Richards 43

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OUR COVER PHOTO . . . Ice and cold weather cause delays for vessels as they make their last few trips of the season before the Soo Locks close in January. This photo was taken by Terry Sechen as the Great Lakes Towing tug *Vermont* assisted the grounded 1,000-footer *Stewart J. Cort* away from the Burlington Northern Dock in Superior, Wisconsin on December 30, 1993.

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

MUSKEGON'S MYSTERY PROPELLER

by
HOWARD H. PETERSON

Recent road construction along the immediate western shoreline of Muskegon Lake uncovered an old ship's propeller, shaft, and stuffing box assembly buried about 6-8 feet below the road bed that is well below the lake level. Up until the turn of the century Muskegon, Michigan was a very active lumbering town having shipped many board feet to Chicago via Lake Michigan as that city rebuilt after the Great Fire of 1871. Consequently, there has been much discussion concerning the origin of the propeller.

This four-bladed cast steel propeller was badly damaged by the angry road construction crew who treated it only as an obstruction to their progress. Consequently, three of the four blades were broken off during excavation and were reburied and are now unretrievable. Fortunately, the remaining intact blade had the manufacturer's name cast into it, though partially obliterated. The first six letter word appeared to begin with the letters NEA . . . followed by an ampersand and the name "LEVY". The second line appeared to be PENN WORKS with the third line spelling PHIL.

As our local County Museum Director had no interest in acquiring what I consider an artifact possibly reflecting part of our local heritage, I contacted Ms. Jane E. Allen, Curator of the Philadelphia Maritime Museum, for help in identifying the assembly. Ms. Allen was kind enough to inform me that "the

Author's Photo

Three of the four blades were broken off during excavation and are unretrievable.

Author's Photo

Top: Dorothy Peterson pictured next to propeller for size prospective. Bottom: Propeller hub with 2-piece bolted collar.

Author's Photo

Imbedded in the grease catch were eight square nails.

company of Neafie and Levy was founded in 1844 at Beach and Palmer Streets in the Kensingston area of Philadelphia. She went on to say that "the propeller inscription led her to believe that it dates from 1844-1859, since at that time the name changed to Reany & Son". The Philadelphia Maritime Museum has very little information about the company and no three dimensional artifacts relating to them. Consequently, they are interested in having the propeller and stuffing box for their collection and inquired about its weight. Although the 10' x 7' round shaft is calculated at 1310 pounds. The total weight can only be estimated in the neighborhood of 1-1/2-2 tons.

The propeller has a radius of 56' with the widest part of the remaining blade being 38'. The end of the tail shaft is flared to prevent the propeller from falling off although there is also a two-piece bolted collar on the outside of the hub and inside the flare to position it. Eighteen inches behind the 22' propeller hub is a 24' long by 11' diameter sleeve bolted to a stuffing box and related cast assemblage. It includes a half moon shaped open grease catch and an integral mounting arrangement with four holes for vertical mounting and two holes for horizontal mounting. The two 1" x 58" horizontal bolts are still attached although badly bent. The rear flange included both parts of the flange still securely bolted, but with no further appendage.

The excavation crew couldn't tell me what position the assembly was originally in. However, upon close examination of the debris imbedded in the grease catch revealed eight square nails ranging from 3-9" long included with pieces of charred wood. Simple deduction would seem to indicate that the wooden vessel burned in an upright position with the nails falling into the catch.

Paul F. Johnston, Curator of Maritime History at the Smithsonian has suggested that we "disassemble the stuffing box and related hardware for a look at the inside as almost nothing is known of these arrangements in the United States". Dr. Johnston has recently worked on the salvage of the *Indiana*, sunk off Whitefish Point on June 6, 1858. This 146-foot vessel has a similar size four-bladed propeller although the blades were riveted onto the hub indicating it may be somewhat older than the Muskegon propeller. He speculates that it was made or licensed by the same manufacturer, as this type was universally in vogue at the time. He is particularly interested in the Muskegon stuffing box because the cause of the sinking of the *Indiana* is unknown. One of the theories is that the stuffing box of the *Indiana* broke, but unfortunately lays deep within the hull buried in the deadwood and unretrievable. Hence, Dr. Johnston's curiosity about the Muskegon stuffing box.

The enigma of the Muskegon mystery boat lingers. Possibly some of our readers may have some idea of what kind of vessel the propeller came from? If you have any ideas or suggestions, please contact the Great Lakes Maritime Institute and we'll print them in *Telescope*.

NICOLET - GLOWING OCTOGENARIAN

by
BOB JOHNSON

Telescope for July-August, 1989, gave me a pang of nostalgia, thanks to Steve Elve's cover picture of the M/V *Nicolet* standing in at Holland on her first trip of the season. At the ripe age of 89 years, this wonderful lady of the lake still earns her way in the bulk freight trade.

Before my job fled to the sticks and I had to follow it, I could monitor the old calling frequency, channel 51, to learn what moved in southern Lake Michigan and often, pile poste-haste into the car for a run to Calumet Harbor or even downtown Chicago, in hopes of getting pictures, some tape or both. The call "Security, security, security; WA 6379, the steamer *Nicolet*, outbound Calumet River in twenty minutes, going out in the lake", more than once set me scurrying. When I was lucky, there she would lie, blatting unhappily at "The Five", (the infamous bridges in the Calumet River), and I could catch her image on film, the everyday sound of her voice on tape.

Nicolet came out of Great Lakes Engineering Works, Ecorse in 1905, as *William G. Mather, Hull No. 9.* My notes show her dimensions as 533' x 60' x 31', and she was indeed a steamer. Renamed *J.H. Sheadle* in 1925, she was repowered in 1946, perhaps with one of those Skinner conversion kits. In 1955 she became *H.L. Gobeille*, and in 1955, got new owners, new name and a new profile. The late Gartland Steamship Company sent her to Manitowoc for a

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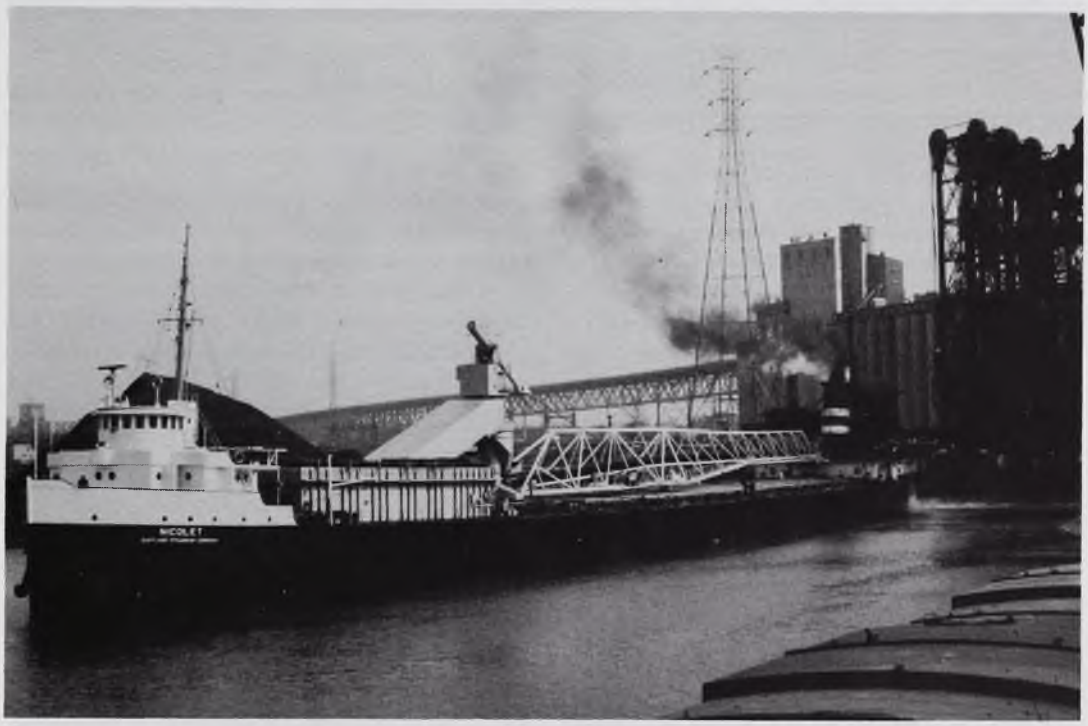
The H.L. GOBEILLE *upbound in Detroit River.*



Author's Photo

Top: On a misty spring morning in 1966, NICOLET *stood in at Calumet Harbor, possibly with limestone. In this picture, she approached 95th Street bridge with watchman on the texas and a feather of smoke at the stack. Garvey Elevator in the background later fell victim to explosion and fire. Bottom: In 1970,* NICOLET *was outbound near 95th Street bridge, hauling coal and had successfully negotiated 'The Five'. Hateway Elevator in the background also blew up and burned.*

In the summer of 1975, she was caught downbound in the Detroit River, no longer smoking, and plainly showing the length of the 'boarding-house reach'.

Author's Photo

Flor-Truck unloading system and boom, and retitled her to honor the French cleric and explorer of the seventeenth century. In 1968, when Gartland ceased to be, she was picked up by Boland and Cornelius and has worn their colors ever since. I caught her smoking in the Calumet in 1970; by 1975, BoCo had treated her to a new diesel power plant and she changed her habits.

Today, *Nicolet* has a new pilothouse, squared off across the forward side and perhaps recalling to detail fans the many near-square pilot houses built by Great Lakes in its time. If it seems less than cost-effective to invest in new power and new housing for a vessel of such an age, please consider her 60-foot beam. It and a little trunk deck forward enable her to haul more tonnage than other vessels of modest overall length. Moreover, her unloading boom, nearly 260 feet long, gives her a greater reach than even some of the newest lakers. Modest overall length enables her to maneuver in quarters which might tax even a 600. This handy vessel was built in the era which called for many more frames that are fitted today. Naming no names, I can cite a 550-footer which had more than 250 frames, and a 'maximum' laker which has only 87! I hope this old-timer fulfills its promise and enjoys a long, useful life.

'Back in them days,' I several times heard a *Nicolet* call answered by str. *John J. Boland*, WF 2560. Its master, W.F. Buswell, and *Nicolet's* skipper, J. Gallagher, had struck up a warm friendship, and would work channel 56 for several minutes, cutting touches and joking back and forth. Maybe someday I'll learn how shipmasters from two such dissimilar fleets and dissimilar boats became such fast friends. I best remember Capt. Gallagher commenting wistfully on his lot as master of (his term) 'a 504'. He wished for a bit more room; at least a sofa where he might enjoy his afternoon nap. Perhaps "Bussie" enjoyed that luxury in his *Boland*, but in the older vessels, the master made do with bed, chiffrobe, bath and a desk in the observation cabin.

This was just a tip of the cap to two grand guys of the Great Lakes and their memorable charges, the *Boland* and the still-active *Nicolet*.

WORLD WAR II TROOPSHIPS THAT HAVE SAILED ON THE GREAT LAKES

S. S. EXIRIA

by
FREDERIC WEBER

The troopship *S.S. Exiria* was built in 1942 by Bath Iron Works Corp. in Bath, Maine. Measured 420' x 60' x 27'7". Powered by Turbin engine at 16-1/2 knots. Passengers: 1,130. Vessel operated by American Export Lines, Inc. during World War II.

Following delivery in February, 1942, the *Exiria*, a C-2 type freighter, operated between New York and Liverpool. In early 1943, she travelled to Oran several times and Algiers. In May, 1943, she proceeded to Panama, Capetown, and Beira (Mozambique). She returned by way of Durban and Rio de Janerio to Philadelphia, then to New York for conversion to a troopship by McNulty Shipyard from mid-September until late November, 1943.

As a troopship, she departed New York in December, 1943 and passed thru the Panama Canal on her way to Noumea and Suva (Fiji Islands), returning to San Francisco. Her second and third trips were to Milne Bay and Oro Bay and then to Noumea and Milne Bay. She returned to her homeport of San Francisco on June 30, 1944. Her next voyage lasted nearly three months and took her to Milne Bay, Morobe, Langemark, Humboldt Bay (New Guinea), Biak Hollandia and Finschafen. After a short trip to San Diego, Honolulu, Eniwetok, Rio and Kwajalein, she traveled seven months between Pearl Harbor, Eniwetok, Leyte, Subic, Hollandia, Manus Island, Oro Bay, Ulithi and Manila, returning to San Francisco on July 31, 1945.

After repairs were completed in Seattle, she departed in September for Saipan and returned to San Franciso and then to Okinawa. After returning in January, 1946, she departed San Francisco in February for New York, arriving February 16, 1946, thus ending her career as a troopship.

When the Seaway opened in 1959, she was a visitor to the Great Lakes for American Export Lines until 1965. She was traded in and became part of the Reserve Fleet. Sold for scrap in 1968 for $145,000 and arrived in Valencia, Spain on June 5, 1968.

American Export Lines

WORLD WAR II TROOPSHIPS THAT HAVE SAILED ON THE GREAT LAKES

S. S. EXTAVIA

by
FREDERIC WEBER

The troopship *S.S. Extavia* was built in 1941 by Bath Iron Works Corp. in Bath, Maine and operated by the American Export Lines and War Shipping Administration during the war. Measured 420' x 60' x 27'7". Gross tons: 6,535. Powered by turbine engine at 16-1/2 knots.

Delivered as a C-2 type freighter in October, 1941, the *Extavia* served as a cargo carrier for two years, until being converted to a troop transport at Todd Shipyards' Erie Basin Plant in Brooklyn, N.Y. between September and November, 1943. She was turned over to the Navy for operation in the joint pool.

The *Extavia* went to the west coast and travelled from San Francisco to Honolulu and returned in early April, 1944. After a six week voyage to Milne Bay and Oro Bay, she departed in July for a three month voyage with stops in Noumea, Espiritu Santo, Russell Island, Guadalcanal, Finschafen, Oro Bay, Langemark, Hollandia, Cape Sansapor and Biak. Returning to San Francisco in late September. After her third trip she remained in San Francisco for repairs and then sailed via San Diego for Finschafen, Torokina, Manus Island, Leyte and Hollandia, returning to San Francisco in April. In May she started a two month voyage via Honolulu to Eniwetok, Ulithi, Subic, Manila and Leyte. In August, 1945 the Extavia sailed for Eniwetok, Ulithi, Leyte and Hollandia, returning to Los Angeles in October. After a voyage to Nagoya, Japan, she transited the Panama Canal in February, 1946 and arrived in New York on February 19th, being released from troop service.

With the opening of the Seaway, the *Extavia* was a visitor to the Great Lakes in 1959 until 1965 when she was traded in and became part of the Reserve Fleet. In 1968 she was sold for scrap and arrived at Alecante, Spain on July 7, 1968.

American Export Lines

BOB-LO ISLAND FAREWELL TO AN OLD FRIEND

ANOTHER TRADITION BECOMES A MEMORY

by
DAVID MIRAMONTI

In the mid-1940's Bob-Lo Island was the scene of two major robberies. The *Amherstburg Echo* and the *Windsor Daily Star* reported that hooded robbers visited the island on the morning of August 20, 1945. They slugged the watchman and forced three employees to help them move five safes and load the loot into bags. The bandits escaped in a waiting speedboat under the cover of heavy fog that had settled on the river. The police on both sides of the border conducted an investigation and in a short time arrested two Canadian brothers. They were convicted of the nearly $10,000 robbery and sentenced to twenty lashes and twelve years.

On July 8th of 1946, the island was the scene of yet another robbery. This time thieves took nearly $12,000 and the company offered a $500.00 reward. The local newspaper reported that a group of men went to the island, beat up the same watchman and forced a clerk and his assistant to help them gather up the loot. The watchman was reported to have said, "Oh no! Not again!"

The events of the spring of 1991, some fifty-five years later, brought what was to be the third Bob-Lo Island robbery. That spring the Bob-Lo Company was sold and in the fall of that year, the new owners filed for bankruptcy. The company was forced to sell

Top: The Dance Pavilion (top) had a dacing capacity for 5,000 persons.
Bottom: The band area was moved from the side to the center.

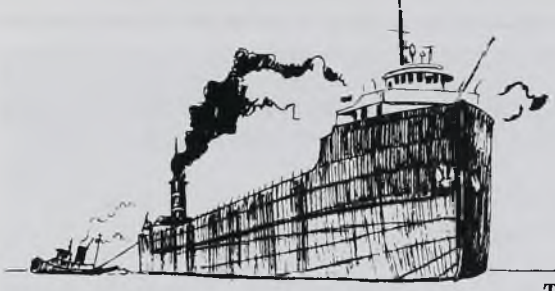
The Amuseument building (top) originally housed the carousel. Later it was converted to a roller skating rink (bottom). In the mid-1980's it was converted to the Carousel Theatre.

some assets and unfortunately this included the sale of the two historic passenger steamers, *SS Ste. Claire*, built in 1910 and *SS Columbia*, built in 1902. This was a robbery of Bob-Lo Island and citizens in the Detroit-Windsor area as they lost a tradition that had lasted over 100 years. No longer can patrons enjoy a leisurely cruise down the Detroit River on these two historic turn-of-the-century steamers. Attempts have been made to operate these steamers, with the *Columbia* being drydocked for repairs, but to no avail. As of the spring of 1994, the two steamers remain tied up at Nicholson's dock in Ecorse.

The fall of 1993 brings us to the fourth and last robbery of Bob-Lo Island. One of the managing partners of Bob-Lo was involved in an auto accident. He was very active and handled the daily operation of the island. Under his direction, the marina was expanded and outside entertainers were brought to the island. With the *Ste. Claire* and *Columbia* withdrawn from service, visitors to Bob-Lo traveled to Gibralter or Amherstburg for a short ride on one of six smaller vessels. In the spring of 1994, the remaining partners decided to sell the amusement rides, fleet of small boats, and the island itself. *Crain's Detroit Business* of March 14, 1994, reported that the Northern Capital Corporation, the majority owners of Bob-Lo Island, was selling the island piece by piece, hoping to raise $8.5 million on the sale. This has to be the greatest Bob-Lo Island robbery of all time. Patrons have been robbed of a tradition that was over 100 years old. Bob-Lo Island Park and the steamers will now be just a memory.

Bob-Lo Island Amusement Park circa 1940.

GREAT LAKES & SEAWAY NEWS



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

Barry Andersen, Ray Barden, Rene Beauchamp, Michael Beck, Steve Elve, William Howell, William Keller, Dan McCormick, M.B. MacKay, Alan Mann, Don Mercer, John Michael, Phil Niewald, Gary Schweitzer, Jim Sprunt, John Vournakis, Jerry Walters

Nov. 2 . . .The former owner of the tug *Menasha* was fined $1,500 for an oil spill that occurred when the tug sank in August, 1992 off Ogdensburg, N.Y. (Ed. note: See page 164 of November, 1992 issue.)

Nov. 3. . . The new tanker *Elberstern* passed upbound through the Seaway, bound for Toledo with a cargo of fertilizer.

. . . The saltie *Elikon* was held at Lock 3 in the Welland Canal because of draft problems due to a leaking ballast tank valve.

. . . The Army Corps of Engineers announced that the MacArthur Lock at the Soo will be closed during the week of December 13th. The early closing was due to a downturn in shipping. According to the Lake Carriers Association, 53 out of 65 U.S. lakers were in operation and Canadian shipping was off substantially this year. Corps officials feel that the Poe Lock can handle what traffic will be left. The Poe Lock will close on January 15th at the latest.

. . . The ferry service between Canada and Sandusky, Ohio could be in jeopardy because of NAFTA. Congress voted in October to raise the fee on travelers arriving in the U.S. by sea or air. The fee increase is to replace revenue lost when NAFTA takes effect January 1, 1994. The new legislation will require travelers from Canada, Mexico and some Caribbean countries to pay $6.50 to enter the U.S. The present fare is $8.00 Canadian and the new fee could make the ferry run economically unfeasible. The auto/passenger ferry that operates on this route is the new *Jiimaan*, which began operation in July, 1992.

. . . A new navigation system for tankers will be tested this winter on the St. Lawrence River between Montreal and Quebec City. The new system which is an electronic chart-display will be installed on the tanker *LeBrave*. The vessel will be able to lock on to satellite signals, which will display the vessel's position on a color video. Alarms will sound if the vessel is off course or approaching shallow water, such as reefs and shoals.

Nov. 4. . . One of the engines from the former railferry *Chief Wawatam* was loaded onto a barge at the Government Dock at Sault Ste. Marie, Ontario. The engine has been donated to the Manitowoc Maritime Museum. The barge cleared on the 6th with tug *John R. Asher* headed for Bay Shipbuilding where the engine will be stored.

. . . While outbound in the Calumet River at Chicago, the Polish freighter *Ziemia Zamojska* struck the 106th Street Bridge. The bridge was open at the time and suffered some damage, which may take months to repair. Damage to the freighter was minimal.

· GREAT LAKES & SEAWAY NEWS

. . . .Contract talks between U.S. Steel and United Steel Workers of America broke off. About 1,400 hourly workers at U.S. Steel's Minntac Mine could be affected as their contract expires on January 31, 1994.

. . . The U.S. House of Representatives passed a bill that could aid overseas shipping on the Great Lakes. At the present time, government cargoes such as food aid shipments must be carried on U.S. flag vessels. Because only a few U.S. flag vessels use the Great Lakes, most cargoes have been going to coastal ports. The new law requires the Secretary of Transportation to increase cargoes by administrative orders, waivers or exemptions. The bill must be passed by the Senate.

Nov. 5. . . American Steamship's *American Republic* entered Erie harbor seeking shelter from a severe storm. While enroute to the old ore dock, she struck Buoy 11 in Presque Isle Bay, breaking its mooring chain, which then wrapped around the vessel's propeller. The vessel was towed to Erie Marine Enterprises for repairs. She cleared on the 8th.

Nov. 6. . . Interlake's *Charles M. Beeghly* arrived in Ashland, WI. and unloaded a cargo of coal at the Reiss Coal Dock. The last time that the *Beeghly* visited Ashland was in the 1960's when she loaded ore at the old Soo Line Ore Dock. While the *Beeghly* was unloading, the Cyprus-flag *Pontoporos* arrived and anchored. The next morning the *Beeghly* cleared Ashland and Great Lakes Towing tugs *Kansas* and *Minnesota* assisted the saltie to the Reiss Dock. The saltie unloaded copper concentrate, which is bound for White Pine, Michigan. The saltie was Ashland's 6th and last vessel of the season. The *Pontoporos* cleared on the 10th.

Photo by Terry Sechen

ALGOLAKE *outbound the Duluth Ship Canal on November 14, 1993.*

Photo by Rene Beauchamp

The BEAM BEGINNER *at Montreal on December 27, 1993. She is the former* STELLA DESGAGNES *and has been sold for saltwater use.*

. . . High water levels in the Great Lakes system will allow eastbound vessels to carry more cargo on the St. Lawrence Seaway this fall. Seaway officials will allow eastbound vessels that draw up to 26 feet, 3 inches to sail until midnight of December 15th. The two extra inches will allow some vessels to carry up to 200 additional metric tons of cargo. Normally, a maximum 26 feet, 1 inch draft rule goes into effect at the end of November for eastbound vessels. The Seaway is scheduled to close on December 24th and vessels leaving the Lakes must be in the system by December 20th.

Nov. 8. . . C.S.L.'s *Innovator* has been renamed *Christopher Bornhoffen* at Halifax.

. . .The ferry *Jiimaan* entered Port Weller Drydock for her 1-year inspection. She departed on the 12th.

. . . The cement carrier *S.T. Crapo* arrived at the LaFarge Terminal in Milwaukee for early winter-lay-up. She was laid up because of boiler problems. The *E.M. Ford* continues to operate.

. . . American Steamship's 1,000-footer *Indiana Harbor* arrived in Thunder Bay and tied up at the United Grain Growers Elevator "A" and loaded one hold with oats. This was the first time that a 1,000-footer has loaded grain. She cleared for Taconite Harbor to load pellets for Indiana Harbor. The partial cargo of grain was unloaded at Milwaukee.

. . . A Welland Canal executive has warned the Canadian government that the canal is in dire financial straits and in need of government aid to keep operating. Financial projections indicate that the canal will run out of money next year. Last year the canal lost $12 million and operated on reserve funds as they did this year. Since 1979, traffic through the canal has decreased 50%. The decrease in traffic is due mostly to the decline in grain shipments overseas.

Nov. 10. . . The ship *902*, formerly Canadian Coast Guard *Kenoki*, cleared Montreal under tow for the east coast.

Nov. 14. . .The tanker *Elberstern*, a Seaway visitor was renamed *Diamond Star* at Halifax and placed in Canadian registry.

· GREAT LAKES & SEAWAY NEWS

Nov. 17. . . U.S. Steel and the United Steel Workers of America reached an agreement on a new contract. If the union ratifies the agreement, a strike at the Minntac Mine in Minnesota will be averted.

Nov. 18. . . The east section of the Homer Bridge over the Welland Canal failed to open completely, forcing the upbound *Melissa Desgagnes* to anchor in the canal.

. . . Paterson's *Mantadoc* loaded a partial cargo of grain at the Peavey Connors Point Elevator in Superior. This was the first time in many years that a Paterson vessel has loaded grain in the Twin Ports. Later in the evening, she cleared for Thunder Bay to complete loading.

. . . C.S.L.'s *Richelieu*, which hasn't operated in 1993, loaded grain at Thunder Bay and towed out by tug *Anglian Lady* for Windsor and winter storage. She joins the *David K. Gardiner*, which was already in Windsor with a storage cargo.

. . . American Steamship's 1,000-footer *Walter J. McCarthy, Jr.* was forced to tie up at the Duluth Port Terminal due to high winds that prevented her from docking at the S.M.E.T. to load coal.

Nov. 20. . .The tanker *Emsstern* was renamed *Emerald Star* at Montreal.

. . . The Seaway Port Authority of Duluth reported that total shipments through the Twin Ports through October decreased by 4.8% over the same period last year. Although international trade increased by 4.7%, export grain was the main contributor, it couldn't overcome the decrease of iron ore shipments due to strikes on the iron range in Minnesota. A total of 814 vessels called at the Twin Ports through October, which is 124 less than last year.

. . .*Skilling's Mining Review* reported that total shipments of iron ore, stone and coal in September decreased 7% compared to the same month last year. The decrease is attributed to the strikes on the iron range, the drydocking of the 1,000-footers *Edwin H. Gott* and *Indiana Harbor* for much of the month and slumping exports of coal to Canada. Total shipments of iron ore, stone and coal since the start of the 1993 season have decreased 3.1% compared to last year. Iron ore is down 0.6%, coal is down 14% while stone shipments have increased by 6%. At the end of September, there were 53 out of 65 U.S. flag vessels in service. At the end of October, there were 55 in operation.

Nov. 22. . . The *Richelieu* under tow of Purvis tugs *Avenger IV* and *Anglian Lady*, passed down at the Soo. Information is that her certificate has expired and cannot operate except under tow. After anchoring for bad weather, the tow arrived in Windsor on the 25th.

. . . The Aerial Lift Bridge that spans the Duluth Ship Canal was going up when it jammed part way, not high enough to allow a vessel to pass under it. The 1,000-footer *Paul R. Tregurtha* was approaching the bridge and stopped in time, although her bow passed under the span. The *Tregurtha* backed up to the Duluth Port Terminal, where she tied up. With the bridge in a partially open position, residents on Park Point were isolated for several hours. Repairs were completed in the morning of the 23rd. The first vessel through the bridge was the saltie *Malinska*, which was followed by the *Tregurtha* and *James R. Barker*. Both of the lakers were drawing too much water to use the Superior entrance.

Nov. 24. . . The strike by steelworkers continued at National Steel's taconite plant in Keewatin, MN. The miners have been on strike since August 1st when their contract expired. Contract talks could resume in early December. National Steel has been purchasing pellets on the open market.

Photo by Terry Sechen

Upper Lakes' QUEBECOIS *outbound Duluth Ship Canal on December 4, 1993.*

. . . The *American Republic* made a rare visit to Mackinac Island to unload road gravel at British Island.

Nov. 25. . . Upper Lakes' *Montrealais* went aground in the Welland Canal above Allanburg and was forced to return to Port Weller Drydocks for inspection.

. . . A shipment of coke, a residue left after oil is refined, will be loaded into the saltie *Perla* in the next few days for shipment to Ireland. The coke is being shipped to Irish Cement Ltd., of Dublin and will be used as an industrial fuel. The shipment is the result of trade missions to Europe by Seaway officials to obtain new business for the Seaway.

Nov. 27. . . The saltie *Union*, the former *Socrates*, passed upbound through the Welland Canal under her new name. She arrived at the Twin Ports on December 3rd to load grain. As *Socrates*, she was blown aground on Park Point in 1985 after dragging her anchors during a severe storm. This was her first visit to the Twin Ports since the November, 1985 grounding.

. . .A wooden barge under tow by tug *C.L. No. 1* sank on Lake Ontario. The body of one crewman was recovered by the *Stephan B. Roman* and another was missing. The barge was a former New York central Railroad carfloat and had operated in New York City. When it sank, the barge carried a railroad dining car and had been used as a floating restaurant.

Nov. 29. . . The ferry *Viking* was towed from Sturgeon Bay, Wisconsin to Kewaunee.

Nov. 30. . . The *Yankcanuck* arrived back at the Canadian Soo after drydocking at Sturgeon Bay.

Dec. 1. . .The St. Lawrence Seaway Development Corp. announced that it will not increase tolls on the Montreal-Lake Ontario and the Welland Canal sections in 1994. This was the first time since 1985 that tolls have been frozen.

. . . Because of budget cuts, the Canadian government will eliminate about 80% of their fog horns. There will also be some cut back in navigation aids such as buoys and marine radio beacons. Critics of the cut backs say

· GREAT LAKES & SEAWAY NEWS

that any money that is saved will be used for more search and rescue operations.

. . . The Toronto cruise ship *Aurora Borealis* passed down the Welland Canal for Toronto following a refit at Port Dover.

Dec. 3. . .The late season shipping rush was evident today in Thunder Bay with eight vessels loading grain, one loading coal and five at anchor. There were seven lakers and seven salties in port.

. . . Algoma's *Algocape* arrived at the Twin Ports at the General Mills lay-up berth to wait her turn to load at the Harvest States No. 1 and the AGP Elevators. This was her last trip of the season and possibly her last forever. There are reports of possibly breaking up the Great Lakes Bulk Carriers. Inc. If this happens and Algoma purchases some of their vessels, the *Algocape* will be retired. She cleared Duluth on the 8th with 863,000 bushels of wheat for Port Cartier.

Dec. 4. . . C.S.L.'s *Winnipeg* arrived in Duluth with the final cargo of cement for the season for St. Lawrence Cement Dock. The *Winnipeg* cleared on the 6th to load grain at Thunder Bay.

. . . The American Iron Ore Association reported that shipments of North American iron ore to U.S. and Canadian ports in October declined by 9% compared to the same month last year. For the first ten months of 1993, total iron ore shipments in North America improved by 1% over the same period last year.

. . . In October, stone shipments increased by 7% over October of last year. Year to date shipments have increased by 6% over the same period last year.

. . . Coal shipments continue to decline because of lower demand by Canadian utilities. Coal shipments through the Lake Erie ports were down by 25% while lakewide shipments were down 13.2%.

Dec. 6. . .Terry Sechen reported that scrapping of the *Irvin L. Clymer* has begun at the Azcon Scrap Dock in Duluth. Workers began cutting the stern cabins.

. . .For you railroad buffs, Terry Sechen reports that there are 19 D.M.& I.R. cabooses at the Azcon Dock being scrapped.

Dec. 7. . .The tanker *Enerchem Travailleur* arrived at the Port Weller Drydock wall.

Dec. 11. . . The *Kinsman Enterprise* arrived in Duluth to load grain at the Cargill B-1 Elevator in Duluth. This was the final domestic grain shipment of the season from the Twin Ports. She cleared early on the 12th. This was her last cargo of the season.

. . . The *Edwin H. Gott* arrived in Duluth and laid up for the winter at the Duluth Port Terminal.

Dec. 12. . . The *Arthur M. Anderson* arrived in Duluth and unloaded stone at the Hallett Dock #5. After unloading, she shifted to Fraser Shipyard for her 5-year inspection and winter lay-up.

. . . C.S.L.'s *Simcoe* arrived in Duluth to load grain at the Cargill B-1 Elevator and Harvest States Elevator #2 in Superior. She cleared on the 15th with the last Canadian grain shipment of the season.

Dec. 13. . . At the Soo Locks, the MacArthur Lock closed for the season. The Poe Lock was scheduled to close on January 15th.

. . .The tug *Welland* tied up below Lock 1 in the Welland Canal and is for sale.

Dec. 14. . .The *E.M. Ford* arrived in Green Bay with a cargo of storage cement and winter lay-up at the LaFarge Cement Terminal.

. . . C.S.L.'s *Rimouski* arrived in Stoneport and loaded stone for Sept Iles. It's believed that this was the first time that a Canadian straight-decker has loaded stone at this port in many years. She cleared on the 15th and passed down in the Welland Canal on the 17th.

. . . A group is exploring the possibility of establishing ferry service between Alpena, Michigan and Ontario's Georgian Bay. The proposed service would link Alpena with Tobermory on the Bruce Peninsula and South Baymouth on Manitoulin Island. It's possible that the idle car-passenger ferry *Nindewayma* could be used for this service.

Dec. 15. . .The *Edward*, ex-Canadian Coast Guard *Edward Cornwallis*, was towed out of Cobourg harbor by tugs *Paul E. No. 1* and *Glenside*. She was bound for Port Maitland and scrapping. Before she was towed from the harbor, about 80 to 90 tons of structural steel was removed to lighten her. This was to prevent her from grounding on a sand bar outside the harbor. She had grounded on a sand bar when she arrived in January, 1988. On her way out, she again grounded on the sand bar and it took the two tugs three hours to free her.

Dec. 17. . . The Belgium-flag *Federal Schelde* was the last saltie to pass upbound through the Soo Locks for the season. She was bound for Thunder Bay.

Photo by Steve Elve

Cement carrier ALPENA *in Muskegon on her last trip of the season.*

• GREAT LAKES & SEAWAY NEWS

. . . A Toronto based travel agency has announced that passenger service will return to the Great Lakes beginning in 1994. Marine Expeditions has leased the 400-foot Soviet Arctic research vessel to run eight and ten days cruises from Toronto. The vessel will stop at Midland, Ontario, Soo, Duluth and possibly Thunder Bay, Ontario. The vessel *Akademik Iofee*, can accommodate about 80 passengers and the first cruise is scheduled for July 31, 1994. The cruises will feature lectures concerning history and the environment. An 8-day cruise will run about $1,295 and a 10-day cruise will be about $1,795 per person. Marine Expeditions is a subsidiary of the Blyth & Company Travel of Toronto.

Dec. 18. . .The cement carrier *Alpena* arrived in Duluth with the final cement cargo of the season for the Twin Ports. She unloaded part of her cargo at the LaFarge Terminal in Superior and then shifted to the LaFarge Terminal in Duluth.

. . . The Maltese-flag *Solta* arrived in Duluth to load wheat at the AGP Elevator. She was the last saltie of the season and the last grain shipment at the Twin Ports. She cleared on the 19th.

Dec. 20. . . The saltie *Ominsal J* passed down at the Soo and was the last foreign vessel to leave Lake Superior. Locking down ahead of her was the *Solta*.

. . . Jerry Walter reports that the shipping season at Grand Haven closed with the departure of the *Medusa Challenger*. The port saw twenty-three different vessels, fourteen U.S. and nine Canadians. The total number of cargoes was eighty-five, three more than in 1992.

Dec. 21. . . St. Lawrence Seaway officials extended the closing of the Seaway three days. The Seaway was scheduled to close on December 24th, but because of mild weather, the Montreal-Lake Ontario section will remain open until Dec 27th. The Welland Canal is still scheduled to close on the 24th.

Dec. 22. . . The *Solta* was the last saltie to pass downbound in the Welland Canal.

. . . The *Walter J. McCarthy, Jr.* loaded the last cargo of coal at the Superior Midwest Energy Terminal in Superior. She loaded 65,600 tons of western coal for St. Clair, MI.

. . .A $2 million federal grant has been awarded to the Eastern U. P. Transportation Authority (EUPTA) for the construction of a new Sugar Island ferry. The new ferry will be 114-feet long and nearly double the capacity of the present ferry which is 65 feet overall and has a capacity of 10-12 vehicles. She was built in 1946.

Dec. 23. . . The *Canadian Enterprise* arrived at Port Weller Drydock for winter lay-up.

Dec. 24. . .The *Algomarine* was the last laker to pass downbound through the Welland Canal. After passing through the canal, she turned around and tied up below Lock 2.

. . . C.S.L.'s *Halifax* was the last vessel to pass upbound in the Seaway.

. . . The St. Lawrence Seaway Authority reported the preliminary estimates indicate that there was a slight increase in tonnage on the Montreal-Lake Ontario section of the Seaway. The report indicates that 31.6 million metric tons will pass through the Seaway this season, an increase of 237,000 metric tons over last year. This is the first increase since 1988. Although the Canadian grain traffic through the Seaway fell by 20%, iron and steel shipments rose 35%. Ocean vessel passages through the Seaway rose 5%.

Dec. 25. . . The *Solta* was the last saltie and the *Jean Parisien* was the last laker to pass outbound in the Seaway.

Dec. 26. . . To the surprise of Twin Ports shipwatchers, the *Edwin H. Gott* cleared her winter lay-up berth at the Duluth Port Terminal and returned to service. She loaded pellets at Two Harbors for Gary, IN.

Dec. 28. . . The *Edgar B. Speer* arrived in Duluth early in the morning for winter lay-up at the Duluth Port Terminal. However, by 1005 hours, she was outbound through the Duluth piers, bound for Two Harbors to load pellets for Gary, IN.

Dec. 29. . . The port of Thunder Bay, Ontario reported another disappointing shipping season. Port Officials project that about 11.4 million tons of cargo will be shipped through the port before it closes for the season. This was down 12.7 millions tons from last year and 17.4 million down from 1991. A total of 545 vessels have called at the port this year compared to 719 last year.

Dec. 30. . . C.S.L.'s *Frontenac* arrived in Duluth to load the final pellet cargo from the D.M.&I.R. Ore Dock. Because of cold weather and a desire to empty the dock for the winter, loading went slowly. She cleared on January 1st with 22,996 gross tons for Stelco Steel at Nanticoke.

. . . Bethlehem Steel's *Stewart J. Cort* arrived in Superior to load pellets at the Burlington Northern Ore Dock. After loading 57,696 gross tons of pellets, she attempted to clear, but it was soon discovered that she was aground. The tug *Vermont* was breaking ice nearby and was used to push the *Cort* free. After about an hour, she broke free and moved astern only to develop a port list. She stopped before she was clear of the dock to allow for inspection of ballast tanks. No flooding was found. It was then determined that ice forced under her bow when she docked, causing her to ground when loaded. Because no one realized that she was grounded, the pellets were loaded unevenly, which caused the list. Later in the day, she offloaded 2,600 tons of pellets back into the dock to lighten her load. She then reloaded and after inspection, cleared on the 31st.

Dec. 31. . .The *Algoway* arrived in Duluth with the final cargo of salt for the Twin Ports. After unloading at the Cutler Stone Dock, she shifted early in the morning to the Burlington Northern Ore Dock in Superior to load the final cargo of the season from that dock.

. . . The *Senneville* passed downbound at the Soo with the last grain shipment. She loaded in Thunder Bay and was bound for Windsor and winter lay-up.

Miscellaneous. . .

. . . In September we reported the grounding of the Polish freighter *Ziemia Ciesznyska* at Port Robinson in the Welland Canal. Michael Beck reported that she was bound for Cleveland and Chicago with steel coils. After temporary repairs, she was allowed to proceed to Cleveland where she unloaded part of her cargo. She then returned to Erie Marine. Once in drydock, it was found that bottom damage was quite extensive. The estimated cost of repairs was $500,000. When completed, she cleared for Chicago to unload her remaining cargo.

Renames: *Mattituck*, ex-*Mobil Chicago*-91, *Chicago Socony*-62, has been sold by Mobil Oil Corp. to the Mabel L. Poling Corp. and renamed *Anthony J.*

Back Cover Photo: Peerless (US 20470). Built in 1872 in Cleveland. Measured 211.0 x 39.9 x 12.5. 1199 gross tons; 912 net tons. Wooden propeller passenger ship built for Leopold and Austrian's Lake Superior Line. Normally travelled between Chicago and Duluth. Vessel sold in 1906 to Chicago Transportation Company and ran between Chicago and Milwaukee. In 1907, sold to Muskegon and Chicago Navigation Company and renamed *Muskegon*. Reduced to sand dredge in 1909 for Independent Sand and Gravel Company. Vessel burned at Michigan City, Indiana on October 6, 1910. Photo taken at Mackinac Island. Astern of *Peerless* is the *Chippewa* and to the left is the *Islander*.

· GREAT LAKES & SEAWAY NEWS

Photo Courtesy of American Steamship

Photo by Terry Sechen

Top: The INDIANA HARBOR *was the first 1,000-footer to load grain at Thunder Bay, Ontario. Bottom:* SIMCOE *loaded the final grain shipment by a laker at the Harvest States Elevator #2 in Superior, WI. on December 13, 1993.*

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