Telescope

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GREAT LAKES
DOSSIN MUSEUM BELLE ISLE
MARITIME INSTITUTE
DETROIT MICH.

MEMBERSHIP NOTES •

It is with deep regret that we announce the death of Bill Luke in February, 1997. Bill was an active member and contributor to most of the marine societies around the Great Lakes. He wrote articles and submitted photos to various publications in an effort to share his vast knowledge of Great Lakes marine history. Those of us fortunate to hear Bill's slide talks realized his love of the water and the ships that sailed upon them. Bill served as Editor of "The Log" for the *Detroit Marine Historian* beginning in 1963 and continued for fifteen years. He was honored as "Historian of the Year" in 1990 by the Marine Historical Society of Detroit. Bill's knowledge and encouragement that had been passed along to new and younger members around the lakes will be sorely missed.

MEETING NOTICES •

We have made a change this year for our Annual Dinner in September. We will have a three-hour cruise aboard the *Diamond Belle* from 2-5 p.m. on Sunday, September 21, 1997. The boat will depart from Stroh's River Place (foot of Jos. Campau) in Detroit. The meal will be served buffet style with a cash bar. Members are welcomed to bring freinds - boat capacity is 150 persons. Details will be sent in the next issue of *Telescope*.

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OUR COVER PICTURE . . . One of the last Interlake straight-deckers *J.L. Mauthe* will be converted to a self-unloader during 1997. During the peak of steel production, the *Mauthe* was busy carrying ore, coal and stone. When the majority of U.S.-flag vessels became self-unloaders, many straight-deckers went to the scrapyard. During this period the *Mauthe* was placed in the grain trade from the upper lakes to Buffalo. When she begins her new career as a self-unloader, she will operate in the stone trade. This photo of the *Mauthe* with the Great Lakes Towing tug *Louisiana* in the Maumee River was taken by Jim Hoffman.

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

THE MILWAUKEE CLIPPER

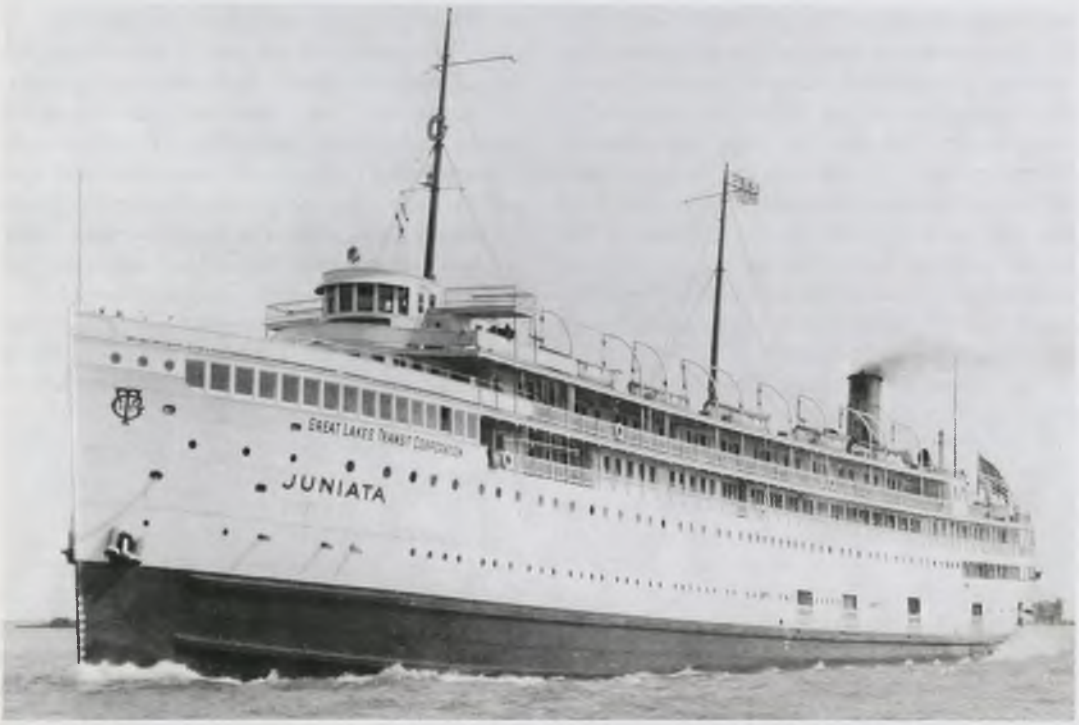
BOAT OF THE FUTURE

by
HOWARD H. PETERSON

During 1905 construction was completed at the American Ship Building Company in Cleveland of the 346-foot steamship *Juniata*. The vessel was built for the Anchor Line to carry passengers and freight between Buffalo, New York and Duluth, MN. The route was changed in 1933 and 1934 to run between Buffalo and Chicago to attend the "Century of Progress" World's Fair at Meiggs Field. *Juniata* was named after a river in central Pennsylvania. She was laid up in 1935.

It wasn't long before Detroit industrialists Max B. McKee and his brother, Mark, had other ideas for the aging *Juniata*. As operators of the Wisconsin and Michigan Steamship Company, they needed a new boat to replace the *Illinois*, then running between Muskegon and Milwaukee. Laurenz Hansen of the New York marine architectural firm George Shape was contracted to head the design changes for the *Juniata*. In 1937 the million dollar metamorphosis began at the Manitowoc Shipbuilding yards for what was to become the *Milwaukee Clipper*. In 1940 the new owners had completed the most extensive marine reconstruction project ever attempted on the Great Lakes up to that time. The only recognizable feature of the old boat was the unaltered near vertical straight stem bar. The *Clipper* was lengthened by extending the stern to a total length of 361'.

On June 2, 1941, after making her maiden voy-



Dossin Museum Coll.

The JUNIATA *was built in 1910 by the Anchor Line to carry passengers and freight between Buffalo, New York and Duluth, MN.*

Author's Photo

Muskegon Lake pals in 1945.

age of eighty-five miles from Manitowoc, she was christened *Milwaukee Clipper* in the Milwaukee harbor. This beautiful streamlined ship was warmly welcomed by an enthusiastic crowd of thousands. Patricia McKee, daughter of Max M. McKee, director of the ship's owners, christened the ship with a bottle of Wisconsin cream. Records show that the agile Patricia leaped aside evading the splattering cream while her less swift parents, Uncle Mark and Governor Heil weren't so lucky. They fished out handkerchiefs and good naturedly wiped off the cream drops. Guest band leader Paul Whiteman was fortunate to have been to the windward side of the spray.

Following the christening, Capt. Allen K. Hoxie, veteran of thirty years service and previously skipper for the past thirteen years of the *Nevada*, piloted the sparkling new vessel up the Milwaukee River for more than a mile to give the cheering local residents a close-up view. The river trip was followed by a three hour cruise for some 900 guests on Lake Michigan before departing for Muskegon at midnight.

She was the first passenger ship to be commissioned on the Great Lakes in seventeen years. Only a few original artifacts from the *Juniata* remained topside, the very large cast bronze ship's bell and in the pilothouse, the Chadburn telegraph made in Liverpool. She had only a magnetic compass and no radar at that time. The hull was seven years older than the White Star Line's *RMS Titanic* built in 1912.

To continue with our story - the midnight passage to Muskegon was set in record time of four hours-fifty-one minutes. Capt. Hoxie was to later eclipse that time by another twenty-nine minutes. Even at the early morning arrival in Muskegon, hundreds of cars were eagerly waiting for her arrival, stringing out around the lakeside ovals, continuing down the channel walls, on along the shore of Muskegon Lake, and to the Mart Dock berth to see the new ship and welcome her arrival. Horns honked, factory whistles blew, and aerial bombs exploded as the Muskegon High School band trumpeted their approval as the beautiful boat arrived at the dock at 8:00 a.m. This was a great day for Muskegon and the beginning of a new era in lake transportation.

The historic event was marked by an official welcome extended on behalf of the City of Muskegon and the local Chamber of Commerce by Archie E. McCrea, vice president of the Chamber. McCrea paid tribute to Max B. McKee and his associates in the Sand Products Corporation, parent concern of both the Wisconsin and Michigan Steamship Company and West Michigan Dock and Market Corporation (the Mart dock), for their contribution to port and shipping developments in Muskegon. He went on to say,

"It seems scarcely possible that nine short years ago Muskegon had a magnificent harbor without a single ship line operating here. In that year the Goodrich Transit Company ceased operation and the Wisconsin and Michigan Steamship Company had abandoned the Muskegon harbor. Through the direct inspiration of Mr. McKee, Pere Marquette Line steamers were induced to establish service from Muskegon to Milwaukee and this competitive factor returned the Wisconsin and Michigan Steamship Company to the Muskegon harbor in 1933". Merger of that company and the Pere Marquette Line was accomplished in 1934 under McKee and operations were concentrated into direct Muskegon-Milwaukee service. The speakers traced the growth of McKee interests in Muskegon from the first sand mining plant on Muskegon Lake, erected in 1927, to excavate the Pigeon Hill area; through development of the bulk cargo coal dock in 1931, and the commercial dock and cold storage plant at The Mart.

Max McKee, still in Milwaukee, was represented by Louis N. Biron, president of the steamship company; A.M. Farmer, treasurer; Fritz L. Meeske of Muskegon, director of the line, and A.J. Rettig, secretary of West Michigan Dock and Market Corporation, Muskegon agents for the line and operators of The Mart. Meeske commented that "The company had three boats on paper before we could put across one worthy of our hopes". Biron said, "Your city outdid Milwaukee", as the appreciative crowd responded with a resounding cheer and sustained applause. So went the historic day of June 3, 1941 in Muskegon, MI.

Wednesday, the following day, was used to restock the larders, clean up and make general adjustments after the shakedown cruise. Thursday, the boat proceeded to Chicago to show off some more and then on to Milwaukee to eventually begin a regular schedule of two round trips a day to Muskegon, seven days a week in the summer and once a day in the winter, carrying mostly automobiles, ice conditions allowing. The schedule was occasionally altered for excursion trips to Chicago, Sheboygan, and Holland, Michigan for the Tulip Festival.

One of the early travelers was Cleveland Press writer Ernie Pyle, later of war correspondent fame. It seems he was unable to book a hotel room in Milwaukee one night in late August, 1941 because of a local Eagle's convention, so he purchased a midnight round trip passage to Muskegon to try and get a night's sleep. His impression was that it looked like a "boat of the

Muskegon County Museum Photo

MILWAUKEE CLIPPER *in Milwaukee Harbor in 1945.*

Author's Photo

Pilothouse of the MILWAUKEE CLIPPER *in 1960 with Capt. Barney VanDongen at the window, Dick Paytosh, Third Mate at the wheel, Fred Frovog at the radar and Bob Priefer at the chart table.*

future and is so streamlined, I'm surprised they ever get it stopped". He observed that most of the passengers spent the night in the ship's lounge, sleeping in chairs. Of course, he had no way of knowing how many had occupied the staterooms and the special Pullman berths that were unique for the boat. He went on to point out one of the biggest problems running two rounds trips a day - it left only a half-an-hour or so at each end for unloading, reloading, servicing and cleaning. Pyle was right, it took plenty of coordinating practice and I'm sure a degree of luck. Many adjustments had to be made, both temporary and permanent, to the tight running schedule over the years. Most service and crew members had to live aboard to do this. As a matter of fact, after the first month's operation, they noticed that everyone was starting to look a little unkempt. They had forgotten about the need for haircuts. They soon got Sid Shears from the Occidental Hotel barbershop in Muskegon to make the round trip every Monday. Sid commented that it was hard enough standing on his feet all day, but it was particularly difficult when the ship was rolling and he had to brace himself all the time.

As a youngster in 1941, I was lucky enough to have had Miles McKee, executive with the *Clipper* operation, as my Sunday school teacher in Muskegon. Our class had never associated him with the *Clipper* until he announced one Sunday that we were going to play hooky and that he was going to take us on a tour of the *Milwaukee Clipper* berthed very near the church. Nothing against Sunday school, but that was the most exciting Sunday I had ever spent. It was twenty years later that I was to take my own three children on that wonderful boat over to Milwaukee, then to motor down to Chicago to the zoo and back to Muskegon for an unforgettable weekend recorded on 8 mm movie film.

It was commonplace for the *Clipper* to transport capacity crowds of over 900 passengers during the summer months. They averaged about 112,000 people a year. As the passenger car capacity was 108 cars, many overflows were transported on the *Highway 16*. Capital Airlines was also bursting with passenger business then busy flying tourists between Muskegon, Milwaukee or Chicago anxious to escape the heat with a ride on the *Clipper*. The *Clipper* tourist business was so good that plans were completed for a super Great Lakes cruise ship to be named *S.S. Chicago Clipper* to operate on a triangle out of Chicago-Milwaukee, and a Michigan port. I suppose the advent of the *Aquarama* changed all of that.

The best that can be said abut the tenure of a ship's captain was that it was uneventful. This equates into the fact that the captain did a good job. The

Author's Photo

Author's Photo

Top: The CLIPPER'S *bar. When the* CLIPPER *was redesigned in 1940, it was the most extensive marine reconstruction project on the Great Lakes up to that time. Bottom: The* CLIPPER'S *lounge.*

twenty-nine years of operating the vessel between Muskegon and Milwaukee was relatively uneventful and never was a life lost because of an accident, although one passenger did jump overboard in a suicide attempt, but was soon rescued when she changed her mind. The ship's officers were excellent and there was a minimum of scraped docks. The most serious accident occurred in January, 1949, when a freak surge of water in the Milwaukee River dashed the ship against a concrete wall knocking the rudder off, resulting in the *Clipper* needing to be towed to the Manitowoc Shipyard for repair. The vessel was out of operation until May. Later that month, it incurred further rudder problems when it ended up crosswise in the Muskegon Channel, but incurred no damage.

About the only derogatory publicity the *Clipper* operation received was they were charged with gambling the latter part of July, 1941. After a game of hide and seek, twelve slot machines were eventually seized, hidden in a Milwaukee warehouse and several employees and officers, including Capt. Hoxie, were eventually arraigned and released. Muskegon law enforcement officials were relentless as the prosecutor eventually charged steamship employees with conspiracy and obstruction of justice. Charges were finally dismissed, but a 23-year old Chicago man, the alleged "custodian" of the slot machines, was fined $100. He had previously been fined $50 by the Milwaukee Court. He was heard to say that "he was just a fall guy", but that ended the mess and the Wisconsin and Michigan Steamship Company were never known to have gambling devices on the *Clipper* again.

The *Clipper* continued operation for twenty-nine years before finally being laid up in Muskegon and officially retired on September 11, 1970. Extensive and costly repairs necessary because of general deterioration and changes mandated by new Coast Guard regulations had sealed her fate. She remained there until June, 1977, when new owner James Gillon, a Chicago businessman with a vision, had her towed to Sturgeon Bay, WI. for repairs and general restoration work. The vessel was then moved to Chicago's Navy Pier in 1980 where it was moderately successful as a restaurant and banquet facility. Late in 1988 it was evicted because of a rent dispute and moved to the Chicago River in front of the Chicago Sun-Times building. In the early part of 1990, she was again moved and berthed off Randolph Street. In May of the same year, it was purchased by the Hammond, Indiana Port Authority for $335,000 and towed to their

marina to be used as a floating convention center. Costly repairs necessitated by local building codes stymied the development and use. The recently passed gaming laws in Indiana allowing gambling ships on their waterfront, and in particular, the Port Authority dockage, quickly doomed any possible use for the *Clipper* and the Port Authority couldn't get rid of it fast enough. Consequently, the boat had to again be moved and was towed, in the fall of 1996, to the South Chicago area for dockage at 104th Street and Calumet River. At this writing, that is were the *Milwaukee Clipper* remains - open to all offers including to give it away to any responsible party who may have to assume certain legal baggage and/or monetary claims. It's a very sad commentary for a vessel that had such a historic and fun past. Let us hope that some productive future use is once again found for her. Regardless, she will be in our hearts forever and always fondly recalled.

FARES

REGULAR FARE — One Way	$ 6.75
REGULAR FARE — Round Trip (Unlimited)	12.15
CRUISE FARE — Continuous Round Trip	9.00

CHILDREN 5 to 12 years inclusive, when accompanied one-half fare.
REDUCED CRUISE RATES FOR PARTIES OF 10 OR MORE

	DAY	NIGHT
Staterooms — Two Persons — One Way		
1 lower and 1 upper berth	$ 8.00	$ 9.00
Staterooms — Three Persons — One Way		
Lower — 1 double or 2 single berths		
Upper — 1 single berth	10.00	12.00
Upper Club Berth — One Way	—	3.25
Lower Club Berth — One Way	—	3.75
Club Berth Section (1 upper and 1 lower) — One Way	—	6.50
Club Lounge Seat — One Way (Day sailings only)	1.75	—

Rates quoted for sleeping accommodations represent total charge per unit regardless of number of occupants.

TOURIST AUTO RATE — One Way $11.50

AUTO RATES do not include fare for drivers or passengers in auto. Rates apply only when rental auto is accompanied by one or more fare-paying passengers.

TRAILERS — up to 20 feet $11.50
Over 20 feet — $1.25 additional per foot

HOUSE TRAILERS and OTHER VEHICLES in excess of 7 feet in height and 10 feet in width cannot be accommodated.

AUTOMOBILE LOADING PROCEDURE

Automobiles should be at dock ½ hour before sailing. Gasoline will not be drained.

At MILWAUKEE, Automobiles must be parked for loading as directed by attendant. Auto ticket is to be turned over to car attendant *before* boarding ship.

At Muskegon, Tourist must obtain gate pass from car attendant *before* driving through gate to loading area.

Company employees will load and unload all automobiles. Leave key in switch. Passengers have no access to their automobiles after they are loaded.

GENERAL INFORMATION: Passengers requiring sleeping accommodations and auto space are urged to make reservations in advance. Pets prohibited.

On 11:55 PM sailings, passengers may board one hour before departure. On 6:00 AM arrivals, passengers may stay aboard one hour after arrival. Continental breakfast available beginning one-half hour before arrivals — regular breakfast at 7:00 AM.

Church Services — (non-denominational and Catholic, Sunday morning sailings from Muskegon.

Orchestra will be carried from June 13th to September 7th, inclusive, on all except 10:00 PM, 11:55 PM and 1:00 AM sailings, when no entertainment is scheduled. Show lounging cruises in Milwaukee conducted Mondays, Wednesdays and Fridays, June 12th to September 4th inclusive.

Schedules subject to change without notice. The arrival or departure at the time stated is not guaranteed, nor does the Company hold itself responsible for any delay or consequences arising therefrom.

SAFETY INFORMATION: The Milwaukee Clipper meets United States Coast Guard standards for vessels built in 1941.

WISCONSIN & MICHIGAN STEAMSHIP COMPANY
Passenger and Automobile Service — Across Lake Michigan
Milwaukee, Wisconsin — Muskegon, Michigan

1970 S.S. MILWAUKEE CLIPPER SUMMER SCHEDULE

June 5th to September 8th, Inclusive
Schedule opens with the 8:00 AM EST sailing from Muskegon on Friday, June 5th
Schedule closes with the 11:55 PM CDT sailing from Milwaukee, Tuesday, September 8th

EASTBOUND TO MUSKEGON	WESTBOUND TO MILWAUKEE
SUNDAY	
	Lv. Muskegon 5:00 am EST Ar. Milw. 11:00 am CDT
Lv. Milwaukee 11:45 am CDT Ar. Musk. **5:45 pm** EST	Lv. Muskegon **6:30 pm** EST Ar. Milw. 12:30 am CDT (Mon.)
MONDAY	
Lv. Milwaukee 1:00 am CDT Ar. Musk. 7:00 am EST	Lv. Muskegon 8:00 am EST Ar. Milw. **2:00 pm** CDT
Lv. Milwaukee **4:00 pm** CDT Ar. Musk. **10:00 pm** EST	Lv. Muskegon **11:55 pm** EST Ar. Milw. 6:00 am CDT (Tues.)
TUESDAY	
Lv. Milwaukee 8:00 am CDT Ar. Musk. **2:00 pm** EST	Lv. Muskegon **4:00 pm** EST Ar. Milw. **10:00 pm** CDT
Lv. Milwaukee **11:55 pm** CDT Ar. Musk. 6:00 am EST (Wed.)	
WEDNESDAY	
	Lv. Muskegon 8:00 am EST Ar. Milw. **2:00 pm** CDT
Lv. Milwaukee **4:00 pm** CDT Ar. Musk. **10:00 pm** EST	Lv. Muskegon **11:55 pm** EST Ar. Milw. 6:00 am CDT (Thur.)
THURSDAY	
Lv. Milwaukee 8:00 am CDT Ar. Musk. **2:00 pm** EST	Lv. Muskegon **4:00 pm** EST Ar. Milw. **10:00 pm** CDT
Lv. Milwaukee **11:55 pm** CDT Ar. Musk. 6:00 am EST (Fri.)	
FRIDAY	
	Lv. Muskegon 8:00 am EST Ar. Milw. **2:00 pm** CDT
Lv. Milwaukee **4:00 pm** CDT Ar. Musk. **10:00 pm** EST	Lv. Muskegon **11:55 pm** EST Ar. Milw. 6:00 am CDT (Sat.)
SATURDAY	
Lv. Milwaukee 8:00 am CDT Ar. Musk. **2:00 pm** EST	Lv. Muskegon **3:00 pm** EST Ar. Milw. **9:00 pm** CDT
Lv. Milwaukee **10:00 pm** CDT Ar. Musk. 4:00 am EST (Sun.)	

CDT Denotes Central Daylight Time — EST Denotes Regular Eastern Standard Time (Not advanced EST)

TICKET OFFICES AND DOCKS:

MILWAUKEE, WISCONSIN 53202 — Municipal Passenger Pier
500 North Harbor Drive — Tel. 414-271-7905

MUSKEGON, MICHIGAN 49440 — Clipper Dock
Tel. 616-722-1148

OTHER TICKET OFFICES:

CLEVELAND, OHIO — 11815 Williamson Ave., Lakewood 44107 — Tel. 216-228-2126
DETROIT, MICHIGAN 48226 — 2489 First National Building — Tel. 313-962-6911

FOR INFORMATION, RESERVATIONS, TICKETS: Contact Wisconsin & Michigan Steamship Company, or your Auto Club or Travel Agent.

"WATCH OUT FOR THOSE TREES"

by
ALAN MANN

Breaking off tree branches while negotiating a waterway brings no surprise when referring to Humphrey Bogart's movie boat *African Queen*. However, the very same challenge faced an English-based salty that arrived in the inland Canadian port of Wallaceburg back in 1952.

Manchester Explorer was a pre-Seaway cargo vessel launched in 1952 for Manchester Liners Great Lakes service. Connections were made to Toronto, Hamilton, Welland and Wallaceburg as well as U.S. ports Cleveland, Detroit, Chicago and Milwaukee. Her home port was Preston, England. Small canal sized package freighters, stone and gravel vessels as well as excursion vessels had accessed the port of Wallaceburg with regularity. The inland route to Wallaceburg, once leaving the St. Clair River south of Port Lambton, Ontario consists of a picturesque, ten mile, snaking route via the Chenal Ecarte (Snye) and Sydenham Rivers. Obviously preferring open deep water passages, little did the *Manchester Explorer's* master, Capt. Jack McLaren realize the voyage facing him when ordered to pick up 400 tons of H.J. Heinz canned goods in August of 1952. Following is an except from "*Sixty Years on the Western Ocean*" by R.B. Soker, describing the 1952 trip to Wallaceburg, Ontario aboard the *Manchester Explorer*.

"The summer (1952) the *Manchester Explorer* was ordered to load at Wallaceburg, a little town up

Mann Historical Files

Government Wharf in Wallaceburg, Ontario. Northwest Steamship's A.A. HUDSON *and Canada Steamship's* EDMONTON *loading International trucks.*

Mann Historical Files

Misener's steamer GLENLYON *in Wallaceburg's turning basin, showing the compactness of the harbor.*

the Sydenham River between Lakes Erie and Huron. There was a strike at the time which was suspended as the first British vessel arrived and resumed directly afterwards. I am indebted to Capt. Freeman, the resident superintendent of Furness, Withy and Co. Ltd., for this description in the log of the ship's arrival. After discharging her outward cargo at Toronto, the *Manchester Explorer* proceeded through the Welland Canal westwards toward Wallaceburg, which is near Detroit. I drove through to Wallaceburg ready to meet her on her arrival. Now neither the vessel nor myself had been to this port so we were strangers to that part of the country.

On my arrival that evening, I began to explore the surroundings and was amazed to find a tiny wooden wharf alongside a narrow strip of water, which I learned later was the Sydenham River. I found the usual squatters, and diplomatically made inquiries about the waterfront. When informed that the local ships turned off the wharf, I had grave doubts that this procedure would be carried out with the *Manchester Explorer*.

At 7 p.m. the following day, August 11, the vessel moored, but took an hour to turn her around and this was done in front of the mayor (Bill Collins) and over 100 townspeople on the wharf and many more on the other side of the river and on the two bridges. The *Manchester Explorer* steamed through the narrow bridge as she passed through with inches to spare. By the time the stern had cleared the road bridge, the bow as close to the piles set in the grass lawn of the park where the head rope had to be made fast to facilitate turning the vessel around. During this maneuver, the stern came closer to the wharf and I could see the ship move at least ten feet ahead.

Suddenly, I was aware that the bow was underneath the trees in the park on the other side of the river. Branches snapped sharply as the vessel tried to go ahead those few feet. Capt. J.L. McLaren shouted some instructions to the chief officer on the forecastle ahead. The chief officer's head appeared among the branches, which enveloped the afterend of the forecastlehead. He said, "We are all tangled up in the trees here!"

I apologized to the mayor who was standing with me for breaking his trees. He replied, "Don't worry, they need pruning anyways!" Eventually the vessel was berthed and people went on board to welcome *Manchester Explorer* to the city and port. She was the first British ship to ever berth there. After the welcome, the townspeople invaded the vessel. At 11 p.m. we had managed to clear the deck of visitors. Loading began the next day and finished the following day, August 13 at 12:30 p.m. At 1:15 p.m. the *Manchester Explorer* left Wallaceburg with the air full of good

byes."

Although the looming expanded St. Lawrence Seaway system eventually spelled doom for small ports like Wallaceburg. Marine traffic remained vibrant for the remainder of the decade. *Manchester Explorer* made only the single August, 1952 call to Wallaceburg, never returning. Perhaps Manchester Liners did not want to risk giving Wallaceburg's riverside trees another trim!

Thanks to Dan McCormick of Massena, New York for supplying this interesting account of *Manchester Explorer's* one trip to Wallaceburg, Ontario. As well, Dan has provided the following details concerning the ship:

1952: March 19-Launched by Cammell, Laird & Co., Ltd. Birkenhead; 1500 T., capacity at 14 ft draft. 258 x 43 x 16.9. Two steam turbines with DR gearing.

1953: Continued in service Great Lakes-Europe.

1956: Nov. 13 - In fog near Montreal, collided with grain carrier *George Hindman*.

1958: Chartered by Newfoundland-Furness, Warren Lines

1963: Sold by Manchester Liners, Ltd., to Crosbie & Co. of St. John's and renamed *C.A. Crosbie*.

1965: To Chimo Shipping, Ltd., St. John's and renamed *P.M. Crosbie*.

1968: To Ypermachos Shipping Co. Ltd. (Cyprus) and renamed *Panagos*.

1971: Renamed *Ypermahos* by Ypermachos Shipping Co. Ltd.

1972: To Sylvia Shipping Co. Ltd., (Cyprus); laid up at Torrevieja, Spain with engine trouble.

1973: May 4 - Sailed under own power for August, Spain, experiencing engine trouble, put into port of Alicante on May 7. On May 16 towed by salvage tug *Vernicos Dimitrios* to Pireaeus, Greece.

1974: Laid up at Peram under name *Emilia*, scrapped in February, 1974.

Mann Historical Files

MANCHESTER EXPLORER *passing Canada & Dominion Sugar Company Dock while outbound in the Sydenham River on August 13, 1952.*

WICKES MARINE TERMINAL

"THE BEAN DOCK"

by
LAWSON BROWNE

About 1950, Wickes Companies, Inc. took over the area and buildings on the East side of Saginaw River, south of Cass Avenue in Bay City, Michigan.

During World War II, the place was known as Eddy's Boat Works, where boats were built to fill the needs of U.S. Government such as Coast Guard "Picket Boats" and the like.

When Wickes first took over, it was known as Wickes Lumber Co. This is well known to the author, who was then rebuilding a home nearby, and bought most of his materials there.

The lumber business grew quite fast, so that, in a few years it was decided to move to a larger area West of Bay City on Midland Road. This left the site vacant and readily available for riverfront improvement.

About 1960, the terminal was in the preparatory stage. A steel dock was built, paved apron, and some new buildings added. A new name made it impressive.

With a new name in the area, "Wickes Marine Terminal", it was ready. Dredging had been done to make river draft easy to reach.

Beans were brought in and stored so to make loading ships an efficient operation.

The terminal manager was named Otto Krohn. A very able and aggressive manager whose capabilities would make to a very successful, although short lived, operation. From early on, the harbor tug captain, "Brownie" as he was known on the river, had excellent rapport with Mr. Krohn and his staff. Thus, they were able to exchange vital information on ar-

Author's Coll.

Canada Steamship's FORT CHAMBLY *unloading 3200 tons of newsprint at Wickes in 1963.*

Author's Coll.

The tug FREDERICK KELLERS *turning the* WOLFGANG RUSS, *first ocean ship of the season on April 19, 1964.*

rivals and finish time. There is no recollection of a ship losing time due to the tugs.

Not certain what ship, or when the first shipment was made. An old, almost unreadable, deck log from the tug indicated that the *Erika Shulte* was assisted in turning and leaving Wickes on April 30, 1961.

On June 29, 1962, an Italian ship *Nella* came to Wickes. Sixteen days of loading beans, in 100 lb. bags made five thousand tons (plus), loaded at that dock. She then shifted down to the Seaway Terminal to take on another one thousand tons. Hearsay was that she stopped at Port Huron and topped off. Nine thousand tons or more of beans.

In the next few years, many ships called at Wickes. It came to be called "The Bean Dock". Pilots would call the tug saying, "We're going to the Bean Dock. Will you take us in, turn and land us?"

There were ships of many nationalities calling there. Greek, Norwegian, Swedish, Dutch, German, Italian, Yugoslav, Polish, British, Japanese, Brazilian, Cypriot, and, of course, the Canadian package freighters at regular intervals. They brought newsprint from Canadian paper mills. The *Fort Chambly, Fort Henry, Fort St. Louis, Fort York, Eskimo* and *Martian*. One after another.

A nice courtesy shown by Wickes was the display of a flag of the vessel's home country. This from a staff mounted on a corner of the dock office. Much like a "welcome" sign to a stranger.

Apparently, during the sixties, there was a great demand in Europe and Asia for beans. Perhaps because of the fact that the "Thumb" area of Michigan and the area West of Bay City and Saginaw produced so many beans, Bay City was the ideal shipping port. There were, and are, plants in the area where beans are sorted, the culls removed, and bagged in various sizes. The ones going overseas were put in 100 lb bags and placed on pallets. Shifted by fork lifts till they were hoisted aboard and stowed in the ship's hold.

Why the beans business tapered off isn't known clearly by the author. Possibly they were shipped elsewhere, or, some other area or country had more and cheaper beans. Possibly the farmers had replaced them for another cash crop.

It does seem strange that the bean boom came and went so quickly. Beans being the staple it is, in the world of food, the demand for them must be supplied in large volumes easily reached somewhere.

Time was when Wickes would have a ship at their terminal, forcing other vessels to tie up at the old Globe Oil Co., south of Wickes, one at the City Dock and occasionally at Aetna Cement Co. Not counted were vessel's anchored in Saginaw Bay.

Remembering the first few years after the Sea-

way opened, what a rush. It seemed the ports of Bay City and Saginaw were going to be busy with foreign ships for a long time.

Wickes had another line of ships, which lasted quite a long time, probably after the beans carriers finished. They were Brazilian ships bringing binder twine, mostly from Haiti, to be stored and trucked out of Wickes.

Once, while the bean business was slowing, a section of the dockside building was removed. A self-unloading laker discharged thru the opening into the building.

Twelve years have passed since the author lived in Bay City, or was associated with shipping. He knows very little of activities on the river there now.

The former Wickes Marine Terminal is now known as Saginaw Valley Marine Terminal and Warehouse, Inc. Storage and trucking apparently are the main activity there now.

Surely, it was one glorious time when the lowly bean was king at Wickes.

Author's Coll.

Yugoslav vessel ZENICA *loading beans at Wickes.*

Author's Coll.

German M/V LEADA *inbound for Wickes on April 26, 1964. The Seaway Terminal Dock is being lengthened.*

GREAT LAKES & SEAWAY NEWS

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

RENE BEAUCHAMP, PETER CARR, WILLIAM HOWELL, M.B. MacKAY, DALE POHTO, JIM SPRUNT, JOHN VOURNAKIS, ROD BURDICK, STEVE ELVE, WILLIAM KELLER, DAN McCORMICK, TERRY SECHEN, JERRY WALTER

Editor's Note: This is my last column as *Editor of the News Section of Telescope. I want to thank all of the people who have contributed news articles to Seaway News for their help. Without each and everyone of you, this column would not exist. So my thanks to all of you for a great ten years.*
x

Don Richards

Oct. 22 . . . The Greek M/V *Finix* cleared Port Cartier, Quebec with the largest shipment of US soybeans ever shipped from North America. The soybeans originated in Duluth and Toledo and were shipped through the Seaway in lakers operated by Seaway Bulk Carriers. At Port Cartier the soybeans were loaded into *Finix* by Les Silos Port Cartier. The $30 million cargo was destined for Rotterdam.

Nov. 1 . . . *Mapleglen* arrived at the Twin Ports and loaded a cargo of soybeans at the Harvest States Elevator. It's believed that this was her first visit to the Twin Ports since she was purchased by P&H Shipping in May of 1994. She cleared early on the morning of the 3rd.

Nov. 2 . . . *Calcite II* passed upbound through the Soo Locks bound for Fraser Shipyard in Superior. She arrived at the Twin Ports early in the morning of the 4th and unloaded a cargo of limestone at Hallett Dock 5. After unloading she shifted to the shipyard for winter lay-up. She is the Twin Ports first winter lay-up of the season. By the first of the year, she had been painted and it appeared that she is ready for the 1997 season.

. . . Congress has directed the Coast Guard to develop plans and cost estimates for modernizing the icebreaker *Mackinaw*. Plans will include a new powerplant and other improvements to reduce the crew size. She now carries a crew of about seventy-five. Congress has not appropriated any funds for the work as yet. When plans and cost estimates are presented to Congress and funds approved, work could begin in the spring of 1998.

. . . The North American Iron Ore Association reported that shipments of iron ore in U.S. and Canadian lakers in September increased over September of last year. Shipments from U.S. ports increased by 7% and shipments from Canadian ports up 5%. However, year to date shipments were down 2% compared to last year.

Nov. 4 . . . The Army Corps of Engineers tug *D.L. Billmaier* towed their tug *Kenosha* to the Corps basin at the Soo. *Kenosha* will be repowered at the Soo this winter.

. . . The salty *Elm* was pulled from her pier at Valleyfield, Quebec by the current from a passing freighter. Her forward mooring lines parted under the strain.

Nov. 5 . . . The cruise vessel *Grampa Woo* remained aground on the rocks on Passage Island in the northern

Peter Worden Photo/Dossin Museum Coll.

Inland Steel's straight-decker EDWARD L. RYERSON *will return to service in 1997.*

end of Isle Royale in Lake Superior. Half of the main deck was underwater and there were several holes in the hull. It's doubtful that she can be salvaged. Attempts will be made to salvage electronic equipment and pump fuel oil from the fuel tanks which remained intact.

Nov. 7 . . . The salty *Vulcan* struck a rock ledge while upbound in the Detroit River near Amherstburg, Ontario. She tied up at Sarnia where an inspection revealed two five-foot tears in the hull and two fractures in the ballast tanks. She cleared Sarnia in the 15th after repairs were made.

Nov. 8 . . . The tanker *Enerchem Refiner* was ordered to anchor off Pipe Island in the St. Marys River to await U.S. Marshals. The U.S. District Court in Marquette, MI. issued a ship-seizure order on the 7th. She was upbound with a cargo of oil which had been loaded at Sarnia. It's believed that the seizure order was issued as a result of a pending civil suit. The court was barred from releasing verbal details in the case.

Nov. 10 . . . *Algoway* unloaded a cargo of salt at Cleveland's Dock 20 at the mouth of the Cuyahoga River. The salt was loaded in Goderich, Ontario. Considering that salt is usually exported from Cleveland's Akzo Salt, quite often in the *Algoway*, made this delivery a rare occurrence.

Nov. 11 . . . The salty *Blue Lagoon* suffered engine failure enroute to Chicago with a load of steel. She was towed to Nicholson's Dock in Ecorse, MI.

Nov. 12 . . . *Myron C. Taylor* arrived at Bay Shipbuilding at Sturgeon Bay, WI. for winter lay-up. She was the first winter lay-up ship of the season at Bay Shipbuilding.

Nov. 13 . . . Inland Steel's long-idled straight-decker *Edward L. Ryerson* was placed into the drydock at Bay Shipbuilding for her 5-year inspection and painting. She was expected to return to service in the spring of 1997.

• GREAT LAKES & SEAWAY NEWS

. . . *Quebecois* was involved in a minor collision with the salty *Beskyov* in Port Cartier harbor. (Ed. note: No details were given in the report concerning damage.)

. . . The U.S. Coast Guard reported that the *Grampa Woo's* insurance company has declared the vessel a total loss. No decision has been made as to her disposition yet. The National Park Service wants her removed and sunk in deep water or scrapped ashore. Before anything can be done, her fuel oil and other contaminants must be removed.

Nov. 14 . . . The newly built *Federal Saguenay* arrived in Thorold on her first maiden voyage and unloaded a cargo of bauxite.

. . . The tanker *Enerchem Catalyst* anchored in the St. Lawrence River after suffering engine failure and partially blocked the channel. She was later towed to Prescott, Ontario for repairs.

Nov. 15 . . . Hapag-Lloyd announced plans for three Great Lakes cruises using the *M/V Columbus*. The cruises will begin on August 17, 1997 from Montreal.

Nov. 17 . . . The Panamanian *Sea Daniel* was blown aground in Duluth harbor after dragging her anchor in high winds. She arrived in Duluth on the 15th and was waiting to load grain at the Harvest States Elevator No. 1. She was freed a few hours later by the Great Lakes Towing tugs *Vermont* and *Minnesota*.

Nov. 20 . . . Salvage crews removed the fuel oil, lubricants and other contaminates from *Grampa Woo*. They were unable to salvage any of the electronic equipment aboard her as seas were beginning to break her up. The vessel's owner also announced that he has purchased another cruise ship, *Southern Comfort*, which was docked near Mobile, AL. He plans to bring it to the Great Lakes this spring to resume excursion operations out of Grand Portage, MN.

Nov. 22 . . . Engineers inspecting the Duluth Aerial Bridge discovered a one-half inch crack in the shaft that holds a pulley used to raise the bridge. The bridge was closed and all vessel traffic was diverted through the Superior piers. The next day, the bridge resumed limited operations. The bridge will be raised slowly and only outbound vessels with a draft exceeding 26'-6" will be allowed through. Vessels with a deeper draft can't use the channel connecting Duluth harbor and the Superior entry. The 1,000-footer *James R. Barker* was the first vessel to use the Duluth piers when she cleared Duluth with a load of pellets.

. . . The Seaway Port Authority of Duluth reported that international grain exports in October were 43% ahead of October of last year. All international trade was up 8% for the season over last year. However, domestic cargoes such as iron ore, coal and grain shipped through the Twin Ports were down 19% for the season compared to last year. Again, heavy ice conditions this spring and an increase in rail shipments of iron ore were blamed for the decrease. Through the end of October, 826 vessels have called at the Twin Ports compared to 945 last year. There were 505 US-flag vessels, 222 Canadian-flag and 99 salties.

Nov. 24 . . . The Canadian Coast Guard's *Sombra* passed downbound through the Welland Canal on her delivery trip to the east coast.

Nov. 25 . . . *Canadian Enterprise* and *Mallard* collided in the Welland Canal below Lock 1. The *Enterprise* was struck amidship and suffered damage to her deck railing. *Mallard* suffered bow damage and went to Port Colborne for repairs.

Nov. 26 . . . *Utviken* lost steering while upbound in the St. Lawrence River and went aground about two miles east of Massena, NY near the Cornwall Bridge. She was loaded with titanium ore, which was lightered in the

D.C. Everest. She was floated free on December 2nd, with the help of seven tugs.

. . . The tanker *LeBrave* arrived in Halifax, N.S. from Sorel, Quebec where she had been laid-up.

Nov. 27 . . . The US Coast Guard's *Ida Lewis* passed down the Welland Canal on her delivery trip to the east coast. She was another of the new "Keeper Class" buoy tenders that are being built by Marinette Marine Corp. in Wisconsin. (Ed. note: Peter Carr of Bucksport, Maine reported that two others of the same class to be launched in 1997 will be assigned to Maine. When commissioned, the *Marcus Hanna* will replace the *Spar* and the *Abigail Burgess* will replace the *White Lupine*, which is stationed in Rockland Maine).

Nov. 28 . . . The tanker *Imperial St. Clair* lost power while in the St. Lawrence River near Beauharnois, Quebec and grounded briefly.

. . . The tanker *Enerchem Catalyst* went aground near the breakwall while clearing Port Borden, Prince Edward Island. She was light and was refloated with the aid of tug *Irving Hemlock*.

. . . Workmen were starting repairs on Duluth's Aerial Bridge. A 500-pound steel rod will be lifted to the top of the bridge and inserted into the cracked shaft. Two 500-pound nuts will be threaded into the rod and tightened with chain wrenches. This will strengthen the cracked shaft, which will be replaced at a future date. As of the end of this month, the bridge was still in limited use with only outbound loaded vessels using the Duluth entry.

Nov. 29 . . . Merritt Day ceremonies were held at Lock 3 in the Welland Canal, marking the 167th Anniversary of the opening of the first Welland Canal. This year's featured vessel was the *Canadian Century*.

Peter Worden Photo/Dossin Museum Coll.

Paterson's COMEAUDOC *in Welland Canal on October 6, 1985.*

• GREAT LAKES & SEAWAY NEWS

Photo by Rod Burdick

KAYE E. BARKER, HERBERT C. JACKSON and JOHN J. BOLAND in Escanaba, MI. on December 31, 1996.

. . . The US Coast Guard's icebreaker *Sundew* began operations in Duluth harbor.

. . . The salty *Kamentza* was holed while loading steel bars in Chicago. Eleven steel bars were dropped into her cargo hold.

Nov. 30 . . .Iron ore shipments from U.S. and Canadian ports in October showed an increase over last year according to figures released by the North American Iron Ore Assoc. Shipments from U.S. ports rose by 8% while Canadian shipments rose by 26%. These figures represents shipments to U.S. and Canadian ports on the Great Lakes.

. . . The Lake Carriers' Assoc. reported that shipments of iron ore, coal and stone carried by US and Canadian lakers in October increased by 11.3 over October of last year. The increase was credited to good weather in October and few vessel delays. As of November first, there were fifty-eight US vessels in service compared to fifty-nine last year.

. . . Paterson's *Comeaudoc* passed down the Seaway with corn from Port Stanley to Sorel. After unloading at Sorel, she cleared from Montreal amid reports that she will be retired.

. . . The tanker *L'Orme No. 1* passed upbound through the Welland Canal and is now working for Group Desgagnes.

Dec. 2 . . . Interlake's long-idled *John Sherwin* and *J.L. Mauthe* switched berths in Superior, WI. Great Lakes Towing tugs moved the *Sherwin* out of Fraser Shipyard to the Superior City Dock where the *Mauthe* was laid-up. The tugs then shifted the *Mauthe* into the shipyard so that work crews could begin stripping out her forward and aft cabins furnishings and navigation equipment.

. . . The research vessel *Halcyon* sank at her dock in Muskegon, MI.

Dec. 3 . . . *Algoway* arrived at Port Weller Dry Dock for winter work and tied up at the fit-out wall.

Dec. 4 . . . *D.C. Everest* passed upbound under tow through the Welland Canal bound for Ashtabula, OH. In Ashtabula she unloaded the titanium ore that was lightered from the grounded *Utviken*. On the 8th she passed downbound through the Welland Canal under tow of tugs *Robert B. No. 1* and *Glenside*.

Dec. 5 . . . *Middletown* unloaded a rare cargo of coal at Marquette, She has loaded pellets at Marquette before, but seldom made a delivery. After unloading the cargo of coal, she cleared for Silver Bay, MN. to load pellets.

. . . The Duluth Aerial Bridge resumed normal operations after temporary repairs were completed. However, the bridge will be lifted and lowered at a reduced speed until permanent repairs are done this winter.

Dec. 6 . . . A 34-year old female crewmember on the Swedish M/V *Storen* became seriously ill while the vessel was off Fairport, OH. A 41-foot Coast Guard boat from Fairport Station responded, but was unable to remove the crew member because of the six to eight foot seas. A USCG helicopter responded from Air Station-Detroit (Selfridge Field) and lifted her from the vessel. When the helicopter landed, it had only a few minutes of fuel remaining. As of December 12th, the crew member was still in the hospital, but was expected to recover.

Dec. 9 . . . Dale Pohto reported that Fairport Harbor was crowded today. The *Cuyahoga* arrived to load a cargo of sand at the Osborne Materials Dock. Since there was no loading equipment, the sand was loaded into a hopper by a front end loader and then into *Cuyahoga* by a portable conveyor. Next *Kaye E. Barker* made a rare appearance to unload stone at the LTV Lime Dock. The *Barker* was decked out in row upon row of colored lights, complete with Santa standing watch from the masthead. A Christmas tree and lights adorned the travel-lift and a sleigh and eight reindeer were on her unloading boom. A short time later the *Algowood* backed into the harbor and tied up at the Morton Salt Terminal to load. Three boats in Fairport at the same time was quite rare. It made for tight maneuvering in the often shallow water of the Grand River, especially when all three vessels were within 300 feet of each other.

Dec. 10 . . . The research vessel *Halcyon* was refloated at Muskegon by three cranes and placed on a barge. Repair costs were estimated at $100,000.

Dec. 12 . . . Shaker cruise Lines of Toronto plans to operate a ferry service from Toronto to Port Dalhousie beginning in the spring of 1997. *Marine Courier*, built in 1983, will be renamed *Constellation* and used for the service. The company hopes to access commuter, tourist and casino traffic.

Dec. 13 . . . *Kinsman Independent* arrived in Buffalo to unload her final grain cargo of the season. She unloaded at the Lake & Rail Elevator where she will lay-up for the winter. The *Independent* was the only US-flag laker operating on a regular basis in the domestic grain trade. *Kinsman Enterprise* didn't operate in 1996.

. . . *Algowood* went on drydock at Port Weller for routine inspection.

. . . *Cartierdoc* passed up the Seaway with a storage cargo of sugar for Toronto.

• GREAT LAKES & SEAWAY NEWS

Photo by Rod Burdick

JOHN J. BOLAND *on a rare visit to Escanaba, MI. to load on December 31, 1996.*

. . . *Algoville* was delayed at the Snell Lock due to a plugged cooling line.

Dec. 14 . . . *Federal Calumet* went aground while clearing Port Cartier. She was refloated at high tide with tug assistance.

Dec. 15 . . . The salty *Blue Lagoon* struck the upper end of the Iroquois Lock while outbound through the Seaway. She was holed in the forepeak and was leaking.

. . . The tug *Atlantic Hickory* passed downbound through the Welland Canal without the barge *Sarah Spencer*. She arrived at Halifax on the 20th.

Dec. 17 . . . Upper Lakes *Canadian Navigator* arrived at Port Weller Dry Dock for conversion to a self-unloader.

Dec. 18 . . . C.S.L.'s *Louis R. Desmarias* arrived at Wharf 10 at the Welland Canal for repairs to her broken unloading boom.

. . . Paterson's *Windoc* was upbound in the Seaway with storage sugar for Toronto.

Dec. 19 . . . *Edward L. Ryerson* was floated out of the drydock at Bay Shipbuilding and returned to lay-up berth after completing her 5-year inspection and being painted. She was expected to return to service in 1997.

. . . The regular Seaway caller *Luckyman* went aground at Mile 121 in the Mississippi River. She was re-floated later in the day.

. . . The passenger vessel *Caribbean Prince* has been sold to an Alaska firm. She has been a familiar sight in

the Seaway.

Dec. 20 . . . Interlake Steamship and Bay Shipbuilding announce the conversion of the *J.L. Mauthe* into a self-unloading barge this winter. The *Mauthe* will have her cabins removed and a stern mounted unloading boom installed. She will have a single cargo-hold belt and a loop belt conveyor system. It's reported that Interlake will operate her primarily in the lower lakes stone trade. *Mauthe* has been laid-up at Superior since July, 1993. Terry Sechen reported that work has already begun on stripping out the passenger cabins.

. . . The tug *Welland* brought two scows to Port Colborne. They were to be used in the dismantling of the old CN Railway bridge across the Welland Canal at Port Colborne.

. . . A company that plans to operate a ferry service between St. Clair Shores, MI. and Windsor, ON. was still trying to get approval for the service. The company needed approval from about ten government agencies both countries.

Dec. 22 . . . C.S.L.'s *Tarantau* passed down the Welland Canal for Hamilton and then laid-up for the season at Toronto.

Dec. 23 . . . C.S.L.'s *Louis R. Desmarias* returned to service after repairs to her unloading boom were completed.

. . . The Cypriot salty *Golden Sky* was the last salty down the Seaway.

Dec. 24 . . . C.S.L.'s *Manitoulin* was the last upbound vessel of the season through the Welland Canal. *Emerald Star* was the last downbound vessel through the canal as it closed for the season.

. . . *Joseph H. Frantz* arrived in Toledo and tied-up at the Hocking Valley Dock for winter lay-up. She was the first vessel of the Oglebay-Norton fleet to lay-up for the winter.

Dec. 25 . . . Rod Burdick reported that on Christmas day, *Lee A. Tregurtha* was unloading coal at Marquette and *Wilfred Sykes* and *Joseph L. Block* were loading pellets at Escanaba.

. . . *Pine Islands*, a Seaway caller at *Areito* lost power and was adrift in the Gulf of St. Lawrence. She has no lights or heat. On the 28th, the tug *Irving Maple* began towing her. They arrived in Sydney, NS on the 29th.

Dec. 26 . . . The tanker *Emerald Star*, downbound and light, was the last vessel of the season through the Seaway at Massena, NY. She was owned by Rigel Shipping Canada, Inc.

. . . The cement carrier *J.A.W. Iglehart* went aground in Saginaw Bay. On the 29th she lightered part of her cargo into the *Alpena* and then was pulled free by tugs. The *Iglehart* continued up the Saginaw River to Carrollton, MI.

Dec. 28 . . .*George A. Stinson* arrived in Toledo for winter lay-up a the CSX Dock. Management of the *Stinson* has been awarded to American Steamship for the next three years.

Dec. 30 . . .The Andrie tug *John Purves* arrived at the Fraser Shipyard. She spent almost five hours moving the *J.L. Mauthe* out of the shipyard and over to the Duluth Port terminal where they waited for weather conditions to improve. The tow was slow moving across the Duluth-Superior harbor because of heavy ice. The next day with that assistance of the Great Lakes Towing tug *North Carolina*, they cleared in the late

• GREAT LAKES & SEAWAY NEWS

afternoon. About one mile out into Lake Superior, the tow was stopped by heavy ice. After battling ice for about three hours and making no headway, they tug called the US Coast Guard for assistance. The buoy tender *Sundew* arrived and the tow cleared the ice field about three hours later. Once cleared of the ice field, the tow continued to the Soo while the *Sundew* and *North Carolina* returned to Duluth.

Dec. 31 . . . *John J. Boland* arrived at Escanaba to load a rare cargo of taconite. She was unable to load until January 1st because the *Herbert C. Jackson* and *Kaye E. Barker* were loading ahead of her. After loading, the *Boland* cleared for Indiana Harbor and then laid-up at Sturgeon Bay on January 4th.

Miscellaneous . . .

. . . The Washburn & Doughty Shipyard of East Boothbay, Maine has been awarded a contract to build a new ferry for the Beaver Island Transportation Authority. The new ferry *Emerald Isle* will carry 300 passengers and 20 vehicles and will replace the *Beaver Island*, which has been in operation for thirty-four years. The ferry was expected to be launched in May, 1997 and delivered in August, 1997.

Great Lakes Calendar . . .

June 6th-8th - Dossin Museum closed to public due to Grand Prix Race.
Sat.-Aug. 16 - Nautical Day at Harbor Hill Marina in Detroit (foot of St. Jean). Marine Mart from 10-3 p.m. At 4:00 p.m. there will be the GLMI's Auction to benefit the Dossin Museum. Admission to Marine Mart is free to public. Tickets to auction will be $10.00.
Sun-Sept. 21st - GLMI cruise aboard the *Diamond Belle* from 2-5 p.m. Details in next issue of *Telescope*. This will replace the Annual Dinner that had been held at the St. Clair Inn.

Back Cover Photo . . . *Superior* (US 116357) built in 1890 at Cleveland, OH. 251 Gross tons and 167 net tons. Measured 98.0' x 29.4' x 10.0'. Licensed to carry passengers from 1890 to 1910 and included period when it was employed as supply steamer for Pittsburgh Steamship at Soo (1903-1915). Sold by Pittsburgh to Pringle Barge Line in 1916. Converted to tug and renamed *Walter R. Pringle* in 1917. As *Pringle*, listed as freighter and actually used for towing schooner barges. Burned on May 6, 1920 in St. Clair River at head of Stag Island.

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Telescope, the Institute's journal is published six times per year and covers Great Lakes topics. The Editors welcome the opportunity to review manuscripts on Great Lakes marine history for publication.

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The organization make no payment for such material and the Editors cannot be responsible for statements made by the authors of articles published.

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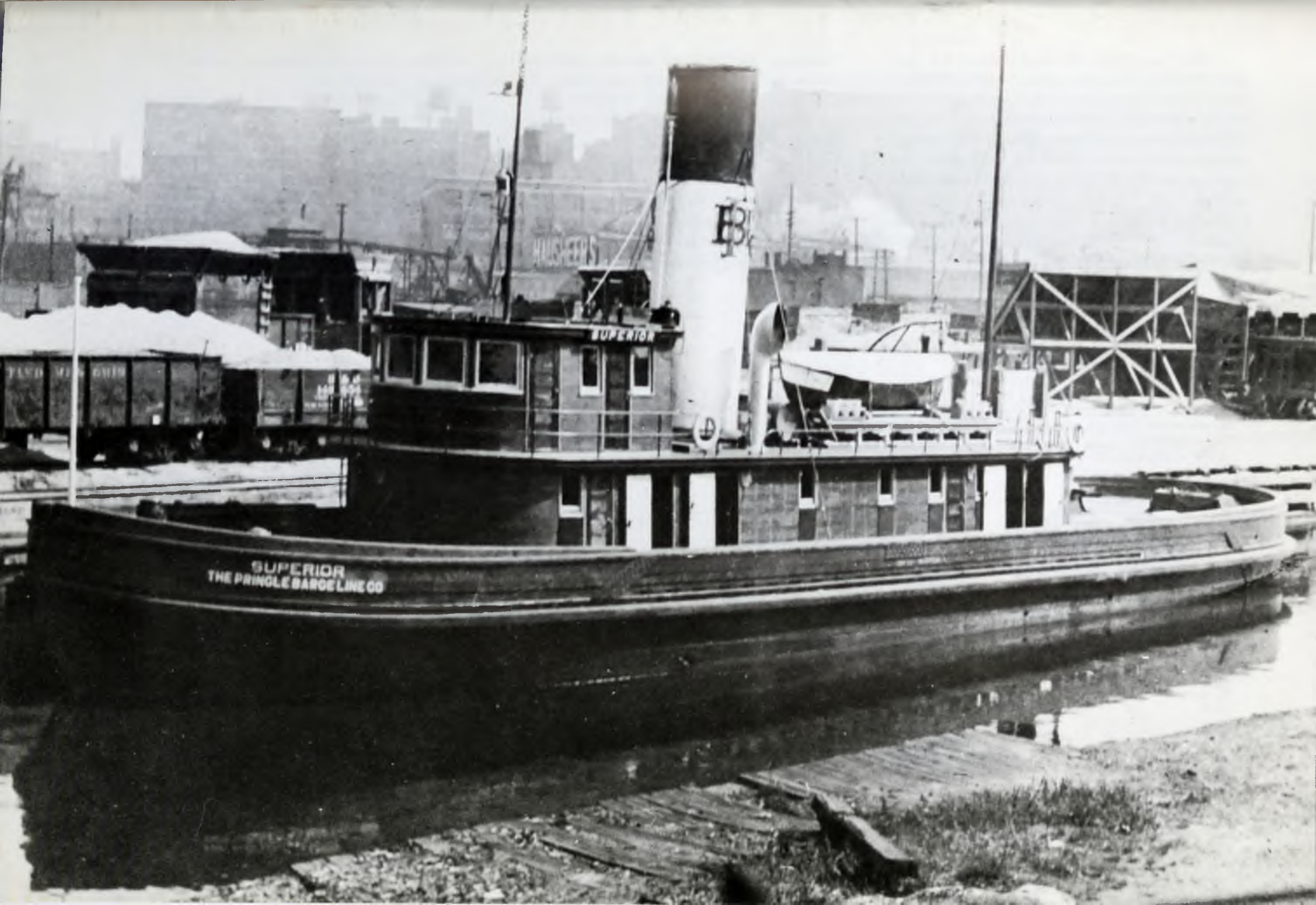
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