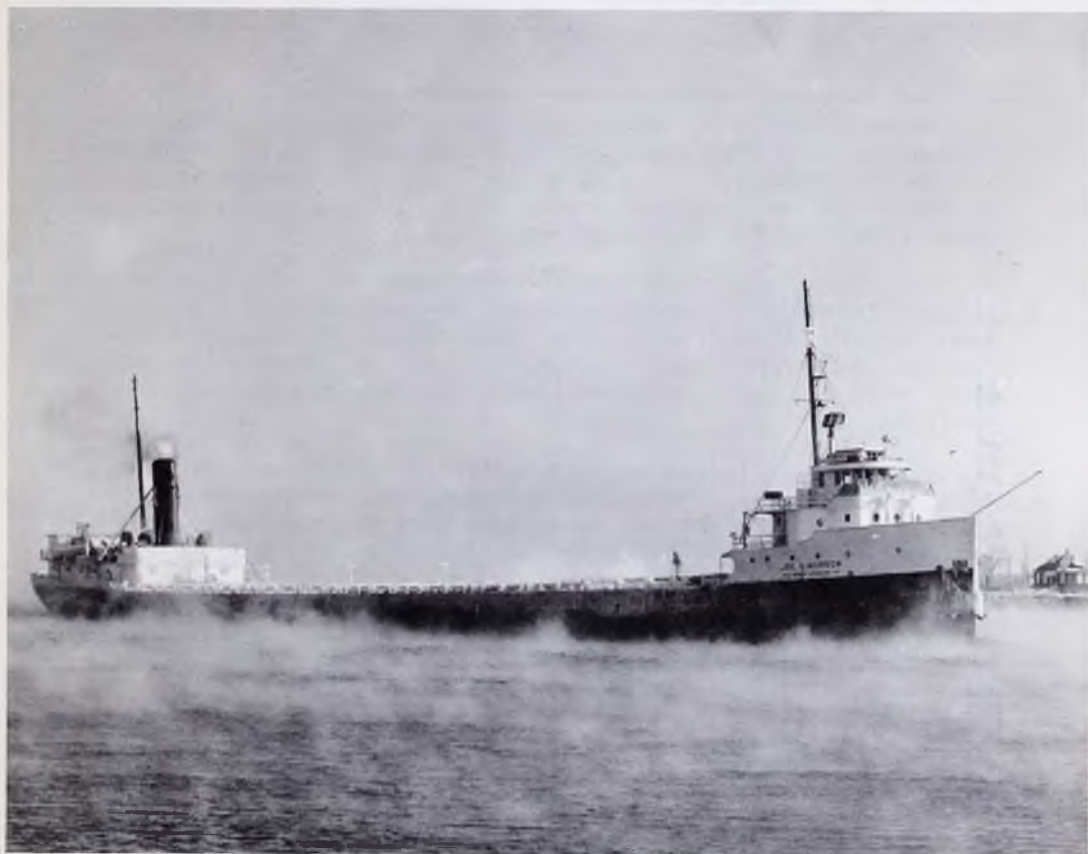


# TELESCOPE

Volume 16, Number 1

January, 1967



**Great Lakes  
Maritime  
Institute**



**Dossin Great Lakes Museum,  
Belle Isle, Detroit 7, Michigan**

## THREE LONG and TWO SHORT

The name GORDON P. BUGBEE appeared in Telescope for the first time in the July 1953 issue. In fact it appears twice. First in a list of new members. Then it appears in a story about the model exhibition to be held in August 1953. Gordon was one of the members who could be contacted for tickets.

Since then the name GORDON P. BUGBEE has appeared in the pages of Telescope hundreds of times. He has been one of our most loyal workers. His articles about Great Lakes shipping would make a volume in themselves. In fact a group of articles he wrote about the D & C Line were published in a separate booklet by the Institute.

During the period he has been editor of the Telescope we have seen it grow to one of the outstanding marine publications in the country. Telescope and the Institute have received national recognition that was due in no small part to the work of GORDON BUGBEE.

The past two years as editor of Telescope have been difficult for him. He lives and works in Kalamazoo. Access to needed material and much needed contact with other staff members has been almost impossible. However despite this handicap and a personal work load that would stagger most of us, Gordon has continued turning out outstanding issue after outstanding issue of Telescope.

He has asked to be relieved of his editorship. Gordon will be missed. However we all know that we haven't heard the last of him. For that we can be grateful. He will still contribute to Telescope. His contributions will always be eagerly looked for. The only thing we can say to him is, thanks Gordon for a job well done.

R.B.R.

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### cover photo

Our cover picture is of the JOE E. MORROW downbound at Port Huron on a November morning that is bright and clear with the thermometer hovering around zero. A strong southwest wind had been blowing all night and a heavy vapor was rising from the water. The MORROW is covered with ice and frost. This may well have been how the HANNA and the PAINE looked when making the rescues that are described in our story this month.

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# TWO NOTABLE RESCUES ON LAKE ERIE

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The early days of December, 1909 were notable in lake navigation not only for the severe and unusual storms which swept the lakes and the loss of life on Lake Erie, but also for two feats of brilliant seamanship. The two are outstanding among the many which have marked the handling of big lake steamers. They are so perfect in their finish and workmanship as to be worthy of the commendation and admiration of sailors everywhere. The handling of these big ships by their masters perpetually amaze the deep sea sailor who is accustomed to ample sea room and comfortable channels. It is no disparagement to say that even the most skillful coast pilot would absolutely refuse to undertake some of the things which are matters of every day to the lake skipper. It is merely that the coast skipper has not grown up amidst the conditions that are peculiar to the lakes. The maneuvering of big ships in narrow channels and crowded harbors, loaded and light, many times but with a few inches of water under him is an every day occurrence for the lake master and has resulted in a skill that is unequaled in the world.

Among the dangerous spots negotiated in all weathers, and not always without anxiety, is the Pelee Passage. It is marked at the easterly end by the Southeast Shoal Light-vessel.

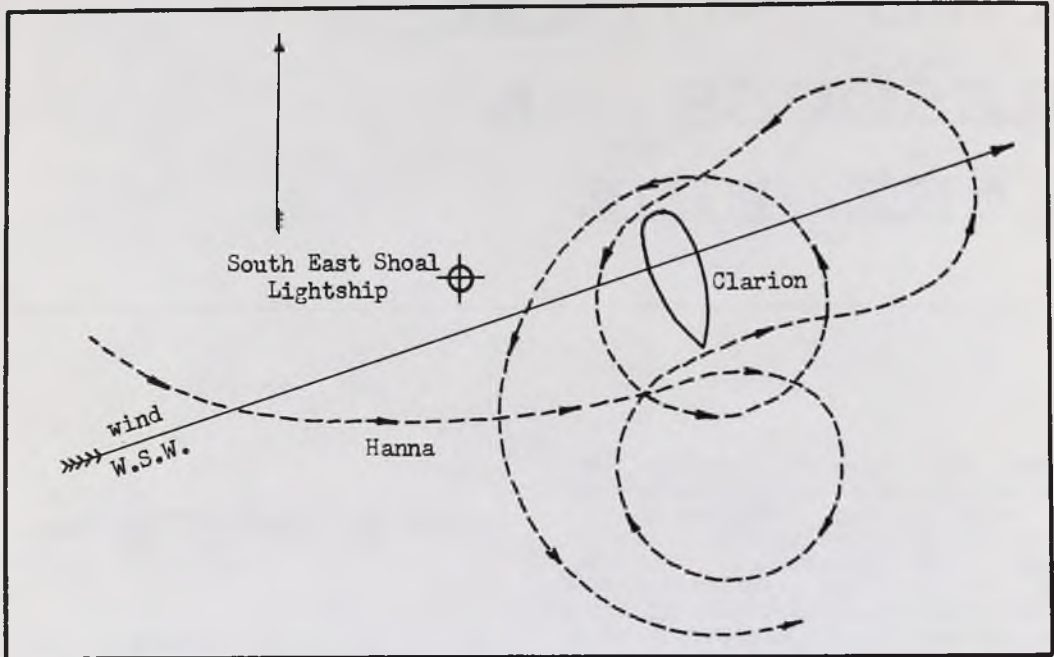
## Loss of the Clarion

On the evening of December 8, the Anchor Line steamer CLARION, a package freighter of the older type, was eastward bound and loaded. She took fire to the westward of the lightship, and it was found impossible to get the fire under control. The wind was about W.S.W. and blowing a gale with the weather intensely cold. Twelve of her crew got away in one of the boats and were never seen again. The remaining six attempted to launch the second boat, but it was stove in, and lost. The blazing hull drifted broadside and to the leeward of the lightvessel, passing it close aboard. The crew of the lightvessel was helpless to offer assistance as their own vessel was coated with ice and demanded all of their attention. The crew of three could not have gotten a boat over even if their duties would have permitted them leaving the lightship. At about 8:30 P. M. the steamer L.C. HANNA, downbound and loaded, passed the lightship and shortly sighted the burning CLARION. By this time the CLARION had drifted about a mile to the eastward of the lightship. As our diagram will show, the HANNA's

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NOTE: Contrary to a popular story, the CLARION was not carrying a deck load of locomotives at the time of the disaster. There would not have been enough room aboard for such a deck cargo. Also most of the locomotive building was done in the east and the CLARION was east bound from Chicago to Buffalo.





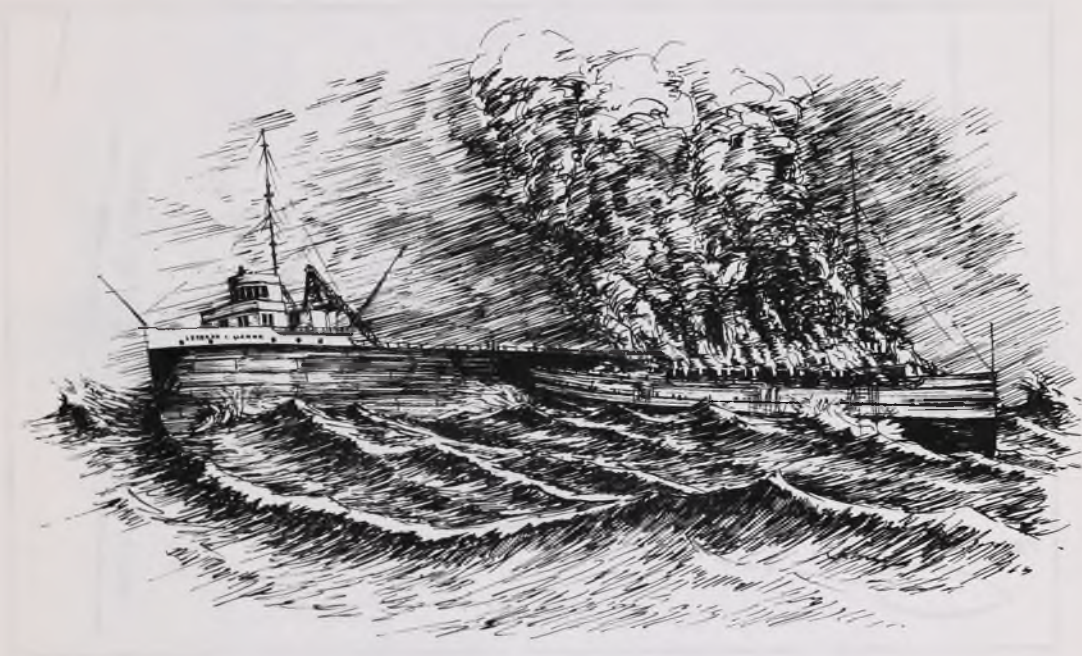
## Hanna's Maneuver

course had carried her to the southward of the CLARION. Captain Anderson put his wheel hard-a-port and came to windward and ran in to get a closer look. Making out men aboard the CLARION he ran to leeward to get room, starboarded and, coming round, passed under her stern, just brushing her, so that five of the six men jumped and landed on the HANNA's deck. The sixth man, benumbed with cold and advanced in years was unable to make the leap in the precarious footing on the ice covered decks, and as the HANNA passed on, threw up his hands in despair. Capt. Anderson resolved to make one more effort and, realizing that time was short, drove his ship in the shortest possible circle and again came under the CLARION's stern passing within a foot and rescued the man.

After leaving the CLARION, Capt. Anderson, having learned of the getting away of the boat with twelve men, ran in towards the lightship to learn if they might have reached there. The crew of the lightship had seen nothing of them, so the HANNA was put upon her course.

To the sailor, who can understand what this really means, it is unnecessary to add anything. To take a big ship, with a displacement of nearly 13,000 tons, greater than that of many ocean liners, and with the low power of the slow moving bulk freighter, and maneuvering her in a howling gale and boiling sea to close with a drifting and burning hulk, and with such nicety of touch and calm judgement, taking the risk of collision and fire, marks the absolutely finished workman.

The steamer JOSIAH C. MUNRO, up-bound and loaded, was about three miles to the westward of the lightship when the flames first broke out through the CLARION's deck. Captain Sayre, upon sighting the fire, immediately put about and headed for her. The CLARION was at this time drifting over the shoal to the north of the lightship, but the lights of the latter were not visible in the dense vapor that was hanging low over the water. It appears that the crew of the lightship sighted the fire nearly the same time as Captain Sayre and commenced to blow alarm

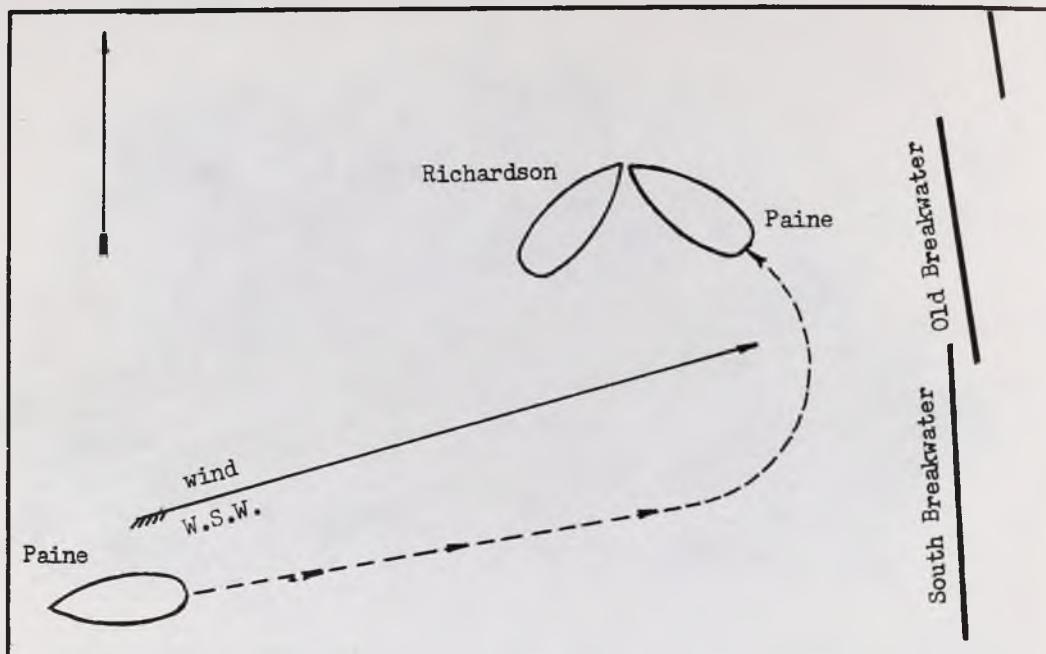


signals, thus indicating her position. Captain Sayre, finding himself close to the shoals, put his wheel to port intending to go around the lightship. He unfortunately stranded in 17½ feet of water which was very low over the shoals because of the westerly gale. As this was nearly half an hour before the HANNA reached the scene, it is certain that had Captain Sayre a few moments earlier indication of the position of the lightship he would have been able to rescue all hands from the CLARION. Captain Sayre deserves full credit for his efforts. He did all that could be done, and as a result endangered his own ship and crew in the attempt. Captain Sayre said the night was one of the wildest that he has ever seen. The dense vapor coming off the water shut out everything but the masthead lights, and those of the lightship which being low in the water, were invisible. At this time the whistle should have been kept going, according to Captain Sayre.

## Grounding of the Richardson

The following day, December 9th., witnessed another rescue, under different circumstances, with no less skillful work. The steamer WILLIAM A. PAINE, loaded with 9,530 tons of flaxseed had been running down Lake Erie, bound for Buffalo, before the w.s.w. gale. Running before the gale had subjected the steering gear to a severe strain. By the time the lower end of the lake had been reached the gear had become so slack that Captain Detlefs decided not to attempt to enter Buffalo until the gear had been overhauled. He came to anchor as shown in the diagram, with both anchors down.





## Paine's Maneuver

During the night of December 8th, the steamer W. C. RICHARDSON also bound for Buffalo with 6,200 tons of flaxseed, attempted to round to off Point Abino to await the blowing out of the gale, and in doing so shifted her cargo. The seas broke over her and filled her enging rooms leaving her helpless. In this condition she drifted down the lake settling by the stern and finally grounded in 30 feet of water. Her position being about a mile off the breakwater, and perhaps one and a half miles off the leeward of the PAINE. At this time seas were breaking all over her and her crew had found shelter in the forward quarters. Captain Detlefs of the PAINE resolved to make an effort at rescue. There was imminent danger to his own ship and his crew in the effort to go to the leeward of the RICHARDSON because of the heavy seas and the strong currents setting towards the head of the Niagara River, and the proximity of the breakwall. Captain Detlefs therefore hove up one anchor and allowed his ship to

drift until she was somewhat to leeward of the RICHARDSON, as indicated in the diagram. Then giving both anchors 50 fathoms of chain he drove his engines at full speed ahead, dragging both anchors and heading for the RICHARDSON's bow. When he had approached within a few feet, a ladder was thrown aboard the RICHARDSON, and all hands were taken off. At times it was necessary to put heaving lines on some of the crew and pull them aboard the PAINE. By this maneuver he retained full control of his own ship at every instant, while always heading windward. If he had attempted to bring her around with only the wheel, he would have most certainly wrecked his own ship. It was a beautiful piece of work, well planned and executed under conditions of weather and locality as bad as they could be. The PAINE came out of the adventure with only a slightly twisted stem which was caused by the two ships rolling together. In the case of the PAINE there was grave person-



al, and property risk, that was much greater than in the case of the HANNA. Although the HANNA had to deal with a drifting and rolling ship, there was ample sea room to leeward. The PAINE was in a pocket from which there was no escape in case of an error of hand or judgment.

Both the HANNA and the PAINE were so covered with ice that the man at the wheel could see nothing from the pilot house, and he had to be guided entirely from orders given to him from the bridge.

Both masters steadily and modestly refused to see or admit that there was anything remarkable in their exploits. It is gratifying to note that the vessel owners declined to take that view of it. Both captains were presented gold watches properly inscribed as evidence of their appreciation.

At the same time, a similar token of esteem was presented to Captain Fred Dupuie of the steamer F. M. OSBORNE in recognition of his splendid work in rescuing ten men from the wreck of the wooden steamer GEO. STONE. The STONE was upbound and loaded when she ran hard aground on Grubb's Reef in Pelee passage in the early morning of October 23rd. The STONE had been fighting a losing battle with a s. w. gale all the previous day. Eight of the crew had attempted to make Point Pelee in a boat but only two reached shore alive. The OSBORNE was upbound and light. Captain Dupuie observed the wreck and the distress signal about 11 A. M. when the STONE was fast breaking up. Being light there was some great difficulty in keeping the ship's head into the wind and sea at slow speed. Captain Dupuie let go of both anchors and practically duplicated the maneuver of the PAINE.

Three better examples of splendid seamanship would be difficult to find, and their recognition reflects credit on both owners and masters.

# The ENDRESS Fleet by Charles C. Endress

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The Endress family operated a fleet of fishing tugs and small freight and passenger ships out of Sault Ste. Marie, Michigan during the Nineties and the early years of the present century. The following list of known Endress ships was sent to your Fleet List Editor by Mr. Charles C. Endress of Anaheim, California, a descendant of the ship-owning family.

CITY OF GREEN BAY (ex. M.C. HAWLEY, US. 91228), wooden passenger and freight steamer, built at Fort Howard, Wisconsin by Hawley in 1880. 134 x 26 x 15. Foundered off Whistler's Point, Saginaw Bay, 8-19-1909.

CITY OF MARQUETTE (US. 126614), wooden freight and passenger steamer, built at Manitowoc in 1890 by Burger & Burger. 114 x 25 x 9. Engines from St. MARIES of 1875. Drops out of U.S. Merchant Vessels in 1930. Probably abandoned due to age.

PETER COATES (US. 150368), built in 1886 at Grand Haven by Duncan Robertson. Steam fish tug, wooden hull, 61 x 15 x 7. Purchased from Coates in the early nineties. Later Canadian WILLIAM G. FOX (Can. 130-311).

E.M.B.A. (US. 136186), built in 1891 at Grand Haven by Robertson. Wooden steam fish tug, 71 x 18 x 7.6. Purchased from Coates in the early Nineties. Out of U.S. Merchant Vessels in 1925.

BERTHA ENDRESS (US. 3013), built in 1876 at Two Rivers, Wisconsin. Wooden steam fish tug, 42 x 11 x 5. Built for the line. Later Canadian BERTHA ENDRESS (Can. 71229).

C.W. ENDRESS (US. 127228), wooden freight steamer, built for the line by Burger & Burger at Manitowoc in 1898. 86 x 20 x 8.4. Later Canadian MAC JEAN (Can. 130778). Abandoned at Kingsville, Ontario in the early twenties.

ORA ENDRESS (US. 209780), built in 1912 at Manitowoc by Burger Boat Co. Wooden gas powered fish tug, 58 x 14 x 6.6. Renamed SOUTH SHORE in 1928. Foundered off Death's Door, Lake Michigan in 12-13-1932.





FISH TUG PETER COATES

COURTESY JAMES HOWICK

RICHARD R. ENDRESS (US. 110681), built in 1885 at Manitowoc by Rand & Burger. Wooden steam fish tug, 60 x 16 x 7. Out of U.S. Merchant Vessels List in 1902.

THOMAS FRIANT (US. 145380), built in 1884 at Grand Haven by Duncan Robertson. Wooden passenger & freight steamer, 96 x 18 x 6.5. Acquired by the Endress Firm

THOMAS FRIANT (US. 145380), built in 1884 at Grand Haven by Duncan Robertson. Wooden passenger & freight steamer, 96 x 18 x 6.5. Acquired by the Endress Firm around 1912. Foundered on Lake Superior, 1-6-1924.

GLORIANA I (US. 86515), built in 1900 at Manitowoc by Burger Boat Co. Steam yacht of Albert Whaling Goodrich, President of the Goodrich Transportation Co., Chicago. 40 x 11 x 4.4. Acquired by the Endress Firm around 1903 and repowered with a gas eng. and used as a fish tug. Burned near Grand Marais, Michigan, c. 1905.



STR. CITY OF MARQUETTE

DOWLING COLLECTION



STR. C. W. ENDRESS

DOWLING COLL.

GLORIANA II (US. 211059), built in 1913 at Manitowoc by Burger Boat Co. Gas powered tug and workboat, 59 x 13 x 8. Converted to yacht and classed "EXEMPT" in U.S. Merchant Vessels in 1941. No record after 1941.

MARIPOSA (US. 93330), built in 1902 at Manitowoc by the Burger Boat Co. Wooden passenger & freight steamer, originally 93 x 24 x 8. Apparently purchased by Endress while under construction or very soon after completion. Later (c.1908) lengthened to 105 feet. Sold Canadian c. 1909 and renamed BON AMI (Can.122436) and later ISLET PRINCE. Burned off Chantry Island, Georgian Bay, 7-19-1938. NOTE: There is possible confusion between this ship and BON AMI (US. 3626), later NORTH SHORE. The two vessels are very similar in size and details. Entries in the Great Lakes Register and the Great Lakes Division, American Bureau, are badly mixed up regarding this vessel.

SOUTH SHORE (ex. ROBERT E. BURKE, US. 111257), built in 1899 at Manitowoc by Burger & Burger. Wooden passenger and freight steamer, 84 x 20 x 6. Stranded and foundered off Grand Marais, Michigan, 12-24-1912.

TELEPHONE (US. 145219), built in 1880 at Loraine, Ohio. Wooden steam fish tug, 50 x 12 x 6. Purchased by the Endress Firm, c. 1906. Out of U.S. Merchant Vessel list in 1918.

## High and Dry

## The Magpie

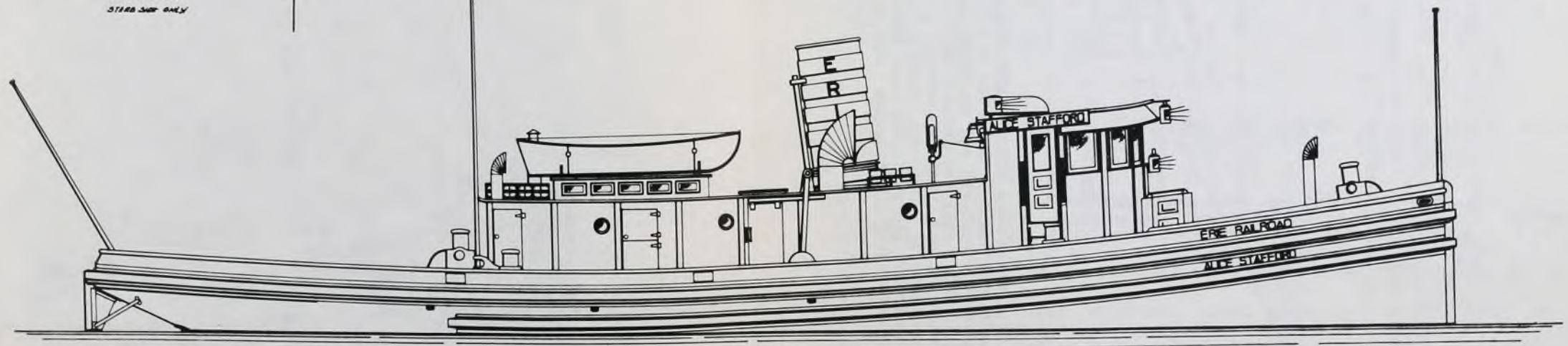
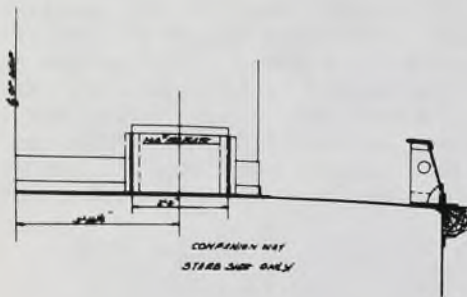
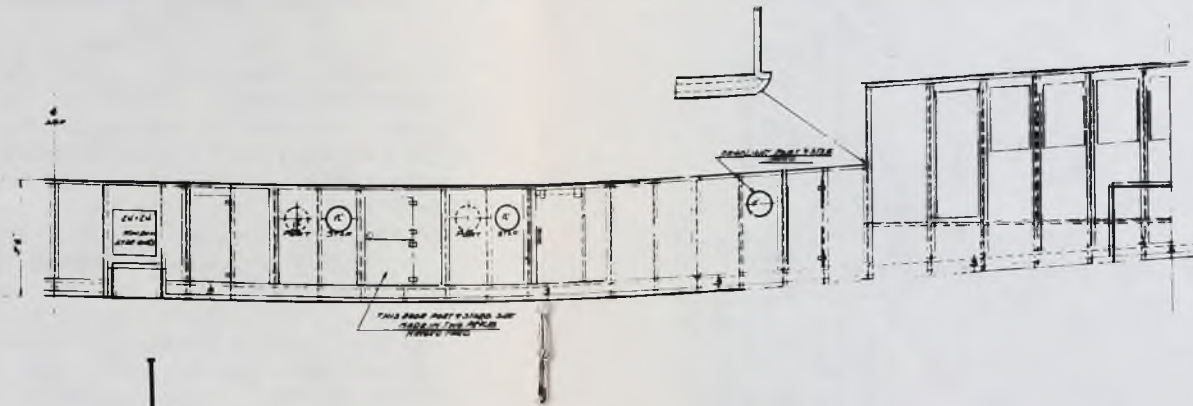
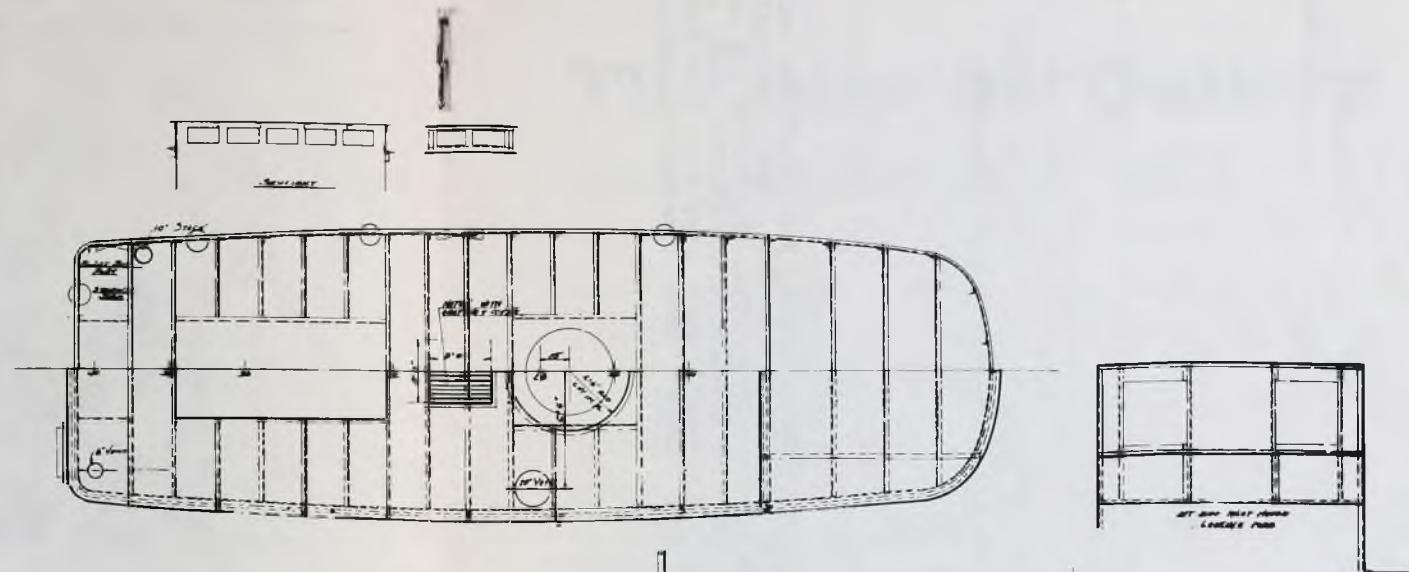


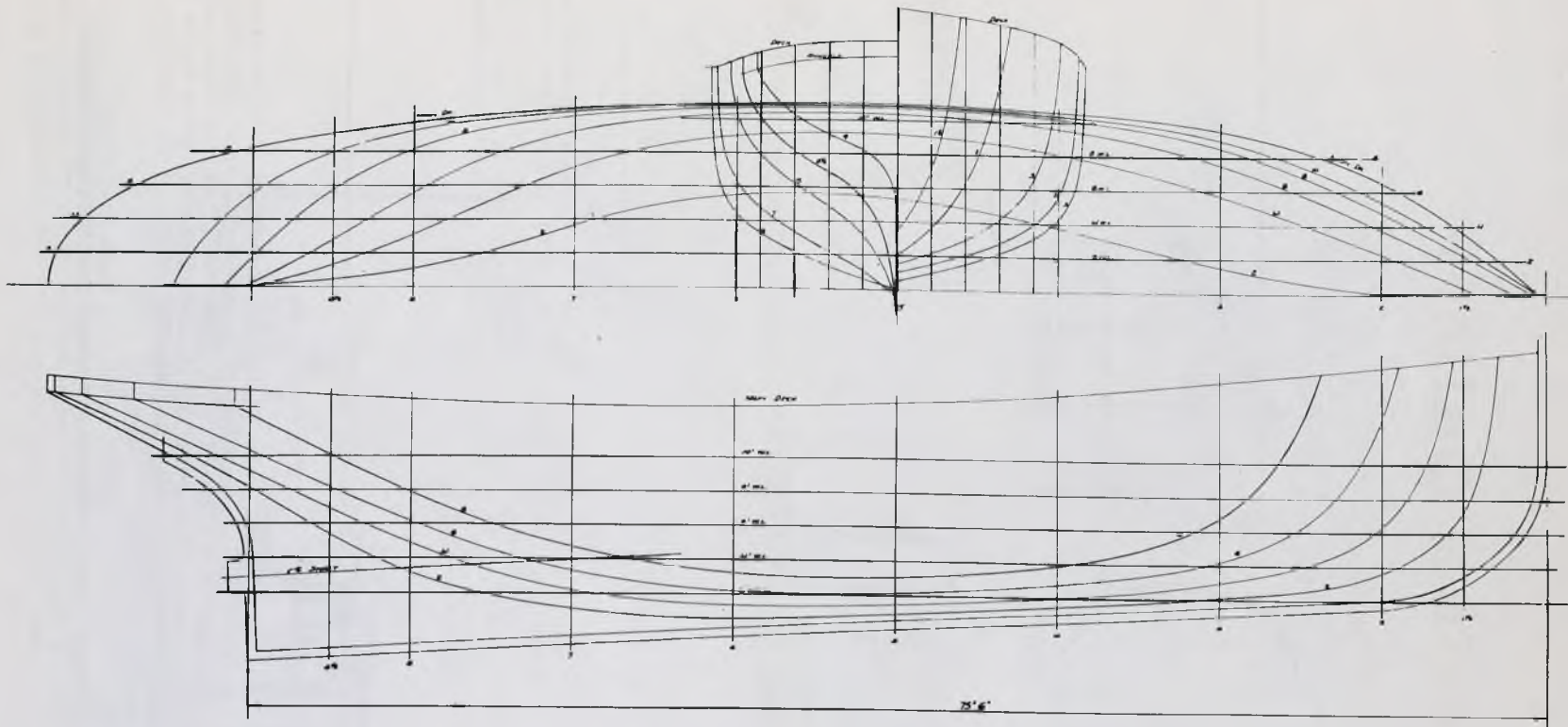
The logging tug MAGPIE (Can. 171701) was built in 1938 at Sorel, Quebec by Marine Industries, Ltd. for the Abitibi Power and Paper Co., Ltd. of Sault Ste. Marie, Ontario. Steel hull, dimensions; 96.6 x 25.6 x 8.8, 191 gross tons and 89 net tons. Powered by a 5 cylinder Sulzer diesel engine, 250 mm. dia. by 330 mm. stroke. The vessel operated on Lake Superior for many years in the rafting business and also as a company dispatch and supply ship. She has a small cargo hold forward and a single hatch in front of the pilot house. In recent years she has been inactive and for sale. In June, 1966 she was purchased by the Hindman Transportation Co., Ltd. of Owen Sound for use as a harbor tug in various Georgian Bay ports. Before leaving for Collingwood she was towed across the St. Mary's River to the American side and reconditioned in the Soo Dry Dock. After bottom repainting and some rudder work, she was refloated and left for Georgian Bay. Our illustration, above, taken by fellow member Gary Beach, shows her in dry-dock. The bottom illustration was taken by Father Dowling while she was at the Government Dock at the Canadian Soo. Late in November, it was learned that the tug was renamed DANA T. BOWEN after the well known Lakes author.





# TUG ALICE STAFFORD





The twin steam tugs ALICE STAFFORD and FREDRICK U. ROBBINS were built for the Erie Railroad in 1914. Constructed by the Manitowoc Ship Building and Dry Dock Company, ALICE STAFFORD was their hull #65, measuring 83.6 x 23.4 x 12.9 feet. 141 gross tons, 96 net. She was powered by a fore-and-aft engine that was built by Manitowoc, with 17 and 36-inch cylinders, 30-inch stroke. Always in the Erie Railroad fleet, she operated out of Chicago, Milwaukee and the Soo before she was

taken to the Seaboard in 1918. The STAFFORD was renamed MARION in 1928 and ran in the New York area until she was abandoned by the Company in 1936. The MARION and the ROBBINS (b) WAUWATOSA, 1915, (c) C.S. GOLDSBOROUGH, 1918, (d) CHICAGO 1936, were given a second deck when they were taken to the coast and this changed their freshwater-appearances considerably.

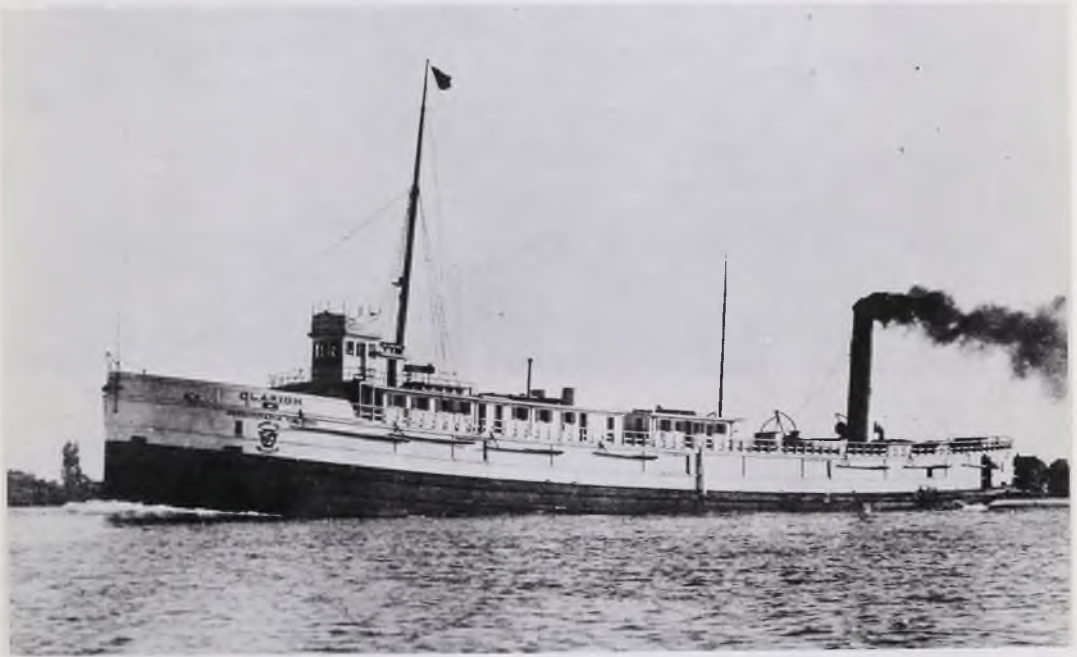


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# The Marine Gallery

Emory Massman, Jr *EDITOR*

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*DOWLING COLLECTION*

CLARION (US #5526), iron package freighter, built in 1881 at Wyandotte, Mich., by Detroit Dry Dock Co. (Hull #45) for the Erie and Western Transportation Co. (Anchor Line). Dimensions are 240.9 x 36.1 x 15.5; 1711 gross tons and 1513 net tons. Burned and sank off Southeast Shoals, Lake Erie. Fore and aft compound engine, 27 and 44 inch cylinders by 40 inch stroke and built by Dry Dock Engine Works.

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## Next Page

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WILLIAM A. PAINE (US #202305), steel bulk freighter, built in 1905 at Cleveland by American Shipbuilding Co. for the Pioneer Steamship Co. Dimensions are 480 x 52 x 30, 5788 gross tons and 4453 net tons. Triple expansion engines, 22½, 36, and 60 inch cylinders by 42 inch stroke, also built by American Shipbuilding Co. Sold for scrap in 1961 and scrapped in Scotland.

A.S. GLOSSBRENNER (Can. #323016), steel motorship bulk freighter, built in 1966 by Davie Shipbuilding, Ltd., Lauzon, Quebec for Labrador Steamships, Ltd., Pickands, Mather & Co., Mgrs. Dimensions are 730 x 75 x 39.8, 17955 gross tons and 13324 net tons. Launched May 10, 1966. Powered by a six cylinder Sulzer diesel engine.



## Marine Gallery

CONTINUED

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*DOSSIN COLLECT.*



*RICHARDS COLLECT.*

## Next Page, Top

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LEONARD C. HANNA (US #201959), steel bulk freighter, built in 1905 at Cleveland by American Shipbuilding Co. for the Mahoning Steamship Co. Builders hull #425. Dimensions are 504 x 54 x 30. Triple expansion engines, 23½, 38 and 63 inch diameter cylinders by 42 inch stroke and built by the American Shipbuilding Co. Operated for owners by the M.A. Hanna Co. until 1924, and by Bethlehem Transportation Co. for the same owners until sold in 1966 to Hudson Waterways for probable scrapping.

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## Marine Gallery

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CONTINUED



*DOSSIN COLLECT.*



*RICHARDS COLLECT.*

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### This Page, Bottom

MANITOBA (Can. # \_\_\_\_\_), built as VERONA (US #204684), steel bulk freighter, built in 1908 at Lorain, Ohio by American Shipbuilding Co. (Hull #355) for Lackawanna Steamship Co. Pickands, Mather & Co., Mgrs. Dimensions are 480 x 52 x 30, 5880 gross tons and 4515 net tons. Triple expansion engines, 22 36, and 60 cylinders by 42 inch stroke and built by American Shipbuilding Co. Later American HENRY STEINBRENNER ii and UHLMANN BROTHERS i and Canadian MANITOBA.





## CURATOR'S CORNER

by  
ROBERT E. LEE, *Curator,*  
*Dossin Great Lakes Museum*

A fresh new year calls for fresh new resolutions, or so they say. It is a time to look ahead to things we can do better than we've ever done before. It is a time for bright vision and hope and optimism...and it is a time to take inventory.

Inventories call for looking back over a period, and, if we use the information well, we'll see ways to do a better job in the time ahead. Who among us can count the assets from the past and not see a better way of doing what was done?

But, the object isn't simply to find fault with what has been done, rather it is to seek ways to improve. We won't dwell upon the past here, but we will look to the future. It looks pretty good, too.

The Gothic Room will be completed early in 1967, and we are going to gain more than just another good exhibit. First of all we'll get back our special exhibit room, which has been lost to changing exhibits while it was being used as a shop. This means we'll be getting back into the schedule of special shows, like the kind we used to have. In this connection we could do with a suggestion or two. What would you like to see?

Another bonus, from the Gothic Room, is some very much needed space for the proper storage of our paintings and print collection. Finally, we will be able to see what we have, what needs to have restorative work done, and which of them would lend themselves to special shows.

Not the least gain will be staff. Nobody realizes what a real sacrifice we have had to make all these months, in terms of man power. We have always been under-staffed, a condition we will probably never overcome. Perhaps the best example of this might be found in the fact that we have often operated more public open hours in a week than we had man hours, on the payroll, for that week. Taking a guide off of his regular duties and assigning him to the Gothic Room, along with at least one janitor on a part time basis, to say nothing of the extra hours all of the staff has devoted to the project, hasn't been easy. Best of all it has been done without the loss of a single day to the public visitor, and without noticeable letdown in other programs.

Then, of course, we'll be getting a new wing on the building during the coming year. This is bound to disrupt us some, but not nearly as much as one might think. Best of all, think of our gain when its done!

All things considered, it appears that we have a pretty good chance of a mighty fine year ahead. One in which we can really look ahead to better things than we've ever done before. A time for optimism, bright vision, and hope. But the inventory looks pretty good too. 1966 was, indeed, a very good year. We have a good reason to look back with pride, we think, and something very fine to try and better in the year ahead.



# GREAT LAKES AND SEAWAY NEWS

*Editor*, Frederic E. Weber,  
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Barry Gillham, *Toronto*      Otto Streck, *Detroit*  
Dan M. Weber, *Toledo*

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DANIEL J. MORRELL ( PHOTO BY GORDON P. BUGBEE )

November 26...DANIEL J. MORRELL leaves Lawkawanna, N.Y. on an estimated 926-mile trip to Taconite Harbor, Minn. at 10 P.M.

November 28...After laying at anchor in the Detroit River for a few hours, the DANIEL J. MORRELL passed by Detroit at 7:35 A.M. upbound.

November 29...The DANIEL J. MORRELL makes routine message to U.S. Coast Guard at Harbor Beach, Mich. at 12:15 A.M. putting her position as 25-miles north of Harbor Beach.

## GREAT LAKES AND SEAWAY NEWS

November 30...At 12:30 P.M. Bethlehem Steel Co. notified the U.S. Coast Guard that their ore boat DANIEL J. MORRELL had not been heard from.

...Lt. (j.g.) Stephen J. Ratey, duty officer, of the 9th Coast Guard Search and Rescue, dispatched the cutter BRAMBLE from Detroit, the cutter ARACIA from Port Huron, Mich. Two airplanes and four helicopters from Detroit were also dispatched. The planes, helicopters and cutters are in the Harbor Beach area.

...At 1:12 P.M. the Canadian boat G.G. POST (a. LUZON, b. JOHN ANDERSON) found the first body about eight miles north of Harbor Beach.

...The self-unloader G.A. TOMLINSON (a. D.O. MILLS) found the next three bodies in the same area. Captain of the TOMLINSON reported, "All had on life jackets with MORRELL markings. All were floating face down."

...The DANIEL J. MORRELL became another victim of Lake Huron. She was built in West Bay City, Mich. in 1906 and was made of steel, length of 600-feet, 58-foot beam, 32-feet depth, tonnage 7,763, capacity 11,800 tons. She had two water tube boilers, and was powered by a 3 cylinder 3,200 horsepower Skinner Unaflo engine (this engine was installed in 1956). She passed her last five year survey on Feb. 24, 1966 and last July passed her midsummer Coast Guard inspection. She carried a 29 man crew and was owned by Cambria Steamship Co., of Cleveland, and was operated by the Bethlehem Steel Co. Cambria is a wholly owned subsidiary of Bethlehem. Her Captain was Arthur I. Crawley and her Chief Engineer was John H. Schmidt.

...The icebreaker MACKINAW (a. MANITOWOC) joins search force. ...Dennis Hale, 26, of Ashtabula, Ohio was found alive. He had been washed ashore on a raft about three miles from Port Hope, Mich. and was found beneath the bodies of three fellow crewmen. The Coast Guard said Hale had been on the raft about 36-hours. He is in the hospital at Harbor Beach.

...After regaining consciousness Dennis Hale made this statement, "I was asleep when I heard a hard thump. I thought the anchor was dropping. I heard the emergency alarm, got dressed and ran topside. The ship was breaking in half." The time was about 2:30 A.M. Nov. 29, 1966.

...There is a 60-mile-per-hour gale blowing on Lake Huron.

...Rescue forces braving gales and heavy snow, recovered eleven bodies.

December 1...Lake Huron reluctantly was yielding the bodies of one crewman after another.

...The Coast Guard appointed Rear Adm. Charles Tighe, Commander of the 9th District at Cleveland, Ohio, to head a five-member marine board to investigate the sinking of the MORRELL.

...Eight more bodies have been recovered.

GREAT LAKES AND SEAWAY NEWS

December 2...The Coast Guard yesterday withdrew the certificate of the EDWARD Y. TOWNSEND, a sister ship of the MORRELL. The TOWNSEND had battled the same gale. The officer in charge of marine inspection at St. Ignace, Mich., said the ship had a crack in her deck amidships and there was evidence that her "internal" had "worked" during the storm, in other words, she had started to break in half, but was able to outlast the storm. She will have to move as a "dead ship", that is without a crew, under tow to a shipyard for repair. The TOWNSEND was built at Superior, Wis., in 1906.

...A Navy task force of planes and a sub chaser found what are believed to be the two sections of the DANIEL J. MORRELL'S hull. The objects are lying in 198-foot water, 26-miles north of Harbor Beach.

...Coast Guard planes and cutters found a life ring, part of a lifeboat, and a rudder floating in the water west of Bayfield, Ont.

December 3...The German freighter NORDMEER has been abandoned by her owners and underwriters to the U.S. Corps of Engineers. She lies in 22-feet of water on Thunder Bay Shoal in Lake Huron where she went aground in November.

December 4...A U.S. Coast Guard Board of Inquiry begins an investigation today into the sinking of the DANIEL J. MORRELL. ...Two crewmen were injured by a fire which broke out aboard the Ghanaian freighter NAKWA RIVER in Montreal harbor. She was outward bound from the Great Lakes with a wheat cargo. ...So far twenty bodies from the MORRELL have been recovered.

December 5...The Board of Inquiry heard the fleet engineer of the Bethlehem Fleet, Mr. Lynwood C. Harivel say "There was nothing wrong with the ship." He also testified that there was no emergency radio equipment on the MORRELL. Such gear is not required by Coast Guard regulations. It was also brought out that the equipment on the bridge at the forward end of the vessel got its power from equipment in the stern. Thus if the ship broke in two, the radio would be unoperable. No distress calls were heard from the MORRELL before she went down. ...The American ship TRANSHURON (ex TRANSBAY) will be the last ocean ship out of the upper lakes. She was recently jumboized in Lorain by American Ship Building Co., for Hudson Waterways Inc.

...The Gartland ore boat SULLIVAN BROTHERS (a. JOSEPH S. WOOD) ran aground above the Soo. No reason given.

December 7...Mr. Harivel told the Board of Inquiry that some 8,000 of 9,500 rivets were replaced while the MORRELL was in drydock in 1961. They were hull rivets whose replacement was



# Opening of the Livingstone Channel

by Robert E. Lee

It is entirely fitting that this reminder of a very important event should appear in this particular issue of Telescope, for it was exactly 55 years ago this month that the event took place. October 19, 1912 was a banner day for Great Lakes commerce, for it was on that date that the Livingstone Channel at the mouth of the Detroit River was opened to traffic with appropriate ceremonies. It was this channel, passing to the westward of Bob-Lo Island, that made an independent waterway for downbound vessels and eliminated need to pass over the Lime Kiln Crossing. This improvement had long been desired as the Lime Kiln was one of the most congested areas in the lake system, and extremely dangerous to navigate owing to the restricted channel, rocky bottom and swift current.

The artificial cut was conceived by William Livingston, then the President of The Lake Carriers Association, who spent a great deal of time interesting the government engineers in the work and prevailing upon Congress to appropriate the necessary funds to build it.

The work on the channel was begun in the spring of 1908, and was concluded early in October of 1912. Altogether, the channel was about eleven miles long, though for a considerable part of its run little or no dredging was necessary. But the important part of the work was deepening the channel abreast of Stony Island, where the natural depth of the river was only five or six feet, and the cut had to be blasted through solid limestone!

It was estimated that it would cost about half as much to dredge this portion of the work *in the dry* and therefore the river was coffer-dammed at that point. Work then proceeded without interruption for a period of four years.

## GREAT LAKES AND SEAWAY NEWS

made necessary because of "Heavy weather the ship had gone through in Lake Superior on Nov. 18, 1958."

December 8...Mr. R.F. Dobson, chief dispatcher for the Bethlehem Fleet, was the witness at the Inquiry and was questioned about vessel sailing times. After answering the questions he said, "The master of the MORRELL could be considered one of the more conservative captains in the fleet."

...Dennis Hale, lone survivor of the MORRELL sued the Bethlehem Steel Corp., for \$150,000 in U.S. District Court in Cleveland, Ohio.

...In Washington, Rep. John D. Dingell, D-Mich., said he will introduce legislation in the next Congress to help modernize the aging Great Lakes fleet. He also said tougher safety standards are needed.

...Marine Salvage, of Port Colborne, Ont., who purchased the KEEWATIN from C.P.R., report there may be several possible buyers and no plans for scrapping are presently on the books.

...Closing of the St. Lawrence Seaway was put off to Dec. 13 due to mild weather. There are two salties and four lakers still in the waterway.

...The 430-foot Canadian freighter WINDOC (a. M.A. HANNA, b. HYDRUS) ran aground in the upper St. Marys River, but freed herself without damage.

December 9...The British freighter NEW YORK CITY cleared the St. Lawrence Seaway at 3:00 A.M., the last ocean going ship to leave the Great Lakes.

December 10...The body of another crew member of the MORRELL was found washed ashore at Tiverson, Ont. Six bodies still are missing.

...The E.Y. TOWNSEND is moored at the Algoma Central Railway Dock at the Canadian Soo.

...A suit for \$600,000 was filed against Bethlehem Steel Corp. by the widow of Leon Richard Truman, who was on the MORRELL.

December 11...Closing date for the Soo Locks has been extended to 11:59 P.M. on Dec. 17 instead of closing at that hour Dec. 15 as previously planned.

December 15...Capt. Connelly of the EDWARD Y. TOWNSEND said today at the MORRELL Inquiry that the storm of Nov. 28 and 29. was the worst he had ever seen on the Great Lakes. He also told the Board that he heard no distress signal from the MORRELL. He also considered taking his boat back to the shelter of the St. Clair River. "But I felt there was considerable danger of getting broadside in those seas and not being able to get out." Capt. Connelly also said he talked with the MORRELL several times, which he said was somewhere north of him.

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Capt. Crawely of the MORRELL told Capt. Connelly that he was working to keep the MORRELL from being blown around sideways in the waves. The TOWNSEND Captain said their conversation was brief and added, "Both of us were quite busy at the time." He also said his ship suffered deck damage and to the mechanism connecting its compass gyroscope to individual compasses. ...Captain James Van Buskirk, master of the BENSON FORD, agreed that the storm was bad, but said it was not unusual for the time of the year. He testified that the snow and ice were so heavy he was not able to pick up another ship, the TEXACO BRAVE (a. JOHN IRWIN, b. CYCLO BRAVE), on his radar when it was only two miles away.

December 16...The coastal freighter CABOT, owned by Clarke Steamship Co., Ltd., capsized at her dock in Montreal Harbor during loading operations. Two crewmen were drowned and nine others were injured. Built at a cost of about \$8 million in 1965, the CABOT is lying on her starboard side in 30 feet of water.

...Marathon Oil Co. tanker DETROIT ran aground as she was leaving Gladstone, Mich., but was pulled free about eight hours later.

December 19...Oswego Shipping Corp., a New York City based steamship operator, will pay \$30,225,000 for 15,500 outstanding shares of American Steamship Co., of Buffalo, N.Y. Though Oswego will be acquiring company, it is expected to adopt the American Steamship name. American Steamship owns thirteen self-unloaders and has an interest in companies owning other unloaders.

...An American Bureau of Shipping (ABS) surveyor told the Board of Inquiry that the ore carrier DANIEL J. MORRELL was "seaworthy" at its last major inspection in drydock at Toledo last Feb. 18 and 19.

...Capt. Erwin Malloch, master of the HARRY COULBY, called the storm, "The worst I ever saw!"

December 20...Coast Guard Lt. Richard C. Tims told the Board of Inquiry that he conducted a five year inspection of the MORRELL last February. He said there was disagreement between him and the owners about replacing three "webs" or supports. But the owner made satisfactory permanent repair, by having the "webs" reinforced.

...The HENRY R. PLATT JR. (a. G.A. TOMLINSON), of Gartland Steamship Co., arrived in Cleveland with a cargo of 330,000 bushels of flax. She closed the navigation season at Duluth-Superior when she cleared last week.

...The 1966 Great Lakes shipping season at the Soo ended officially at 2:15 P.M., when the Canadian bulk carrier MONTREAL-AIS locked downbound with 20,889 tons of wheat for Port McNicoll, Ont., where she will winter.



**THE GREAT LAKES MARITIME INSTITUTE, INC.**, promotes interest in the Great Lakes of North America; preserves memorabilia, relics, records and pictures related to these lakes; encourages building of scale models of lake ships; and furthers programs of **DOSSIN GREAT LAKES MUSEUM**, repository of Institute holdings. The Institute was organized in 1952 as the Great Lakes Model Shipbuilders' Guild, with efforts of the late Capt. Joseph E. Johnston. It is incorporated as an organization for no profit under the laws of the State of Michigan. Donations to the Institute have been ruled deductible by the Internal Revenue Service. No Institute member receives any remuneration for services rendered.

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