

TELESCOPE

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**Great Lakes
Maritime
Institute**

DNLMI

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



KEYSHEY; Upbound in W.S.C. below Humberstone, November 16, 1963

Photo by John Bascom

FAREWELL

and

AU REVOIR

by Skip Gillham

Photos by John Bascom

and

Skip Gillham

Recently a number of the Great Lakes fleet have said "good-bye" to our shores. Some of these vessels have entered other service but most have been cut up for scrap. Those leaving us include the first self-unloader, the largest barge, the last World War One laker, the last whaleback in the bulk trade (Ed. note: the METEOR is still in service with Cleveland Tankers as a tanker and is now the last whaleback in service), the last auto carrier, and the last of the overnight passenger cruise ships.

A number of these vessels have been featured in past issues of TELESCOPE. It is not our purpose to duplicate these efforts, but rather focus attention on all those who have bid us "farewell".

Several more canallers disappeared in 1967-68, and three of these were towed to Europe. The last of the old Keystone Line, the KEYSHEY (a. CLEARWATER, b. TRENORA) went to Bilbao, Spain, and the self-unloader COALFAX went to Santander, Spain. Both were idle at Kingston, and later Lauzon, since the 1964 season, although KEYSHEY was called upon to lighten the ill-fated PRO-TOSTATIS in January 1966 (see TELESCOPE, February, 1967). MAK-AWELI (a. COWEE) was the last of the World War One lakers and she arrived in Italy in November of last year. All were to be scrapped.



BROOKDALE unloading grain in Toronto, date not known.

Both photos by Skip Gillham

SASKATOON laid up at Windsor, date not known.



The canallers cut up at Canadian ports include BROOKDALE (a. TADENAC, b. THE IROQUOIS, c. COLORADO, d. DORNOCH, e. BROOKTON, f. GEORGE HINDMAN, BAYQUINTE (a. BAYFAX), and BLUE RIVER (a. RED CHIEF) at United Metals in Hamilton. The latter had been idle at Toronto during the past eight years and had been used occasionally for storage purposes. The SCOTT MARK (a. WILLIAM H. DANIELS) was scrapped at Western Iron and Metals at Fort William. The SASKATOON had her cabins removed after being idle at Windsor since 1961. She was then towed up the lakes, reportedly to serve as a breakwall at Two Creeks, Wisconsin. (Ed. note: MARTIAN had taken her place this fall and as far as I know she is still there).

The BATTLEFORD (a. GLENROSS, c. REAL GOLD) left the lakes in the fall of 1966 and is engaged in the package freight trade between Jacksonville, Florida and Nassau, Bahamas. Built in England in 1925 as a bulk canaller, she was lengthened by ninety-five feet in 1926. This resulted in a speed of only six knots and she was tied up at Midland. In 1939 she was moved to Collingwood to be shortened and was converted at Lauzon for package freight. On June 1, 1943, BATTLEFORD collided with the first PRINDOC (a. GILCHRIST, b. LUPUS) sending the later to the bottom. This accident occurred in heavy fog off Passage Island in Lake Superior. It is reported that she narrowly missed colliding with ASSINIBOIA a day earlier.

BATTLEFORD was the last canaller used by the Canada Steamship Lines in the package freight trade. Her service ended for them in the fall of 1964 when she was laid up at Kingston. Since moving to salt water she has been converted from coal to bunker c oil. Two other canallers, COL. ROBERT McCORMICK (a. MANICOU-AGAN, c. MONTAGU BAY) and JOSEPH MEDILL PATTERSON (a. BAIE COM-EAU, c. EXUMA SOUND) entered the West Indies Trade in 1967.

The tanker fleets lost four members as two were too badly damaged for service and two went to salt water. The LUBROLAKE (a. MERCURY) ran aground near New Waterford, Nova Scotia, while under tow and was abandoned. (See Jan. 1968 Seaway News). The NORMAN P. CLEMENT was idle most of 1968 and on her first trip in October this converted bulk canaller ran aground near Britt. While at Collingwood for repairs she blew up injuring eleven men. Several days later she was towed out into Georgian Bay and sent to the bottom.

In the spring of 1968 OIL TRANSPORT (a. TRANSOIL, b. OIL TRANSPORTER) was renamed WIT, and is reported to be in service carrying water to the Virgin Islands. One can surmise that her new name stands for "Water in Transit".



CONSTITUTION; Upbound in the Detroit River above Amherstburg.

Photo by John Bascom

BAYSHELL (i) (a. JUSTINE C. ALLEN) was used in recent years for bunkering in Montreal. She is reportedly owned by a Hong Kong Company and is presently in service around Greece as c. STELLA.

It used to be a common sight to see a tug or a laker towing a barge loaded with grain, coal or pulpwood not to mention iron ore. As the 1968 season ends all barges are out of service. The last to go was the MAIDA of the Pringle Barge Line, Columbia fleet. Her tug the S.M. DEAN has been sold to McAllister towing apparently for use in Puerto Rico.



SWEDEROPE, PORTADOC, and DELKOTE at Port Colborne.

Photo by Skip Gillham

The largest of these barges was the self-unloading CONSTITUTION of the Pringle Barge Line. She was scrapped by Marine Salvage at Port Colborne. The three Hindman barges have also come to the end of the line. The MITSCHFIBRE was cut up at Acme Scrap Metals at Ashtabula while DELKOTE and SWEDEROPE await dismantling at Port Colborne. United Metals acquired GLENBOGIE (a. ALEXANDER MAITLAND), which had been used in Toronto for grain storage since 1961. Stelco scrapped the old tanker barges PALMBRANCH, APPLEBRANCH, and BAYBRANCH. The ALFRED KRUPP was towed



JOHN ERICSSON (whaleback No. 138) under the elevators at Torontō, October, 1960.

Photo by John Bascom

to Lake Michigan for use as a breakwall after being idle at Owen Sound for several years. The experimental WILTRANCO I (a. HORACE S. WILKINSON) had a disastrous season in 1967. She sank in the Black Rock Canal at Buffalo and later, after being re-floated, she was driven hard aground west of Buffalo. She is not expected to see any further service. Finally BRYNBARGE (a. BRYN MAWR), JOHN FRITZ and JOHN A. ROEBLING which had been used at Goderich for grain storage, were sold for use as a breakwall to protect the water intake from ice at the Lakeview Generating Station on Lake Ontario. Prior to being sunk they were loaded with stone at Port Colborne. They also had their cabins removed at Hamilton. This leaves the three grain storage barges at Goderich as the only other remnants of the old barge fleets. All of these last operated for Paterson.

The JOHN ERICSSON was cut up for scrap at United Metals at the end of the 1967 season. Her sailing career ended in 1963 and since that time had been tied up at Toronto and later at Hamilton while politicians argued about her future. There was hope, for a while, that she would be preserved as a marine museum, but when no concrete offers came through she was finished. Parts of her are preserved at the new Marine Museum at Wasaga Beach.

Another oddly shaped vessel was GASPEDOC. She had been built in 1944 as L.S.T. 885 and was converted to a straight deck bulk carrier in 1951 for the newsprint trade. She was idle at Quebec City for most of 1968 where she was renamed c. VEDALIN and then later d. WITSHORE. She is now reported in service under the Panamanian Flag.

The self-unloader VALLEYDALE (a. VALLEY CAMP) was scrapped at United Metals in 1967. She had formerly been canal-size but was lengthened in 1951. The veteran DOLOMITE (a. EMPIRE CITY, b. SUMATRA) proceeded to Quebec City in September and then was towed overseas to Santander. She joined the R. O. PETMAN (a. E. B. OSLER, b. OSLER) on the other side of the Atlantic. The latter arrived at LaSpezia, Italy. In addition, the MIDLAND PRINCE has been reportedly sold for scrap but at last word she was still in Kingston. The BEN E. TATE (a. PANAY, b. WILLIAM NELSON) arrived at Marine Salvage Yard, Port Colborne. Whether she will be scrapped there or overseas is not known. Several other self-unloaders have been inactive the past two years and face an uncertain future.

The crane ship BUCKEYE (a. DAVID M. WHITNEY, b. EDWIN L. BOOTH, c. G.N. WILSON, d. THOMAS BRITT) blew aground while under tow to Quebec City. She was finally freed but she is not

considered seaworthy for a trans-Atlantic crossing or a trip down the canal. The crane ship ELBA has been sold to Peterson Builders who are reported to be interested in converting her to a floating dry dock at Sturgeon Bay.

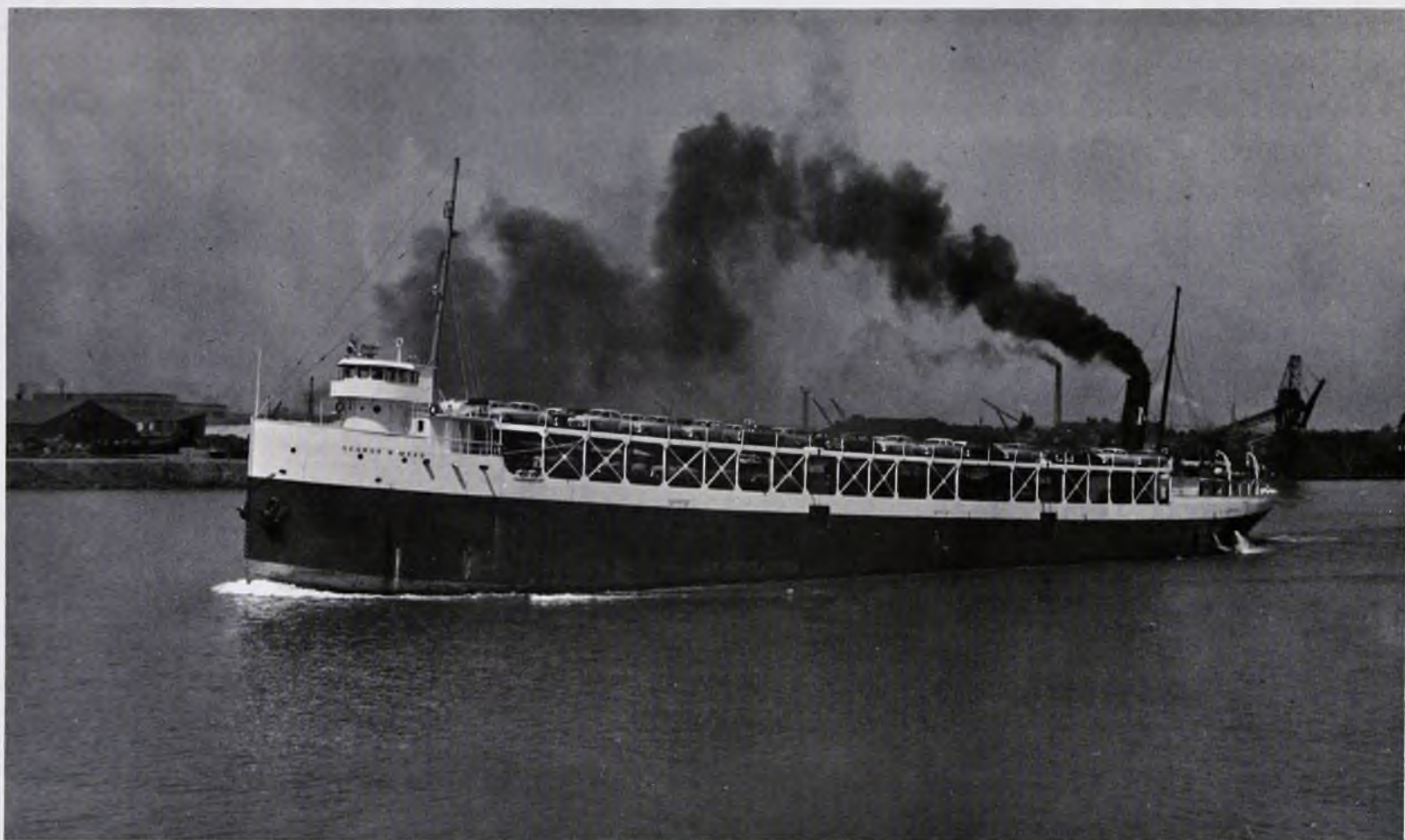


MIDLAND PRINCE

Photo by Skip Gillham

The last of the auto carriers disappeared in 1967 with the scrapping of the GEORGE H. INGALLS (a. WILLIAM L. BROWNO and the T.J. McCARTHY (a. MARY C. ELPHICKE, b. MORRIS S. TREMAINE) at the Marine Salvage yard (See TELESCOPE: Oct. 1966). They had been inactive since 1963 as was the GEORGE W. MEADE (a. FRANCIS L. ROBBINS), which was cut up at Ashtabula.

Package freighters also declined during this last season. The RENVOYLE (a. GLENLEDI) laid up immediately following her collision in June of 1967 with the SYLVANIA (a. SYLVANIA, b. D.M. PHILBIN), at Port Huron. She is presently being scrapped at Ashtabula. The COLLINGWOOD was towed down the Seaway and overseas in the fall of 1968. As mentioned before, MARTIAN is tied up at Windsor with an uncertain future.



GEORGE W. MEAD in the Detroit River, date not known. Photo by John Bascom

The largest number of vessels scrapped belonged to the bulk carrier class, some of which date back to the nineteenth century. The oldest of these was the MOHAWK DEER (a. L.C. WALDO, b. RIVERTON) of 1896. This vessel had a very interesting career. During the storm of November 8, 1913, as the L.C. WALDO, she was driven aground at the tip of the Keeweenaw Peninsula. Her fate was unknown for several days until she was spotted by a passing vessel. She was later refloated, reconstructed, and passed into Canadian ownership. Frank Barcus devotes a chapter to this story in his book, Fresh Water Fury. In November 1943, as RIVERTON, she grounded on Lottie Wolfe Shoal in Georgian Bay and sank. She was salvaged during the winter and spring of 1944 and was in service until 1966. The MOHAWK DEER was towed to Spain in September of 1967 and in November, while enroute to Italy, she ran aground once more and after a heavy battering, broke in two and sank.

The LAKETON (a. SAXONA) also cheated the scrapper out of a job as she plunged to the bottom of the Atlantic in January of 1968 while under tow for Italy. She survived the Great Storm of 1913 with only a grounding. In 1917 as SAXONA she was involved in a collision off Detour, Michigan, and went to the bottom of Lake Huron. Like MOHAWK DEER, she was salvaged by Mathews and entered Canadian registry. In recent years LAKETON had seen only limited service, being laid up at Prescott in 1963 and Goderich throughout most of the next two years. She proceeded under her own power to St. John's, Newfoundland in 1965 for service as a grain storage barge. During the summer of 1967 she suffered damage when brushed by a saltie and was sold for scrap at the end of the year.

In the fall of 1968, the EDWARD Y. TOWNSEND broke in half while under tow in the Atlantic, and both sections sank. She had been laid up at the Soo after riding out the November storm of 1966 which claimed her sister ship, the DANIEL J. MORRELL.

The scrap yards of Spain served as the end of the line for several more vessels in 1967-68. ALGOSOO (a. SATURN, b. J. FRATER TAYLOR) was towed to Bilbao in the spring of 1967 after being tied up at Lauzon since her last trip in December of 1965. This year the CHARLES E. DUNLAP (a. L.M. BOWERS) and EVERETTON (a. M. A. BRADLEY, b. GRAHAM C. WOODRUFF, c. FRED L. HEWITT) found themselves with a similar fate. The latter vessel had a very difficult year in 1968 being damaged in a Welland Canal accident, and later she ran aground. She was the last of the once-great Bradley Fleet.

The WESTMOUNT, SASKADOC (a. WILLIAM E. REISS, b. URANUS). AUGUSTUS B. WOLVIN, LEBANON (a. JOSIAH G. MUNRO, b. EFFINGHAM B. MORRIS), and the POWELL STACKHOUSE all arrived under tow at Santander in the fall of 1967. The HILLSDALE (a. CALDERA, b. A. T. KINNEY), BLANCHE HINDMAN (a. THEODORE H. WICKWIRE, b. HARRY YATES), BRICOLDOC (a. JAMES H. HOYT), CAPTAIN C. D. SECORD (a. CHARLES R. VAN HISE, b. A.E.R. SCHNEIDER, c. S.B. WAY (See Seaway News, July-August, 1968, page 141), and ALGOCEN i (a. JOHN J. BARLUM) arrived at Santander in 1968.



WESTMOUNT.

Photo by Skip Gillham

The scrappers at La Spezia, Italy purchased the SOODOC (a. MOSES TAYLOR), WINDOC (a. M.A. HANNA, b. HYDRUS) and LEONARD B. HANNA (See TELESCOPE, Jan. 1967), and these arrived safely.

At this writing the HAGARTY (a. J.H. HAGARTY), and C.A. BENNETT (a. B. F. BERRY, b. BERRYTON, c. VISCOUNT BENNETT), had been towed to Lauzon and then to Europe but no word has been received as to their final destination. HOWARD M. HANNA Jr. ii has been towed down the Seaway to Quebec City and may go overseas later in 1968 or 1969.



CAPTAIN C.D. SECORD; Downbound in the Welland Canal between Humberstone
and Dain City, October 28, 1967

Photo by John Bascom



GEORGE HINDMAN.

Photo by Skip Gillham

A number of vessels were scrapped on the Great Lakes during the past year. The BURLINGTON (a. HENRY W. OLIVER, b. S.H. ROBINS) joined the Canada Steamship Lines fleet in 1948 as a replacement for the lost EMPEROR. She sank the SCOTIADOC (a. MARTIN MULLEN) in a collision in Lake Superior in a heavy fog on June 30, 1953. Both the BURLINGTON and the WILLIAM H. WOLF were at Stelco in Hamilton. LEMOYNE (a. GLENMOHR) was stripped at Kingston. She is reportedly sold to Stelco but may be preserved as a storage hull in Hamilton.

Marine Salvage has the PORTADOC (a. H.C. FRICK, b. E.A.S. CLARK, c. MARS, d. CANADOC i) in their yard and will likely cut her up there. She had her boilers removed in the summer of 1967 and they were installed in the GODERICH (a. SAMUEL MATHER, b. PATHFINDER) of Upper Lakes Shipping.

The Hyman Michaels Company of Duluth has three vessels that are slated for scrap. Each sustained bottom damage during grounding and their owners feel that they were not worth the price of repair. These vessels are the PEAVEY PIONEER (a. STEPHEN M. CLEMENT, b. UNITED STATES GYPSUM, c. JOHN J. BOLAND, d. NIAGARA MOHAWK), GEORGE HINDMAN (a. WILLIAM D. CRAWFORD, b. BAIRD TEWKSBURY) and the SULLIVAN BROTHERS ii (a. JOSEPH WOOD).

ALGOSTEEL (a. THOMAS BARLUM) tied up at Collingwood after the 1966 season and an examination of her hull showed excessive deterioration. She was towed to Lake Michigan for use as a break-wall.

The Republic Steel freighter VALLEY CAMP (a. LOUIS W. HILL) eluded the torch to become a museum at Sault Saint Marie, Michigan. She opened in July of 1968 and the price of a tour is one dollar. (Ed. note: I was in the Soo this summer and took in the tour of the VALLEY CAMP. Unless the prices have changed, an entire family can go for \$3.00. It was well worth the price and a very interesting tour. I recommend it for the family and if you are in the Soo next summer go aboard and see what a Great Lakes freighter is all about).

The AGAWA (a. HOWARD M. HANNA JR. i, b. GLENSHEE, c. MARQUETTE, d. GODERICH i) was retired at Goderich to serve as a grain storage barge for the Goderich Elevators. She was renamed f. LIONEL PARSONS. (See TELESCOPE; center page, July, 1967).

The FRANK E. TAPLIN (a. CHARLES W. KOTCHER) has been sold to the Maritime Administration for trade-in purposes. She went down the Canal on November 27, 1968 and will likely be towed to Europe for scrapping.

The Owen Sound Transportation Company sold the NORMAC (a. JAMES R. ELLIOTT) after the summer season closed, and she proceeded to Wallaceburg where her future is undecided.

The saddest item of lake news concerned the loss of the overnight passenger vessels. Each of the last four that operated on the Lakes made news in 1967. We all had realized that their days were limited when government legislation was passed concerning safety and sewage disposal. We were all still surprised however, when 1967 ended and all were gone with little hope of replacement.

The KEEWATIN will live on at Saugatuck, Michigan, where she was towed to serve as a museum. Her sister, the ASSINIBOIA, had been in the package freight trade since 1965 and she did not return to that service in 1968. She was taken to Sarnia in the summer of 1968 and laid near the ROBERT PAISLEY until she sailed, under her own power, down the Seaway in September and later arrived at Philadelphia. It is understood that she is to be renovated to serve as a floating night club or restaurant on the Delaware River.



NORTH AMERICAN; Clearing Toronto's York St. slip. It was her last trip under her own power
Photo by John Bascom

The NORTH AMERICAN had been out of service for several years until she was purchased by the Seafarers International Union. She was under tow for Piney Point, Maryland, for use as a training center when she rolled over and sank in the Atlantic.

The SOUTH AMERICAN ended her most successful season with the trips to Montreal for Expo 67. She was sold to the S.I.U. to replace her sister ship. She departed Detroit on a one way trip to Montreal and then was towed from Montreal in October of 1967. Her engines were removed at Newport News, Virginia and at last report was still boarded up at Norfolk, Va. The liquidation of the Georgian Bay Line followed when they were unsuccessful in attempts to secure a replacement vessel.

The passing parade of lake ships is caused by a number of factors. The age of the vessels and the more stringent government regulations as to the physical condition of the vessels have contributed to the decline. The shift in emphasis of lake cargoes, competition from the salties, and soaring construction costs have meant that few replacements are being built. Even as this is being written the future of several vessels, that have been operating or laid up, is in doubt. Unfortunately 1969 will probably find us saying "farewell" to a new passing parade.

GREAT LAKES AND SEAWAY NEWS

Nov. 9...Herbert D. Doan of Dow Chemical Company, Midland, Michigan, has been named Chairman of the St. Lawrence Seaway 10th. Anniversary Committee.

...The 304-foot Canadian National Railway ship *SCOTIA II* has been transferred to the Windsor-Detroit railway car ferry service. She will arrive in Windsor before the seaway closes. The vessel was built in 1916 in England, crossed the Atlantic under her own power, and saw service between Mulgrave and Port Hawkesbury. In 1955 she moved to the Cape Tormentine, N. B.-Borden P. E. I. run. Schedule plans for her are not yet complete.

...The Corps of Engineers has agreed to keep the Soo Locks open past the normal closing time on a *weather permitting* basis, it was announced in Chicago by spokesmen for the North Central Division of the Corps. A desire has been expressed by the U. S. Steel Fleet officials to run until January 15, 1969. if this is possible.

...The tugs *AMHERSTBURG* and *ATOMIC* towed a T-2 section (an old tanker mid-body) down the Welland Canal to United Metals at Hamilton for scrapping.

Nov. 10...Navigation in the St. Lawrence Seaway was tied up for fourteen hours following a head-on collision between the French freighter *FRANCOIS L.D.*, 16,516 tons, and the Canadian bulk-carrier *MANTADOC*, 10,902 tons, near Valleyfield, Quebec, early morning November 9. Main damage was done to the Patterson boat with a gaping 10-foot hole in her bow. She was later moved to Lauzon for repairs. *MANTADOC (ii)* owned by Patterson & Sons, went into service in 1967.

...*BAYQUINTE (a. BAYFAX)* is at United Metals, Hamilton, for scrapping.

Nov. 12...Heavy snow storms reduce visibility and close Montreal - Lake Ontario section of the Seaway.

Nov. 13...The crane boat *ELBA* has been traded to the Maritime Administration by Waterman Steamship Company. Waterman will receive a C-3 freighter, the *NEW YORK (a. SEA SCORPION; b. PACIFIC TRANSPORT)*. Waterman will pay the Maritime Administration \$840,000 representing the excess of the *fair and reasonable value* of the *NEW YORK* over the unadjusted value of the *ELBA*. The Maritime Administration has offered the *ELBA* for sale for scrapping or non-transportation use, and bids will be opened December 4. The price received for her will represent the adjusted value to be credited to Waterman. The *ELBA* last sailed in 1966, and is now laid up at Toledo, Ohio.

...New labor contract negotiations opened in Montreal between the Shipping Federation of Canada and the International Longshoremen's Association, representing 25pp dock workers in Montreal, Quebec City and Trois Rivières.

Nov. 14...A dramatic increase in traffic on the St. Lawrence Seaway is predicted by Senator William Proxmire (D. Wis.) and Senator Philip A. Hart (D. Mich.). They are Chairman and Vice-Chairman, respectively, of the Great Lakes Conference of Senators. The announcement was made following a conference to plan for the celebration, next year, of the 10th Anniversary of the Seaway.



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Nov. 1...Mysterious flares on Lakes Huron and Michigan a few days ago, as gales were blowing themselves out across the Great Lakes, caused a real Coast Guard flap. On Lake Huron the Master of the *CHARLES M. SCHWAB*, about 28 miles off-shore, near Sturgeon Point, Michigan, saw a flare on the lake between himself and the shore early on the morning of October 29, 1968. He altered course to search and notified the Coast Guard. The Captain saw another flare about an hour later, but neither he nor the Coast Guard could find anything. In the early evening of October 28, 1968 on Lake Michigan, flares were spotted by shore observers at St. Joseph, Michigan. Coast Guard crew aboard a 44-foot launch saw the flares, but were unable to find their source.

Nov. 4...The ore record holder for tonnage carried in one year is the *EDMUND FITZGERALD* of the Columbia Fleet, under command of Captain Pulcer, (an Institute member). She took on 25,500 tons of ore pellets at Silver Bay, Minnesota, giving her a grand total to date of 1,230,553 net tons in 43 trips this year, compared to her season's record in 1966 of 1,223,905 tons in 44 cargoes. She still has four trips scheduled this season.

Nov. 6...President Johnson has ordered the Belt Railway of Chicago strikers back to work for 60 days while an emergency board tries for a settlement. The strike has been in effect since July 29. The Belt Railway loads coal for the power companies in most of eastern Wisconsin.

...As of October 31, 1968, a total of 5.8 million tons of coal was loaded into lake vessels at Sandusky, Ohio, by the N&W Railway this season; a jump of nearly 32% over the 4.4 million tons in the same period last year.

Nov. 7...Fog closes the downbound section of the Welland Canal.

Nov. 8...The *CRISPIN OGLEBAY* (a. *WILLIAM LIVINGSTONE*; b. *S. B. WAY*) of the Columbia Fleet, and the *EDWARD B. GREEN* of the Cleveland Cliffs Fleet, have been chosen as *guinea pigs*, for the first tests of a new system in the field of mariner documentation (the signing on and off a ship by personnel) that will be applied to the entire Merchant Marine when Congress passes the necessary legislation.

...The Swiss freighter *CASSERETE*, rammed the west face of Dock 26 in Cleveland, Ohio, smashing the steel bulkheading. A 15-foot portion of the paving collapsed into the resulting hole, as waves washed the fill material out into the lake. A gust of wind caused the ship to veer just as she was approaching the pier, according to reports. The *CASSERETE* appeared to have suffered only a few paint scratches.

GREAT LAKES AND SEAWAY NEWS

...Four appointments in the Wilson Fleet have been confirmed. Patrick A. Manley has been named Manager of Traffic and Sales; Donald A. Stabbe has been promoted from Chief Dispatcher to Assistant Traffic Manager; Kenneth P. Gibbons has been named Chief Dispatcher; Ian R. Carswell is now Safety Director.

Nov. 15...Prospects for a completely new iron ore receiving facility at the mouth of the Cuyahoga River in Cleveland are seen in the word that Penn Central Railroad is negotiating with unnamed interests to develop such a terminal.

Nov. 20...Adm. Charles R. Khoury, Vice President-Lake Shipping in the U. S. Steel Corporation, announced he will retire November 30. His responsibilities will then be assumed by Christian F. Beukema.

Nov. 21...Gale warnings were flying on all the Great Lakes from Duluth to the St. Lawrence. On Lake Erie, southwesterly and westerly winds 40 to 50 miles per hour were predicted.

...Capt. Henrik Kurt Carlsen, of S. S. *FLYING ENTERPRISE* fame made his first trip into the Great Lakes on the American Export-Isbrandtsen Lines freighter *EXBROOK*.

Nov. 22...The new Coast Guard cutter *DEPENDABLE* is commissioned at the foot of E. 9th. Street in Cleveland, Ohio. Her home station is to be Panama City Florida.

...Captain John Austin, now serving in Vietnam as the Senior Coast Guard Officer in that area, will report to Sault Ste. Marie, Michigan in January 1969 where he will relieve Captain George Lawrence.

...The fire-ravaged Norwegian freighter *ETNEFJELL*, with only three survivors on board, was towed into a British port. Still missing were twenty-nine crew members who had abandoned the ship in the North Atlantic some 350 miles southeast of Cape Farewell, Greenland, after an explosion and an outbreak of fire on the ship. The vessel, of 9,832 tons, owned by Olsen & Uglestadt, Oslo, is a former tanker converted to a bulk carrier. She has traded in the Seaway service.

Nov. 23...The Ninth District Coast Guard Headquarters reported that the German freighter *BARBARA* went aground near Crab Island Shoal at the entrance to Detour Passage at the northern end of Lake Huron. She was downbound with general cargo for Bermuda, and had dropped her pilot 10 minutes before she grounded on a boulder field in 15 feet of water.

Nov. 24...The Coast Guard launched a search of Lake Erie, near Vermilion, Ohio, after receiving reports that a plane appeared to have crashed into the lake.

Nov. 25...The *BARBARA* was being lightered preparatory to an attempt to refloat her. The Coast Guard icebreaker *MACKINAW* was standing by, and three tugs were waiting to attempt to refloat her. Lightering efforts were being speeded up because of gale warnings, with a strong northwest wind expected.

GREAT LAKES AND SEAWAY NEWS

...The 98-foot freighter *MACKINAC ISLANDER*, which formerly operated in the Soo area, has been sold to Alaskan interests for use in the King crab fishing industry. She was formerly owned by Soo Veneer Mill and Manthei Bros.

...Work has begun on the installation of the ice boom across the mouth of the Niagara River from Buffalo Harbor Old Breakwater North End Light, to Erie Beach, Ontario.

...An investigation is underway to probe the sinking of the cruise ship *LA MADELON* (a. *L'ILE d'ORLEANS*; b. *RIVIERE DU LOUP*) at her winter berth at the Port of Montreal, November 22, 1968. Originally a ferryboat, she was converted shortly before Expo '67.

Nov. 26...The *WILLIAM B. DICKSON* of the Kinsman Marine Transit Fleet will be re-named *MERLE M. McCURDY*. The late Mr. McCurdy was the first Negro to be named U. S. Attorney in Cuyahoga County, Ohio.

...The German freighter *BARBARA* was refloated. After anchoring for inspection in the St. Mary's River, she is scheduled to proceed in convoy with the tug *AMHERSTBURG* to Port Colborne, Ontario. Slight leaking is reported in number 1 cargo hold.

Nov. 28...During a fierce windstorm at 6 P. M., a collision occurred between the upbound *DIAMOND ALKALI* (a. *FRANK H. GOODYEAR*), which was loaded, and the downbound, light, *SYLVANIA* (a. *SYLVANIA*; b. *D. M. PHILBRIN*) in the Fighting Island Channel of the Detroit River. Both vessels will go to Toledo, Ohio for repairs tomorrow. Both had bow damage above the water line, with the *SYLVANIA* receiving a gash about ten feet long by five feet on her port bow. The Coast Guard will investigate the collision.

Nov. 27...The tugs *G. W. ROGERS* and *SALVAGE MONARCH* towed the *FRANK E. TAPLIN* (a. *CHARLES W. KOTCHER*) down the Welland Canal, bound for scrapping, most likely in Europe.

Nov. 29...The crane-boat *BUCKEYE* was refloated today and a conference is scheduled this weekend to determine her disposition. The vessel used her own cranes to assist in dredging away sand from her hull. South Applegate Company, of South Ridge, Michigan, had the salvage contract.

...The Chicago and Northwestern Railway ore docks at Escanaba, Michigan will be replaced with a ship loader.

Dec. 1...*R. BRUCE ANGUS* is at Port Weller Drydock undergoing repair to the 65 plates damaged when she went aground in the St. Lawrence River.

...Ford's *ROBERT S. McNAMARA* (a. *STADACONA*; b. *W. H. McGEAN*) started her winter coal run between Toledo and Dearborn.

Dec. 2...U. S. Steel has chosen the *PHILIP R. CLARKE*, *CASON J. CALLAWAY*, *ARTHUR M. ANDERSON*, *IRVING S. OLDS*; *ENDERS M. VOORHEES* and *A. H. FERBERT* to run until January 14 in the Lake Superior ore trade, if possible.

...Hall Corporation's new bulk carrier *OTTERCLIFFE HALL* is christened at Davie Shipyard, Lauzon, Quebec.

GREAT LAKES AND SEAWAY NEWS

Dec. 4...The British freighter *CHATWOOD* was the last salty out of the Bay City (Michigan) Seaway Terminal.

...The self-unloading *BEN E. TATE* (a. *PANAY*; b. *WILLIAM NELSON*) arrived at yard of Marine Salvage, Ltd., Port Colborne, under tow of the tugs *OKLAHOMA* and *LAWRENCE G. TURNER*. She is destined for a scrapyard in Canada or Europe.

...Peterson Builders, Inc., was the high bidder on the crane boat *ELBA* when bids were opened at the Maritime Administration in Washington. Peterson said: *We will scrap the forward and after ends and convert the midsection into a floating drydock or floating warehouse.* They plan to have the *ELBA* towed to Sturgeon Bay, Wisconsin, before the end of this season.

Dec. 5...Gale force winds, gusting to 60 miles per hour, halted traffic in the Welland Canal and disrupted schedules on all the Great Lakes. Both Lake ships and salties were at anchor or windbound at many points.

...In Chicago, high winds ripped a 285 foot boom from a crane being used to erect a bridge over the Calumet River, blocking ship movements. It is hoped the wreckage would be moved before this morning. Three freighters, the *ROONAGH HEAD*, *MANCHESTER RENOWN* and *TRANSATLANTIC* were loading cargo in Lake Calumet when the entrance was blocked.

...The last ocean-going ship of the season left Milwaukee today. It was the *ECHO*.

Dec. 7...At Peterson Builders shipyard in Sturgeon Bay, Wisconsin, the U. S. S. *SURPRISE* (PG. 97) was launched. She is the third of five aluminum 165-foot gunboats to be built there.

...Workmen burn out *BAYQUINTE* (a. *BAYFAX*) at the United Metals dock in Hamilton, Ontario.

Dec. 8...The Great Lakes Towing Company tug *NORTH CAROLINA* went down in 32 feet of choppy Lake Erie water at a point 1½ to 2 miles north of Mentor-on-the-Lake, Ohio, and five miles west of Fairport Harbor. The crew of three were picked up by a 40-foot boat from the Coast Guard. The tug was enroute to Buffalo, N. Y. from the Great Lakes Dock in Cleveland, Ohio. Cause of the sinking is not known. A spokesman for the company said he did not know if salvage attempts would be undertaken, and no estimate of the tug's value was given.

Dec. 10...*ROONAGH HEAD* is the last ocean vessel to clear the Welland.

Dec. 12...At 10:15 A. M. an explosion occurred on the Corps of Engineers tug *ANCHOR BAY*. One man was killed and three others injured. The tug was towing a sweep raft just opposite the Old Club, on the south channel of the St. Clair River when the explosion took place. She was enroute to the Corps boat yard at Detroit, on her last trip of the season. (*A sweep raft is used to detect underwater obstructions.*) Investigations have been launched by the Engineers and Coast Guard to determine the cause of the explosion.

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...Canada Steamship Lines, Ltd., have sold Hotel Manoir Richelieu, at Murray Bay, Quebec, to Warnock Hershey International of Montreal. Built in 1929 for the cruise trade, the hotel's business has declined since the river cruisers *TADOUSSAC*, *ST. LAWRENCE* and *RICHELIEU* were removed from service in 1965. Hotel Tadoussac, closed a year ago, has also been sold by C. S. L. for an undisclosed price.

...Leonard McLaughlin, President of Seafarers International Union of Canada has protested the permanent closing of the Lachine Canal, December 9, in a telegram to the Federal government at Ottawa. Affected were seven coal boats, employing 200 sailors, which operated in the canal. The workers of industries located along the canal were also placed in jeopardy by the closing. The Lachine Canal showed a deficit of \$716,000 during 1968.

Dec. 13...The Greek freighter *ARESTONAX*, 9000 tons, was still aground in the St. Lawrence River near Trois Rivières after attempts by two tugs to free her failed. She was bound from Montreal to Quebec City.

...Northwestern Michigan College in Traverse City, Michigan, proposed Great Lakes Maritime Academy received a boost when the college took over a surplus Navy oceanographic research vessel. The 143-foot tug U. S. S. *ALLEGHENY* will be used to train officers for service in the Great Lakes. The *ALLEGHENY* was built in Orange, Texas, in 1944, and served with the 7th Fleet in the western Pacific. She was converted in 1952 as a research vessel and spent several years in the Persian Gulf on a charting mission. She was later assigned to oceanographic research with Columbia University's Hudson Laboratories at Dobbs Ferry, New York. Now at the Philadelphia Navy Yard, she will be brought to the lakes by a volunteer crew in the spring.

Dec. 15...The U. S. Coast Guard Chicago Station at the mouth of the Chicago River closes its doors today. It was not immediately determined what would become of the valuable property. The station was built in 1935 with \$99,480 in P. W. A. funds, and dedicated in 1936.

...The *REISS BROTHERS* (a. *WILLIAM K. FIELD*) became stuck tonight in the ice of Chequamegon Bay on the west end of Lake Superior, two miles from Ashland, Wisconsin. She was bound for Ashland when heavy ice stopped her, the Coast Guard said. The cutter *WOODRUSH* will help to free her.

Dec. 16...The *ELBA* arrived at Sturgeon Bay in tow of the tug *JOHN PURVES*.

Dec. 18...The Canadian Coast Guard tender *GRENVILLE* sank in the St. Lawrence Seaway after being trapped in a huge ice field and rammed against the St. Louis bridge, near Beauharnois, Quebec. Built in 1915, the tender was picking up bouys in the Seaway, and was due to be retired after this season. The 29 man crew abandoned the listing vessel some hours before she went down.

...Peterson Builders signed a Navy contract for construction of a 58-foot glass reinforced plastic minesweeper test section. The section will be 34 feet long with a 12 foot steel floatation tank on each end. It is to be constructed as the mid-section of a 200-foot ship is to be built, complete with frames, decks, stiffeners and ventilation. The complete unit will be

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delivered to Panama City, Florida, where it will undergo extensive tests on shock, vibration, and noise transmission.

...The Door County, Wisconsin, Board voted to undertake a study of the possibility of financing the raising and restoration of a sunken wooden schooner off Chambers Island for a County museum. She was first discovered in late 1967 by fishermen, and is located in 105 feet of water, about three miles off the northwest corner of Chambers Island. The schooner is of the brigantine class, but neither its origin or date of sinking has been determined. Relics taken from her date from 1850 to 1863.

Dec. 19...The Weather Bureau, the Coast Guard and the Corps of Engineers are now on the new International Meteorological Code (Metric and Celsius) System (Celsius formerly known as the centigrade system). The agencies will convey centimeters and Celsius degrees to more familiar terms, however, before passing their reports on to shipmasters and the public.

...*IMPERIAL BEDFORD* is christened at Davie Shipyard.

Dec. 20...At Detroit the 58-foot steel tug *J. R. SPRANKLE* has been reported sunk at her dock south of the Dix Avenue bridge crossing the Rouge River. Salvage operations are in progress and it is expected the tug will be raised by December 21. Cause of the sinking is not known.

Dec. 22...The Canadian tanker *IMPERIAL WINDSOR* dispatched an emergency call to the Coast Guard as she became beset in ice in Lake St. Clair near Grosse Pointe, Michigan. The cutter *BRAMBLE* broke her free and she then proceeded to tie up at Windsor, Ontario.

Dec. 27...Loran F. Hammett, General Traffic Manager of U. S. Steel's Great Lakes Fleet, will retire at the end of the year. He began his career with U. S. Steel in 1938.

Dec. 28...The car ferry *BADGER*, which battled a fierce storm on Lake Michigan for 18 hours today, was forced back to Ludington, Michigan. The 320 foot ferry was tossed by 15-foot waves and had to stay 10 to 15 miles from the Michigan shoreline.

Dec. 29...The storm on Lake Michigan having died down, the *BADGER* made the usual six-hour crossing to Milwaukee, Wisconsin.

Dec. 31...Lock No. 1 on the old Welland Canal system at Port Dalhousie, Ontario, is officially closed to end an era.

M I S C E L L A N E O U S

...The Canadian self-unloading cement carrier *BULKARIER*, which has been laid up for some time, has been sold by Canada Cement Transport, Ltd., August 31, 1968, to Irving Ltd., St. John's, N. B.

...M/V *BELVOIR* has been sold by Mohawk Navigation Company, Ltd., to Peruvian buyers. Canadian registry closed November 8, 1968.

...M/V *COASTAL CLIFF* (a. *BRUCE HUDSON*) has been transferred back to Transit Tankers & Terminals, Ltd., from Canadian Sealakers, Ltd.

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...M/V *MAPLEBRANCH* (ii) has been reconverted to a tanker again, from a self unloading bulk carrier, by Branch Lines, Ltd.

...P. M. *CROSBIE* (a. C. A. *CROSBIE*; b. *MANCHESTER EXPLORER*) has been transferred by Chimo Shipping Ltd., St. John's, Nfld., to Famagusta, Cyprus, November 21, 1968. She was formerly in Seaway trade as *MANCHESTER EXPLORER*.

...*BAYFAIR* (a. *COALHAVEN*) is now laid up beside *BAYGEORGE* at the old Galops Lock, near Cardinal, Ontario. She moved there by tow during the week of December 8. Her former lay-up berth at Cornwall, Ontario, had to be vacated with the permanent closing of the old canal.

...*LEMOYNE* (a. *GLEMOHR*) is stripped of radar set, etc., at Kingston. She is reportedly sold to Steelco, but may survive as a storage barge in Hamilton.

...Peterson Builders, Inc., have bought the former Straits ferry *STRAITS OF MACKINAC*



Barge *JOHN FRITZ* and tug *G. W. ROGERS* in the Welland Canal on September 15, 1968.

Photo by B. GILLHAM.

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EDITOR'S NOTE: A CORRECTION. It has been brought to our attention that there were errors in our last issue. *GENERAL TAYLOR*, listed as a steamer should have been a propeller, and the same for *RISING SUN*. This reader also fails to find *TROY* in his lists and asks where and when she was built. From the same source we had it called to our attention that there were several mistakes in spelling, or to be more precise, inverted-letter typographical errors. Our only excuse: No one who works on *Telescope* is retired, and all the work is done after a full day at productive labor. We are often tired!



JEAN-TALON, formerly *PRINCE UNGAVA* and *FRANQUELIN (i)* owned by Desgagnes Navigation Company, Ltd. Tank loaded on board her deck is from Davieship. A similar tank was carried by a scow a week earlier. Photographed December 1, 1968 by *GEORGE AYOUB*.

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Two views of *BUCKEYE* aground near Port Colborne, Ontario, in October, 1968.

Photos by GEORGE AYOUB.

HOWARD M. HANNA, JR. and tug *SALVAGE MONARCH* in the Welland Canal at Port Robinson, Ontario, October 12, 1968. *Photo by B. GILLHAM.*



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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