

TELESCOPE

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**Great Lakes
Maritime
Institute**



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

Canada's Oldest Vessel ?

80576 GREAT WESTERN Windsor, Ont., Barge 1866 Walkerville, Ont., 220.0 x 40.2 x 10.0 973 United Towing & Salvage Co. Ltd., ft. Manitou St., Port Arthur, Ontario. This inconspicuous item in the Canadian Department of Transport *List of Shipping* places the *Great Western* in a prime position as a candidate for Canada's oldest vessel.

The *Great Western* was not always a lowly barge. Originally, she was a paddle-wheel steamer outfitted as a railway carferry. Her construction was commissioned by the Great Western Railway. She was designed and assembled in Glasgow, Scotland. Her hull was constructed of 5/8th inch iron plates. After satisfactory tests were made she was taken apart, and each of her 10,878 pieces numbered and shipped to Canada. At the Henry Jenkins Shipyard, just east of Hiram Walker's distillery on the Canadian side of the Detroit River, she was reassembled under the supervision of Captain John Dean Sullivan and launched, with convivial ceremony, on September 7, 1866. Her initial cost was \$190,000 in gold. Her first trip was made on January 1, 1867, with a capacity load of fourteen railroad cars.

An account of her early activities is mentioned in the June 6, 1872 issue of the *Essex Record*, published at Windsor, Ontario: *During the month of April, the carferry Great Western, transported 11,226 cars across the Detroit River, from Windsor to Detroit and vice versa, in addition to the engines; and it was then believed that her capacity had been reached. However, during May, the totals were: locomotives, 21; passenger cars, 339; freight cars, 12,621. The number of trips made during the 31 days was 1,038 or, a daily average of about 33½, which was almost 1½ trips each hour.*

In 1929 the *Great Western* was honorably retired from her carferrying duties. Her hull still being sound, she was stripped of her machinery and upper works, and converted into a sand barge in trade between Windsor and Wallaceburg.

In 1940 she was purchased by the United Towing and Salvage Company, for whom her seemingly indestructible hull still serves the lakehead harbors of Port Arthur and Fort William. (CES)



The venerable *GREAT WESTERN* from an album photo in the collection of the late William A. McDonald.

Dossin Museum.

Eighty Ships to The Sea

by
J. ALBIN JACKMAN

The new St. Lawrence Seaway has now been in existence for ten years, a fact just commemorated amid much formal fanfare and civic celebration. This waterway provided the impetus for the construction of large new bulk freighters, and the large new bulk freighters brought about mass retirement among old vessels.

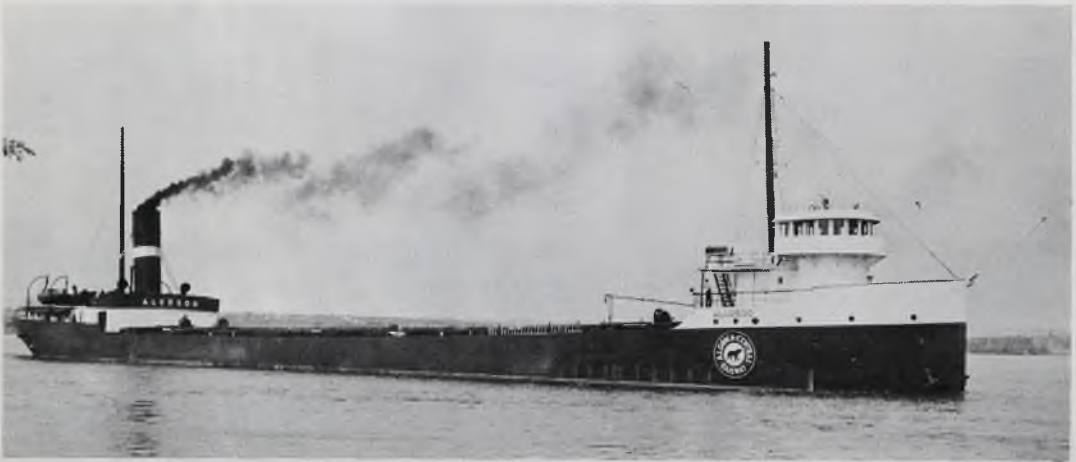
This *super* waterway also became an avenue of outbound trips for these obsolete vessels, and there has been a long silent funeral procession of the old, but still proud, 'Queens of Old.'

Prior to the Seaway the old vessels had to be scrapped on the Lakes because they were too large for the old St. Lawrence Canal System. Now they can be loaded with valuable scrap cargoes and towed from the lower St. Lawrence ports to overseas destinations where their metal brings higher prices.

Many vessels are towed from the upper Lakes to Quebec, but many have made the trip under their own power. At Quebec they are made ready for the tow overseas, a process that involves welding shut all outside openings and the removal of their propellers. Deep-sea tugs then take them in tow across the Atlantic for dismantling.

Before 1964 these ships were taken across in single tows, but since that time they have been crossing in tandem. Most have completed their doleful voyage, but a few have bucked and gone down into the dark fathoms of the Atlantic. Among the latter are *Arcturus*, *Fayette Brown*, *W. Wayne Hancock*, *Laketon*, *Mohawk Deer*, *North American*, *Perseus*, and *Edward Y. Townsend*.

Following is a list of those vessels that have left the Sweetwater Seas for a one-way trip across the briny deep...*Eighty Ships to The Sea*.



Above *ALGOSOO*, 8/20/53. Cover *MARQUETTE*, 9/13/53. (Unless otherwise noted, all photographs are by the author.)



J. J. H. BROWN, 6/15/55



CALUMET, 4/11/53



COLLINGWOOD

- ALGOECEN;** *Algoma Central Railways*. Sold to Steelfactors and by them to Poul Christenson. In Welland bound out Seaway 5/15/68 under own power. Departed overseas in tow German tug *Bremen* 6/18/68. Delivered Santander, Spain (consignee unknown) in tow with *Hillsdale* 7/8/68.
- ALGOSOO;** *Algoma Central Railways*. (Scrap broker unknown). Thru Welland bound out Seaway under own power 12/4/65. Delivered Bilbao, Spain; Cia Espanola de Demolion Navel, in tow with *Keyshey*, 5/24/67.
- ARCTURUS;** *Interlake Steamship Company*. Sold to Luria Brothers, and by them to Christania Spigerverk (Norway). Thru Welland bound out Seaway in tow tugs *Graeme Stewart* and *Youville* 10/23/61. Lost at sea while in tow Portuguese tug *Pria Grande* 1/11/62, bound for Alsgrinshad, Norway; Norsk Skipsopphugnings Company.
- BRICOLDOC;** *N. M. Paterson & Sons, Ltd.* Sold to Steelfactors and by them to Poul Christenson and by them to Eckhardt & Company. Departed from Toronto, Ontario in tow tug *Graeme Syewart* 7/2/68. Thru Seaway in tow tugs *Graeme Stewart* and *James Battle* 8/6.68. Departed overseas in tow Polish tug *Jantar* 8/21/68; delivered Santander, Spain (consignee unknown) in tow with *Captain C. D. Secord* 9/13/68.
- FAYETTE BROWN;** *Interlake Steamship Company*. Sold to Marine Salvage. Thru Welland bound out Seaway under own power 11/2/64. Was cast adrift and grounded on Anticosti Island while in tow of Dutch tug *Barentsz Zee* 12/5/64, bound for Spain, (consignee and city unknown).
- J. J. H. BROWN;** *Brown & Company*. Sold to Marine Salvage. Thru Welland bound out Seaway under own power 5/30/65. Delivered Genoa, Italy; A.R.D.E.M., SA., in tow with *James E. McAlpine*, 7/19/65.
- MICHAEL G. BROWNING;** *Browning Lines, Inc.*, sold Marine Salvage. In Welland 9/12/64 in tow of *Graeme Stewart & James Battle*. Left coast late September, 1964 in tow of German tug *Rotesand*. Delivered Genoa, Italy, 11/20/64.
- CALUMET;** *Cargo Carriers, Inc.* Sold Marine Salvage. In Welland, 7/26/60, in tow of tugs *Salvage Monarch* and *Salvage Prince*. Delivered to British Iron & Steel (Salvage) Corporation, Troon, Scotland, 9/3/60-
- COALFAX;** *Hall Corporation*. Departed Kingston, Ontario in tow tugs *Salvage Monarch* and *Daniel McAllister*. Delivered to Santander, Spain (consignee unknown) in tow with *Westmount*, 8/30/67.
- COLLINGWOOD;** *Canada Steamship Lines*. Sold to Steelfactors. Departed Toronto, Ontario and thru Seaway in tow tugs *Graeme Stewart* and *James Battle*. Delivered Santander, Spain (consignee unknown) in tow with *Hagarty* 10/28/68.
- CORNELL;** *Neptune Steamship Company*. Sold to Western Steel International Corporation. Thru Welland bound out Seaway in tow tugs *Graeme Stewart* and *James Battle* 10/10/61. Arrived Dubrovnik, Yugoslavia; Techopromet, 12/14/61.
- CRETE;** *Interlake Steamship Company*. Sold to J. C. Berkwood, New York, and by them to S. Simon Inland Ship Salvage Co. Thru Welland bound out Seaway under own power 5/27/62. Delivered to Italy (consignee, city and date unknown).
- JAMES E. DAVIDSON;** *Tomlinson Fleet Corp.*; Sold Marine Salvage in 1960. In Welland bound out under own power, 9/19/63. Delivered to A.R.D.E.M., SA., Genoa, Italy, in late 1963.



JAMES E. DAVIDSON, 8/25/52



CHARLES E. DUNLAP, 7/19/53



LEONARD C. HANNA, 4/18/52

- DENMARK**; *McCarthy Steamship Company*. Sold to Coal Export Corp. Thru Welland bound out Seaway under own power 6/22/61. Arrived LaSpezia, Italy; Terresto Maritime SA, in tow with *Michael Gallagher* 8/6/61.
- DOLomite**; *R. E. Law*. Sold to Marine Salvage. Thru Welland bound out Seaway 9/11/68 under own power. Departed overseas 10/1/68 in tow Dutch tug *Hudson*. Delivered Santander, Spain 10/20/68. Was in tow part way with *Edward Y. Townsend...* (see listing for Townsend).
- CHARLES E. DUNLAP**; *Tomlinson Fleet Corp.* Sold to Vitamin Capsule Corporation of Buffalo and by them to Ferrator Corporation and by them to Jacq. Pierot, Jr. & Sons. In Welland outbound Seaway in tow tugs *James Battle* and *Salvage Monarch* 7/29/68. Departed overseas in tow German tug *Totesand* 8/28/68; delivered Bilbao, Spain in tow with *Everetton* 9/23/68.
- J. F. DURSTON**; *McCarthy Steamship Co.* Sold Marine Salvage. In Welland under own power 5/9/61. Delivered to Eisen und Metall AG., Hamburg, Germany, 7/14/61.
- EVERETTON**; *Scott Misner Steamships, Ltd.* Sold to Marine Salvage and by them to Jacq. Pierot Jr. & Sons. Thru Welland under own power (date unknown). Departed overseas in tow German tug *Totesand* 8/28/68. Delivered Bilbao, Spain (consignee unknown) in tow with *Charles E. Dunlap* 9/23/68.
- FLORIDA** (*Expo LePalais Flotno*); Sold to Steelfactors, Ltd., Departed Montreal, Quebec overseas in tow German tug *Rotersand*. Delivered Santander, Spain (consignee unknown) in tow with *Blanche Hindman* 6/16/68.
- SPARKMAN D. FOSTER**; *Browning Lines, Inc.* Sold Marine Salvage. In Welland, 8/21/63; Delivered Genoa, Italy, 10/18/63.
- NORMAN W. FOY**; *Browning Lines, Inc.* Sold Marine Salvage. In Welland, own power 4/26/64. Delivered Savona, Italy, A.R.D.E.M., SA., in tow with *David Z. Norton*, 6/4/64.
- MICHAEL GALLAGHER**; *Midland Steamship Company*. Sold to Coal Export Corp. Thru Welland bound out Seaway under own power 7/1/61. Arrived LaSpezia, Italy; Terresto Maritime SA, in tow with *Denmark*, 8/6/61.
- HAGARTY**; *Canada Steamship Lines*. Sold to Steelfactors. Departed Toronto, Ontario in tow tugs *Graeme Stewart* and *G. W. Rogers* 5/15/68. Thru Seaway in tow tugs *Graeme Stewart* and *James Battle* 9/23/68. Delivered Santander, Spain (consignee unknown) in tow with *Collingwood* 10/28/68.
- W. WAYNE HANCOCK**; *Browning Lines, Inc.* Sold to Maxine Salvage. In Welland 10/27/62. Lost at sea, 12/8/62, 30 miles S.E. of Azores while bound for A.R.D.E.M., SA., Genoa, Italy.
- LEONARD C. HANNA**; *Bethlehem Transportation Corp.* Sold to Marine Salvage and by them to Hudson Waterways, Inc., and by them traded to U. S. Maritime Administration; by them sold to Marine Salvage and by them to Jacq. Pierot, Jr. & Sons. Thru Welland bound out Seaway in tow tugs *Salvage Monarch* and *G. W. Rogers* 6/15/68. Thru Seaway in tow tugs *Salvage Monarch* and *Helen A. McAllister* 6/17/68. Delivered La Spezia, Italy (consignee unknown) in tow with *Windoc* 8/1/68.
- JOHN C. HAY**; *Browning Lines, Inc.* Sold to Marine Salvage. Thru Welland bound out Seaway under own power 9/1/61. Arrived Genoa, Italy; A.R.D.E.M., SA., 10/5/61.



JOLIET, 5/10/53



MATAAFA, 6/6/53 (see also center spread.)

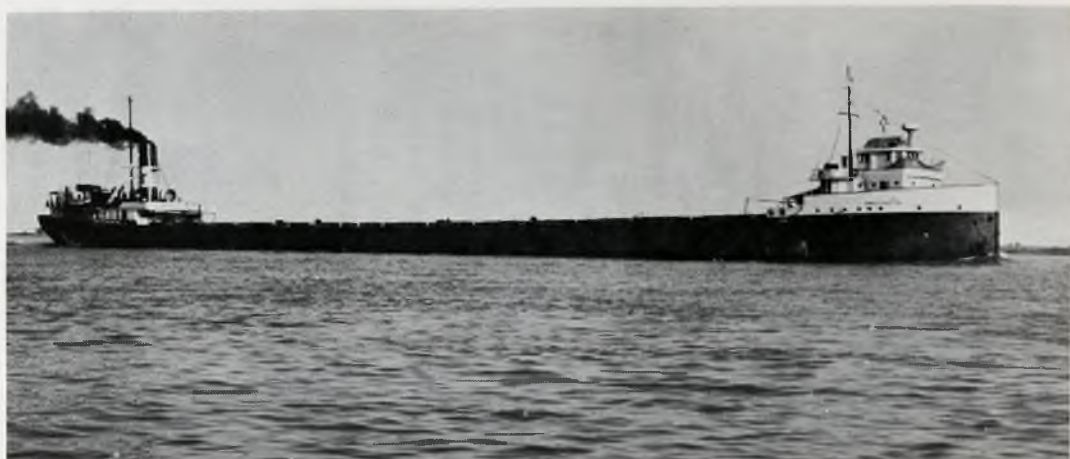


LAKETON, 8/20/53

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EIGHTY SHIPS TO THE SEA

- HEMLOCK*; Cargo Carriers, Inc. Sold to Afram Bros., Milwaukee. In Welland in tow of *James Battle* and *Helen M. McAllister* 7/12/60. Delivered Azienda Ricuperi E. Demolizione Maritims; Savona, Italy, 8/24/60.
- HILLSDALE*; *Winina Transports (Reoch)*. Sold to Steelfactors and by them to Poul Christenson. Departed Toronto under own power 5/19/68. Departed overseas in tow German tug *Bremen* 6/18/68. Delivered Santander, Spain (consignee unknown) in tow with *Algocen* 7/8/68.
- BLANCHE HINDMAN*; *Hindman Transportation Co., Ltd.* Sold to Steelfactors. Thru Welland bound out Seaway 5/7/68 under own power. Departed overseas in tow German tug *Rotersand* 5/21/68. Arrived Santander, Spain (consignee unknown) 6/16/68. In tow with Panamanian passenger ship *Florida (Expo LePalais Flotno)*.
- HARRY WM. HOSFORD*; *Buckeye Steamship Co.* Sold to Luria Brothers. Thru Welland bound out Seaway in tow tugs *Matton* and *J. C. Stewart* 6/19/61. Arrived Hamburg, Germany; Eisen und Metall, 10/22/61.
- FEDERAL HUSKY (ex Heron Bay)*; *Quebec & Ontario Transportation Company, Ltd.* Sold to Federal Commerce and used first as a salt storage hulk at Cartier, Quebec. Delivered to Bilboa, Spain (consignee unknown) 11/26/65.
- HARRY B. JONES*; *Cargo Carriers, Inc.* Sold Ferrotar Corp., Wilmington, Del. In Welland 9/16/60, in tow *James Battle* and *Helen M. McAllister*. Delivered 2/15/61 to West of Scotland Shipbreaking Co., Troon, Scotland, after grounding off of Ardrosson, Scotland, 1/6/61 and being later released.
- ROBERT N. JOYNT*; *McCarthy Steamship Co.* Sold Marine Salvage. In Welland under own power 5/25/61. Delivered to A.R.D.E. M., SA., Genoa, Italy, 7/14/61.
- KEYSHEY*; *Hall Corporation*. Departed Kingston. Arrived Bilboa, Spain; Cia Espanola de Demolition Navel, in tow with *Algosoo* 5/24/67.
- LA BELLE*; *Kinsman Transit Company*. Sold to Luria Brothers. Thru Welland bound out Seaway in tow of tugs *Salvage Monarch* and *James Battle* 9/19/62. Delivered to Italy (consignee, city and date unknown).
- LAKETON*; *Scott Misener Steamships, Ltd.* Sold to Crosbie & Company, and by them to Hillcrest Turkey Farms, and by them to Lundrigans, Ltd., and by them to Steelfactors, Ltd. Thru Welland bound out Seaway under own power 8/11/65. Departed St. Johns, Nfld., in tow of Polish tug *Koral*, 12/29/76. Lost at sea bound for Vado, Italy, 1/13/68. Was in tow with *Saurel*.
- LEBANON*; *Bethlehem Transportation Corp.* Sold to James River Transportation Company and by them traded to U. S. Maritime Administration. Sold to Marine Salvage. Thru Welland bound out Seaway 10/5/66 in tow tugs *Graeme Stewart* and *G. W. Rogers*. Departed in tow of Polish tug *Jantar* 10/12/66; delivered Santander, Spain (consignee unknown) in tow with *Powell Stackhouse* 11/9/67.
- LUBROLAKE*; *Lakeland Tankers, Ltd.* Sold to United Metals & Refining, Ltd., and by them to Superior Sea Products, Ltd., and by them to K. C. Irving, Ltd., and by them to Atlantic Towing. Departed Toronto, Ontario in tow tugs *Argue Martin* and *Lak Erie* 9/18/67. Departed overseas in tow Canadian tug *Irving Beech* bound for Yarmouth, N. S. for use as fuel auxiliary for trawling fleet of Sea Products, Ltd. Wrecked enroute on Sable Island, 12/3/67.



DAVID Z. NORTON, 7/26/53



PRINDOC, 8/20/53



POWELL STACKHOUSE, 8/26/52

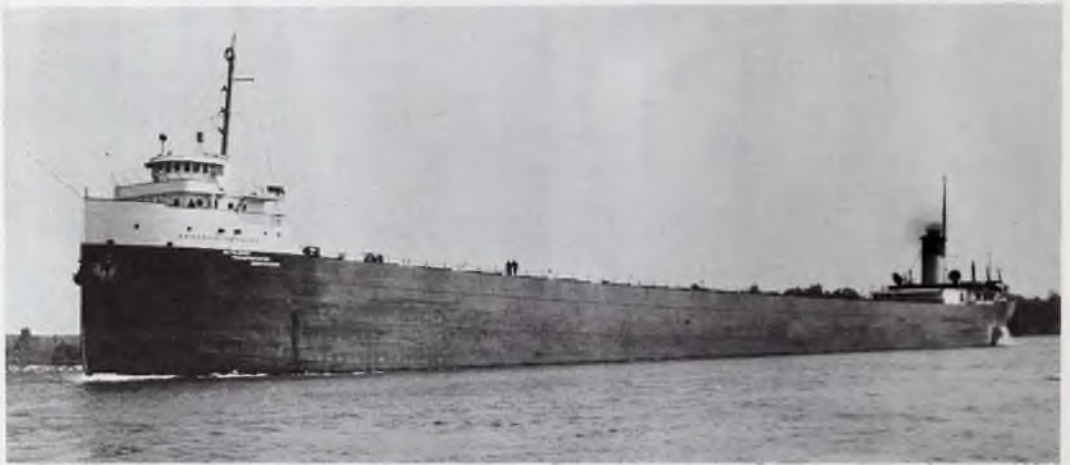
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EIGHTY SHIPS TO THE SEA

- JAMES E. McALPINE*; *Brown & Company*. Sold to Marine Salvage. Thru Welland bound out Seaway under own power 5/?/65. Delivered Genoa, Italy; A.R.D.E.M., SA., in tow with *J. J. H. Brown*, 7/19/65.
- PRICE MCKINNEY*; *Pioneer Steamship Co.* Sold to Marine Salvage. Thru Welland bound out Seaway under own power 6/16/61. Delivered Hamburg, Germany; Eisen und Metall, 7/17/61.
- MAKEWELI*; *Lakeland Tankers, Ltd.* Sold to Marine Salvage. Departed Montreal, Quebec (date unknown) and arrived La Spezia, Italy, (consignee unknown) 11/5/67. Was in tow with *Mohawk Deer*.
- MATAAFA*; *Nicholson Transit Company*. Sold to Marine Salvage. Thru Welland in tow of tugs *Laurence C. Turner* and *California* 10/23/64. Continued thru Seaway bound out under own power 6/4/65. Delivered Hamburg, Germany; Eisen und Metall, in tow with *L. S. Westcoat*, 7/19/65.
- MOHAWK DEER*; *Mohawk Navigation Company, Ltd.* (Scrap broker, point of departure and date unknown). Departed in tow of Polish tug *Jantar* and was lost at sea, going on the rocks near Portofino, Italy, on the Gulf of Genoa, enroute to La Spezia, Italy (consignee unknown) 11/6/67. (See *Makeweli* entry)
- NORTH AMERICAN*; *Security Peoples Trust Co.* Sold first to Al Kerr then to Seafarers' International Union. Thru Welland bound out Seaway in tow tugs *Michael McAllister* and *America* 9/4/67. Thru Seaway in tow *Michael McAllister* out to sea, and lost off Nantucket Island, N. Y., enroute to Piney Point, Maryland, 9/13/67.
- DAVID Z. NORTON*; *Columbia Transportation Co.* Sold Marine Salvage. In Welland, own power, 5/9/64. Delivered Genoa, Italy; A.R.D.E.M., SA., 6/4/64 in tow with *Norman W. Foy*.
- WILLIAM A. PAINE*; *Pioneer Steamship Company*. Sold to Marine Salvage. Thru Welland bound out Seaway under own power 7/30/61. Delivered Genoa, Italy; A. R. D. E. M., SA., 10/4/61.
- PERSEUS*; *Nicholson Transit Company*. Sold to Hyman Michaels Company. Thru Welland bound out Seaway in tow tugs *Graeme Stewart* and *James Battle* 8/15/61. Lost at sea while in tow of British tug *Englishman* 9/19/61; foundered 9/21/61. Had been enroute Genoa, Italy; A.R.D.E.M., SA.
- R. O. PETMAN*; *Canada Steamship Lines*. Sold to Marine Salvage and by them to Jacq. Pierot, Jr. & Sons. Departed Kingston, Ontario in tow tugs *Graeme Stewart* & *Salvage Monarch* 5/11/68. Departed overseas in tow Polish tug *Jantar*, bound La Spezia, Italy (consignee unknown). Arrived, unloading rig intact, in tow with *Soodoc* 6/17/68.
- PIONEER*; *Nicholson Transit Company*. Sold to Hyman Michaels Company. Thru Welland bound out Seaway in tow tugs *Graeme Stewart* and *James Battle* 9/19/61. Taken to Italy (consignee, city and date unknown).
- W. G. POLLOCK*; *Continental Grain*. Sold to Marine Salvage. Thru Welland bound out Seaway in tow tugs *Graeme Stewart* and *James Battle* 9/30/64. Arrived Genoa, Italy (consignee unknown) 11/19/64.
- POWERAUX CHRIS* (ex *Grand Island*) Sold Acme Scrap Metal, then Power Auxiliary Corp. In Welland 8/27/64 in tow of *Foundation Valiant* and *Foundation Vibert*. Delivered to Hamburg, Germany; Eckhardt & Company 9/11/64.
- POWERAUX MARK* (ex *Joliet*) *Cleveland Cliffs Co.* Sold Power Auxiliary. In Welland 7/19/64 in tow of *Foundation Vibert* and *Foundation Valiant*. Delivered to Hamburg, Germany; Eckhardt & Company 9/24/64



WILLIAM F. STIFEL, 8/26/52



EDWARD Y. TOWNSEND, 8/19/53



JAMES WATT, 5/30/57

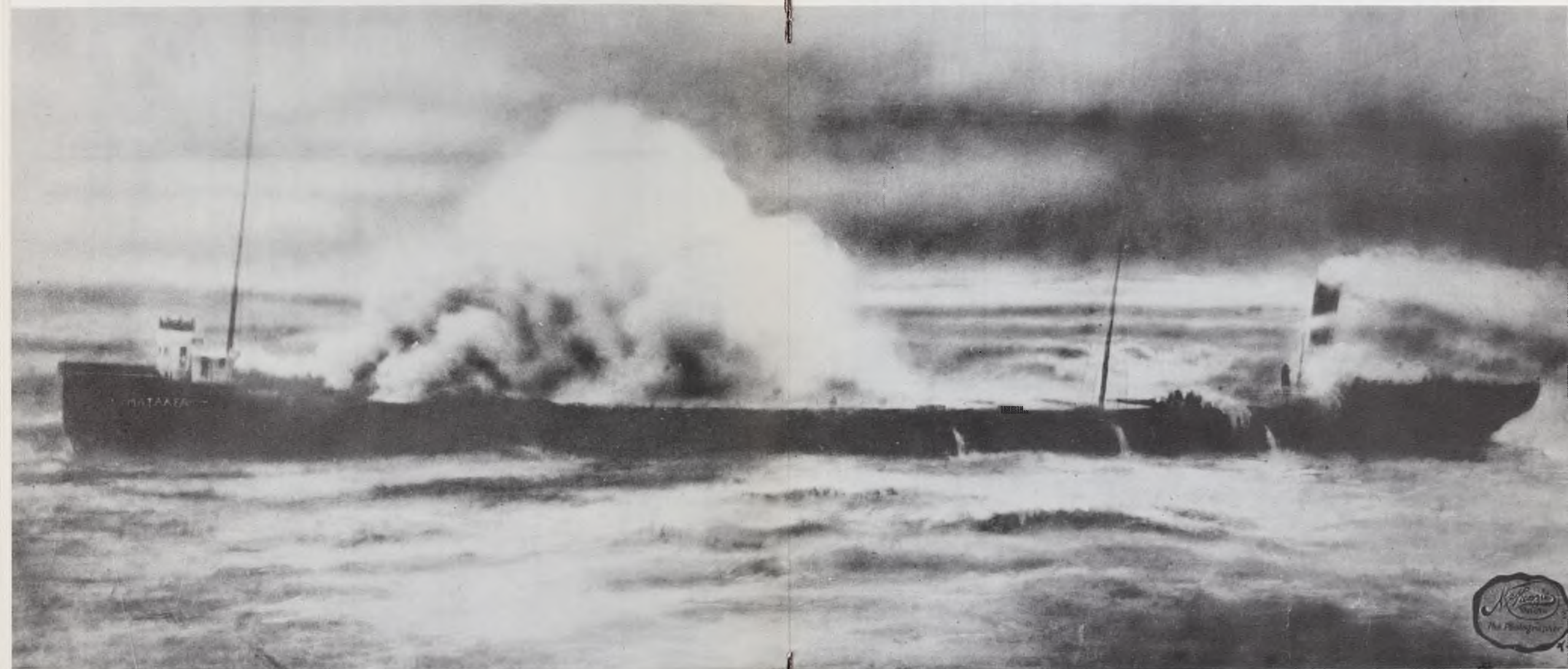
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- POWERAUX PETER* (ex *Ralph S. Caulkins*) *Gartland SS Co.* Sold to Power Auxiliary Corp. In Welland 6/4/64 in tow of *Foundation Valour* and *Foundation Valiant*. Delivered to Bremen, Germany; Eisen und Metall A.G. 8/24/64.
- POWERAUX ROGER* (ex *Marquette*) *Cleveland Cliffs S.S. Co.* Sold to Power Auxiliary Corp. In Welland 9/28/64 in tow of *Foundation Valiant* and *Foundation Vibert*. Delivered to Hamburg, Germany; Eckhardt & Company 3/4/65.
- PRINDOC*; *N. M. Paterson & Sons, Ltd.* Left Toronto under own power. Delivered Bremerhaven, Germany; Eisen und Metall, 7/17/64 (dates of departure and arrival and overseas tug unknown).
- RUFUS P. RANNEY*; *Tomlinson Fleet Corp.* Sold to Marfax Steel & Railway Equipment Co. (Afram Brothers). Thru Welland bound out Seaway in tow tugs *Matton* and *J. C. Stewart* 7/9/61. Arrived Genoa, Italy; S.A. Cantieri Navali Santa Maria 9/9/61.
- RICHELIEU*; *Canada Steamship Lines (renamed Passenger No.3)*. Departed Sorel, Quebec 5/15/66. Delivered Antwerp, Belgium; Joseph DeSmeldt in tow with *Tadoussac* 6/9/66. Later dismantled.
- ST. LAWRENCE*; *Canada Steamship Lines (renamed Passenger No. 1)*. Departed Sorel, Quebec ?/?/66 and delivered to Antwerp, Belgium; Joseph DeSmeldt 7/15/66.
- SASKADOC*; *N. M. Paterson & Sons, Ltd.* Sold to Marine Salvage. Departed Toronto, Ontario in tow tug *Graeme Stewart* 8/19/67. Delivered Santander, Spain (consignee unknown) in tow with *Augustus B. Wolvin* 9/24/67.
- SAUREL*; *Canadian Department of Transport*. Sold to Steelfactors, Ltd. Departed overseas in tow Polish tug *Koral* from St. Johns, Nfld. Arrived Vado, Italy (consignee unknown) in tow with *Laketon* 1/28/68.
- CAPTAIN C. D. SECORD*; *Mohawk Navigation Co., Ltd.* Sold to Steelfactors and by them to Poul Christenson and by them to Eckhardt & Co. Departed from Prescott, Ontario ?/?/68; departed overseas in tow Polish tug *Jantar* 8/21/68. Delivered Santander, Spain (consignee unknown) in tow with *Bricoldoc* 9/13/68.
- JOSEPH SELLWOOD*; *Interlake Steamship Company*. Sold to Marine Salvage. Thru Welland bound out Seaway under own power 5/30/62. Departed Quebec City 6/8/62. Delivered Genoa, Italy; A.R.D.E.M., SA., 7/1/62.
- IMPERIAL SIMCOE*; *Imperial Oil Company, Ltd.* Sold to Steelfactors, Ltd. Thru Welland bound out Seaway under own power ?/?/65. Delivered Santander, Spain (consignee unknown) in tow with *Imperial Welland* 10/13/65.
- SOODOC*; *N. M. Paterson & Sons, Ltd.* Sold to Marine Salvage and by them to Jacq. Pierot, Jr. & Sons. In Welland bound out Seaway 5/20/68 in tow tugs *Graeme Stewart* and *Salvage Monarch*. Departed in tow Polish tug *Jantar* 5/24/68. Delivered La Spezia, Italy (consignee unknown) in tow with *R. O. Petman* 6/17/68.
- SOUTH AMERICAN*; *Chicago, Duluth, & Georgian Bay Transit Company*. Sold to Seafarers' International Union. Thru Welland bound out Seaway 10/3/67 under own power with passengers. Delivered at Montreal 10/27/67 and taken in tow by U. S. tug *Sparrows Point*. Arrived at Piney Point, Maryland, for use as a seamen's school 11/9/67.
- POWELL STACKHOUSE*; *Bethlehem Transportation Corp.* (Scrap broker unknown) Thru Welland bound out Seaway in tow of tugs *Salvage Monarch* and *G. W. Rogers* 10/4/66. Departed in tow of Polish tug *Jantar* 10/12/66. Delivered Santander, Spain (consignee unknown) in tow with *Lebanon* 11/9/67.

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The Steamer *Mataafa*, built in 1899 for the Minnesota S. S. Co, had a stormy career. In the *Great Storm* of November 28, 1905, she was caught out with a barge in tow. She cut the barge loose to fend for itself, then attempted to make Duluth Harbor. The barge rode out the storm, but the ill-fated *Mataafa* crashed across the

north pier, breaking her in two. During the night, nine men lost their lives, frozen because they were unable to move from one end of the vessel to the other. Repaired, the ship served until she was scrapped overseas after finishing her career as an automobile carrier.

Mc. Kenzie Photograph from the collection of Kenneth E. Thro.

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EIGHTY SHIPS TO THE SEA

- WILLIAM F. STIFEL*; *Columbia Transportation Co.* Sold Marine Salvage. In Welland 10/3/60. Arrived Savona, Italy (consignee unknown) 12/27/60.
- SUPERIOR*; *Reiss Steamship Company*. Sold to Luria Brothers. Thru Welland bound out Seaway in tow tugs *Matton* and *J. C. Stewart* 6/8/61. Arrived Hamburg, Germany; Eisen und Metall, 8/1/61, after unloading loose scrap at Rotterdam, Netherlands, 7/21/61.
- SWEDEN*; *McCarthy Steamship Company*. Sold to Marine Salvage. Thru Welland bound out Seaway under own power 10/1/61. Arrived Genoa, Italy; A.R.D.E.M., SA., 12/13/61.
- TADOUSSAC*; *Canada Steamship Lines (renamed Passenger No.2)*. Departed Sorel, Quebec 5/15/66. Delivered Antwerp, Belgium; Joseph DeSmeldt in tow with *Richelieu*, 6/9/66. Subsequently sold to Denmark hotel interests who operate as a floating hotel under name of *St. Lawrence*.
- EDWARD Y. TOWNSEND*; *Cambria Steamship Company (Bethlehem)*. Sold to Sea-Land, Inc., and by them traded to U. S. Maritime Administration and by them sold to Marine Salvage. Thru Welland bound out Seaway in tow tugs *Salvage Monarch* and *James Battle* 9/14/68. Departed overseas in tow Dutch tug *Hudson* and lost at sea when it broke in two 400 miles SE of St. Johns Newfoundland. Was in tow with *Dolomite* enroute Bilbao, Spain at time of accident, 10/7/68.
- JAMES C. WALLACE*; *Interlake Steamship Company*. Sold to Marine Salvage. Thru Welland bound out Seaway under own power 7/7/62. Delivered Genoa, Italy; A.R.D.E.M., SA., 8/5/62.
- JAMES P. WALSH*; *Pioneer Steamship Co.* Sold to Marfax Steel & Railway Equipment Co. (Afram Brothers). Thru Welland bound out Seaway in tow tugs *Matton* and *J. C. Stewart* 5/27/61. Delivered Hamburg, Germany; Eisen und Metall 7/17/61.
- JAMES WATT*; *Nicholson Transit Company*. Sold to Acme Scrap Company. Thru Welland bound out Seaway under own power 7/16/61. Delivered Gizon, Spain (consignee unknown) 9/25/61.
- IMPERIAL WELLAND*; *Imperial Oil Company, Ltd.* Sold to Steelfactors, Ltd. Thru Welland bound out Seaway under own power ??/65. Delivered Santander, Spain (consignee unknown) in tow with *Imperial Simcoe* 10/13/65.
- J. P. WELLS*; *Nicholson Transit Company*. Sold to Marine Salvage. Thru Welland bound out Seaway under own power 7/15/62. Delivered Genoa, Italy; Spett Italsider, SPA, 8/11/62.
- L. S. WESTCOAT*; *Pure Oil Company*. Sold to Marine Salvage. Thru Welland bound out Seaway under own power 6/17/65. Delivered Hamburg, Germany; Eisen und Metall, in tow with *Mataafa* 7/19/65
- WESTMOUNT*; *Canada Steamship Lines*. Sold to United Metals & Refining, Ltd. Departed Hamilton, Ontario, in tow tugs *Graeme Stewart* and *Helen A. McAllister* 8/5/67. Delivered Santander, Spain (consignee unknown) in tow with *Coalfax* 8/30/67.
- WINDOC*; *N. M. Paterson & Sons, Ltd.* Sold to Marine Salvage and by them to Jacq. Pierot Jr. & Sons. Thru Welland bound out Seaway under own power 12/4/67. Thru Seaway in tow tugs *Graeme Stewart* and *Salvage Monarch* 6/18/68. Delivered La Spezia, Italy (consignee unknown) in tow with *Leonard C. Hanna* 8/1/68.
- AUGUSTUS B. WOLVIN*; *Labrador Steamships, Ltd.* Sold to Marine Salvage. Departed Toronto, Ontario in tow tug *Graeme Stewart* 8/21/67. Delivered Santander, Spain (consignee unknown) in tow with *Saskadoc* 9/24/67.



L. S. WESCOAT, 4/19/52



WESTMOUNT, 7/4/54



AUGUSTUS B. WOLVIN, 5/30/55



CURATOR'S CORNER

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

It was necessary to make some hurried changes in the Museum exhibit schedule. It had been planned that we would open a completely new showing of color photographs by Harry Wolf, and that the fine exhibit of ink and watercolor drawings by Frank Crevier would then be removed. Fate, however, interceded.

The many friends of Harry Wolf, former ship's photographer on the *South American*, and Institute Board member, will be saddened to learn that he suffered a heart attack in early June. However, we hastily add the happier note that he has had an excellent recovery and is up and around at this writing.

The result of this to the Museum's program is that the Crevier drawings will remain on exhibit for an extended time until Harry is ready to install his photographs.

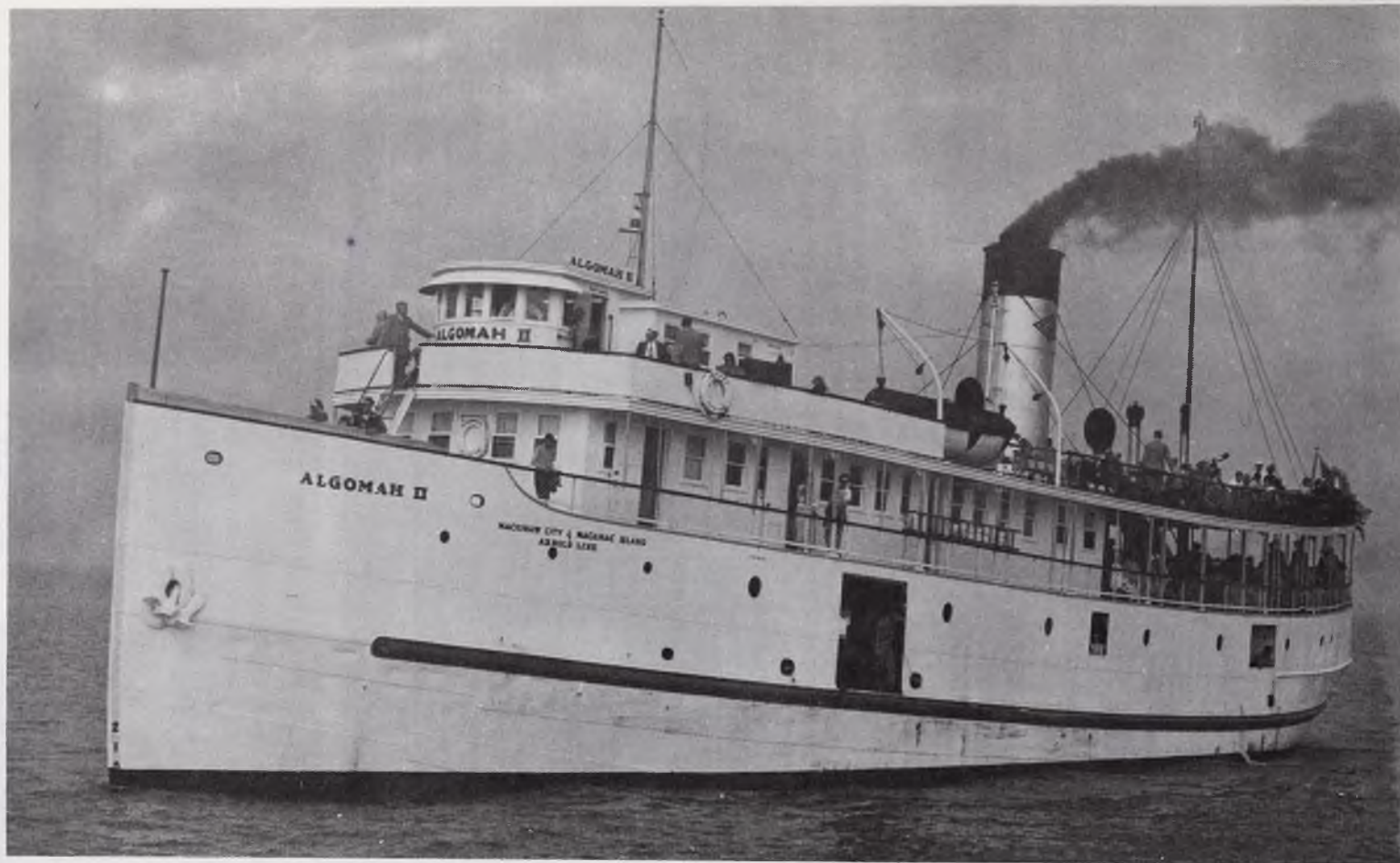
On the subject of these two exhibits, members in the western Michigan area will be interested in knowing that there is also a Crevier exhibit, and the Harry Wolf exhibit formerly shown in the Dossin Museum on current display at the *S. S. Keewatin* Museum in Saugatuck, Michigan. If you've never had the opportunity to view the completely different, but equally fine work of these two exceptional marine artists, it is a chance you would do well to accept.

Members know that we usually pass along information on books and publications when we receive it, and we've been advised of a new book that we feel is a *must* for serious marine historians.

USQUE AD MARE is a history of the Canadian Coast Guard and marine services, published by the Queen's Printer at Ottawa. It is a history which tells the story of the Canadian Government's involvement with the growth of Canadian commercial shipping and the accompanying need for aids to navigation and supporting services.

The story tells of lighthouses and buoys, of the government steamers, of lifesaving and rescue, of dangers and disasters which resulted in legislation for the public safety. Illustrated with contemporary photographs, some of which are heretofore unpublished, the total book makes an excellent addition to any library. Even though it is not primarily a Great Lakes book, we highly recommend it. The author is T. E. Appleton.

This book *IS NOT*...repeat; *IS NOT* available from the Museum. It must be ordered from *The Queen's Printer*, Ottawa, Ontario, Canada. Catalog Number T22-1868; Price \$10.00.



FAREWELL, ERIE QUEEN...The *Erie Queen* (a. *Bainbridge*; b. *Algomah II*) was taken out of the lakes recently, bound for an East River berth in New York City. Here it is planned to fit her out as a restaurant, the centerpiece of a waterfront playplace which will include a nightclub, a luncheon club, and a shoreline complex. She was towed to Montreal by the tug *Donegal*, and from there to New York City by the tug *Warrengas*, arriving in fun city on July 20. Photo: Rev. E. J. Dowling, SJ.



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Otto Streck; *Detroit*

...In the March-April issue of *TELESCOPE*, page 51, we asked for information on a Naval ship. The following comes from Member S. W. Nerheim at the Naval Station in San Francisco:

MFS 319 - *Gladiator*. Built 7 May 1943. Steel hull; fleet mine sweeper.
Displacement: 890 tons standard; 1250 tons full load. 105-117 crew.
Dimensions: 221.2 x 32.2 x 10.8.

*June 1...*At 6 P.M. the *Medusa Challenger* arrived at the Chicago River, inbound from Lake Michigan. By 7:20 PM, three bridges were out of commission. It started like this: She got by the Outer Drive and Michigan bridges ok, but after she sailed by the Wabash Avenue bridge, the tender couldn't lower the south leaf because of a power failure. Next came the Dearborn Street and Clark Street bridges which she passed without incident, but the Wells Street bridge wouldn't budge! The problem was then caused by her length, for with her prow not quite to the Wells Street bridge, her stern was still under the La Salle Street bridge. Starting with the problem at Wells Street the city electricians went to work, and by 8:30 P.M. the *Challenger* was able to sail again. The problem for this ship was not a new one, as the same thing had happened to her last month.

*June 2...**Manchester Concord*, new 12,000-ton container-ship built for Manchester Liners Ltd., arrived at Montreal on her maiden voyage. She is the third ship built especially for the container service between Montreal and Manchester. A fourth ship is now on order.

*June 3...*In Toronto, Ontario, James H. Bruce, acting director of Canada Centre of Inland Waters, told the annual meeting of the Lakefront Homeowners Association that nutrient pollution in Lake Erie will cost about \$1.4 billion to eradicate from the U. S. side of the lake alone. More than half the pollution is the result of phosphates discarded in municipal waters. He said nutrient pollution kills by overfertilization of plant life, encouraging excess algae, which in turn depletes the oxygen supply, killing fish. The algae later decays and settles to the bottom, covering spawning grounds.

*June 5...*In Chicago, Illinois, the 25th annual Purple Heart Cruise got under way aboard the *Milwaukee Clipper*. The all-star passenger list consisted of 700 veterans from the hospitals and training centers in the area of Chicago.

June 6...*Howard Hindman* passes down the Welland Canal with a load of salt for Montreal. She then goes to Quebec City for scrapping overseas.

June 7...*Eastern Shell* (a. *Lakeshell*; b. *John A. McDougald*) becomes *Fuel Marketer*, but is still owned by Shell.

...*Ruth Hindman* clears Owen Sound, Ontario, for her first trip of the season.

June 9...*Chemical Transport* was launched by Davie Shipbuilding Ltd., at Lauzon. She is the first of two oil tankers being built for Hall Corporation of Canada, for lake and Seaway service. A sister ship *Industrial Transport* is nearing completion.

...Halco purchases *Texaco Warrior* (a. *Cyclo Warrior*) and renames her *Lake Transport* (ii).



Lake Transport

Photo by George Ayoub.

June 11...The National Safety Council and the American Institute of Merchant Shipping, in New York City, gave awards to three Great Lakes shipping companies. Robert Kratzler, of Columbia Transportation Division, accepted three special awards. Joseph Ayers, President of Kinsman Marine Transit Company accepted an award for Buckeye Steamship Company as Great Lakes winner in the straight-deck bulker category. John Manning, Hanna Mining Co., accepted a runner-up award. The awards are given for prevention of crew accidents.

June 12...At 10:30 A.M., the Corps of Engineers closed a cofferdam at Goat Island and turned off the water to the American Falls at Niagara, where an accumulation of broken rock is beginning to turn the spectacle into more of a cataract than a waterfall. It will remain dry until December, while the engineers study how to arrest the deterioration and restore the beauty of the falls. As the water started to dry up, the riverbed was explored by hundreds of persons seeking coins that tourists have been tossing into the current for decades.

June 13...Both U. S. and Canada are planning to raise tolls on the St. Lawrence Seaway, members of the International Association of Great Lakes Ports (IAGLP) were told in Chicago. The IAGLP voted to fight the plan by rallying support from political, industrial and transportation forces in both nations.

June 14...CSL's bulk carrier *Donnacona* (a: *W. Grant Morden*) passed down the Welland Canal, light, on her last trip.

June 16...The strike at the iron ore loading ports of Pointe Noire, Sept Iles and Port Cartier, on the lower St. Lawrence River, is believed to be responsible for a sharp drop in transits through the Seaway. The strike started May 6, and there is no sign of a break in the deadlock.

June 17...*Ashcroft* (a: *Gleniffer*) passed down the Welland Canal with a load of grain for Quebec City on her last trip.



Ashcroft on last trip down Welland Canal, June 17, 1969.

Photo by Barry Gillham.

...S.I.U. President Mc Laughlin sends a letter to Canadian Prime Minister Trudeau asking him to end the Quebec iron workers strike. All Misener, Mohawk and Labrador ships are idle, as are many others.

June 20...Scubba divers have located a 100 year old wreck in 30 feet of water at Howe Island, near Gananoque, Ontario, in the St. Lawrence River. Several relics have been uncovered by the *Aquanauts of Ottawa*, as the group is known, which is affiliated with the Wheelhouse Maritime Museum. An unusual feature of the sunken ship is the oak planking which is riveted into iron ribbing with forged iron bolts. It was customary in the 1850's to lay iron plates on a wooden vessel, which was the reverse of the discovered wreck.

June 22...A burning oil slick floating on the Cuyahoga River at Cleveland caused \$50,000 damage to two key railroad trestles at the foot of Campbell Road Hill S.E., closing one to traffic. A fireboat battled the flames on the water while units from three battalions brought the fires on the trestles under control. No cause for the fire has been fixed at this time.

June 23...The iron ore strike in the Labrador and Quebec North Shore mines, now in its seventh week, has left 34 Canadian bulk carriers idle. Another 11 lakers are due to be laid up soon because one-way cargoes were too costly. The Misener Fleet of 10 ships are laid up. Half of Upper Lakes fleet is still operating, while only 5 of Canada Steamship Lines' fleet of 30 vessels is affected by the strike so far.

...Bulk cargo shipments which make up about 80% in Seaway tonnage, is now down 23% in the Montreal-Lake Ontario section, and 15% in the Welland Canal section, compared with last year.

...The Spanish freighter *Playa del Medane* hit the Snell Lock in the Seaway, halting traffic for more than 24 hours. A mix-up in the engine room is believed to have been the cause, sending the ship forward when she should have gone astern. Lock repairs should be completed by morning of June 25th.

...Norwegian-Caribbean Lines has announced it will postpone, for at least two years, the start of cruise service on the Great Lakes.

June 24...Mr. Alfred E. France, of Duluth, Minn., was sworn in as Federal co-chairman of the Upper Lakes Regional Commission.

...The saltie *Oceanic* collides with bridge No. 5 in the Welland Canal, putting it temporarily out of commission.

July 8...U. S. District Court Judge James C. Connell approved awarding damages totaling \$2.4 million to seven survivors and families of five men who died in the 1965 sinking of the self-unloader *Cedarville*. The judge overruled objections filed by claimants, the U. S. Steel Corporation, owner of the *Cedarville*, and the Norwegian owners of the freighter *Topdalsfjord*. Legal experts estimated it will be years before any claimants receive money. *This case is going to be appealed and appealed*, one lawyer said.

...Two more ships are being fitted out. They are *J. Clare Miller* (a: Harvey D. Goulder) and the *James Davidson*, both laid up at Toledo. This supports the belief that there will be a very late closing of the navigation season this year.

July 9...The fireboat *Cleveland*, moored at Collision Bend on the Cuyahoga River, Cleveland, Ohio, was nudged by the Canadian freighter *Paterson*, upbound on the river loaded with ore. The nudge buckled several plates on the *Cleveland*'s deck, and opened several seams. She had been on inactive status for several seasons for lack of manpower.

July 10...For the first time in her 16-years of operation the *William Clay Ford*, of the Ford Motor Fleet, carried her maximum tonnage up to the Rouge Plant at Dearborn, Michigan. She carried 20,101 tons of ore and drew 25.7 feet of water. Her Master is Captain Donald Erickson.

July 11...The U. S. Coast Guard has issued a notice proposing to lower the speed limits in certain areas of the St. Marys River. The proposal stems from several complaints of erosion along the banks of the river, allegedly caused by passing vessels.

July 14...Sen. William Proxmire (D-Wis.) speaking from the floor of the U. S. Senate, fired an answering blast at recent attacks on the administration's test of military shipping on the Great Lakes.

...An international study is being carried out jointly by the Canadian and U. S. Seaway authorities, U. S. Corps of Engineers, U. S. Coast Guard, and the Canadian Department of Transport, during the navigation season to determine the effect of passing ships on the shoreline of the St. Lawrence River from Montreal to Lake Ontario.

July 15...C. W. Cadwell clears Port Weller Drydocks after boiler repairs.

...The strikes at Sept Ile and Pointe Noire, on the lower St. Lawrence, show no signs of being settled.

...Mackinac Transportation Company, which operates railroad car ferries

between Mackinaw City and St. Ignace, Michigan, elected William B. Salter, of Detroit, as president. The company is owned jointly by the Penn-Central and Soo Line Railroads.



C. W. Cadwell at Welland Canal Lock 2, in June, 1963.

Photo by Frederic E. Weber.

...*Metis* rescues two people from a boat in which they had been adrift in Lake Ontario for four days.

July 16...*Canadian Progress* tied up below Lock 1 of the Welland Canal for engine repairs.

July 17...Governor James A. Rhodes, of Ohio, proposed on Washington that headquarters of the St. Lawrence Seaway be moved to Cleveland from its present site at Massena, N. Y.

July 19...A proposed change in the official load line for modern Great Lakes bulk carriers has received official approval in both U. S. and Canada, and the prospect seems bright that the change will go into effect late this month.

...*Canadian Progress* returns to regular service.

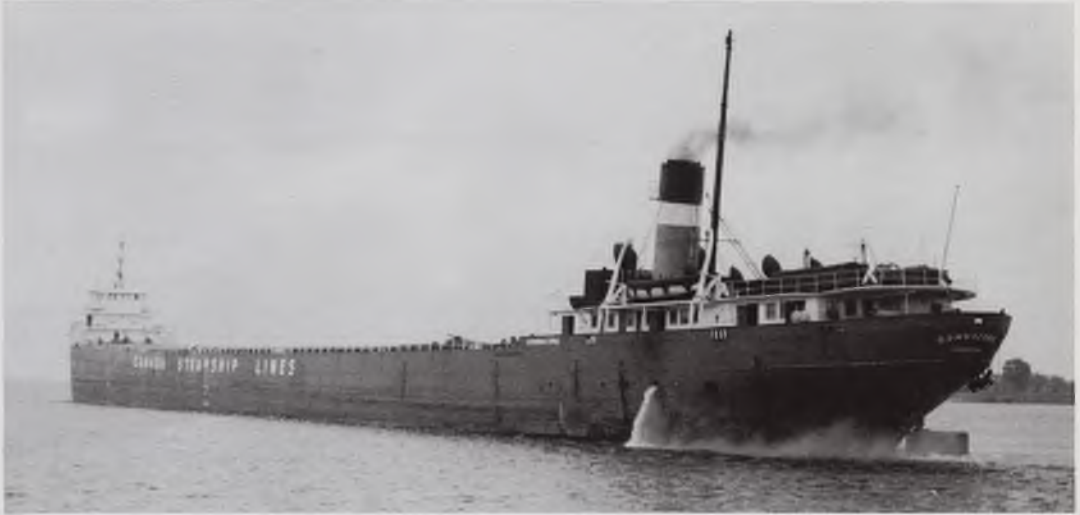
July 20...The Yugoslav freighter *Zenica*, grounded this morning in the Straits of Mackinac. She is reported in less than 18 feet of water, about ½ mile N.N.W. of the Poe Reef Light Station. The vessel is reported bound for Chicago with general cargo.

July 21...The tug *John Roen IV* failed to free the *Zenica* and returned to Sheboygan, Wisconsin for a barge to lighten the ship before trying again.

July 22...Acting Port Director of the Seaway Port Authority of Duluth is Robert H. Smith, who will hold the post until the port committee names a new director.

July 24...Adm Willard J. Smith, Coast Guard Commandant, by signing a change in regulations to bring load line practice on the lakes into conformity with that on salt water, granted additional load line to the following ships: (Granted six additional inches were) *Beeghly* (26-7); *Carnahan* (27-7.5); *Falk* (27-7.5); *Humphrey* (26-7); *Jackson* (26-4); *Sherwin* (26-7); and, *Weir* (26-3); (Granted 6.5 inches were) *Sterling* (26-8); *Anderson* (25-7.5); *Callaway* (25-7); *Clark* (25-7); *W. C. Ford* (25-7); *Greene* (25-9); *Reserve*

(25-7). (Granted 6.25 inches were) *Armco* (25-7.5); *Breech* (24-9); *Fitzgerald* (27-4); *Homer* (27-4); *Hoyt* (25-8.5); *Johnstown* (25-8.5); *Mauthe* (25-7); *Middletown* (27-11); *Ryerson* (27-2); *Sparrows Point* (25-8.5); *Sykes* (26-4). *Dykstra* (24-11) gets an increase of 5.75 inches. All increases are across the board for all seasons. Numbers given in parentheses following the names of vessels are the midsummer draft in feet and inches.



Donnacona (ex- *W. Grant Morden*) at Iroquois, Ontario, bound Quebec City under her own power. She departed overseas in tow of tug *Mississippi*, along with *Len E. Tate*; Destination scrap.

Photo by George Ayoub.



Fuel Marketer at Iroquois, Ontario, June 22, 1969.

Photo by George Ayoub.

July 25...Three vessels have been found guilty of loadline violations in the Great Lakes this year, a Coast Guard spokesman revealed today. On June 20, at Toledo, the *Hutchcliffe Hall* was found to have her load line 7.75 inches under water. She has been fined \$4,500 representing \$1,000 for the

violation, plus \$500 for each inch overload. On July 2, in the St. Marys River, the *John A. Kling* was found to be four inches over her mark and fined \$3,000. In Oswego early this month another vessel was found to be one inch over her mark but this violation was considered so slight that only a notation was made into her record.



William Clay Ford, outbound Rouge River on season's first trip.

Photo by Frederic E. Weber.

July 25...The hulk of an old sailing ship, believed built about 130 years ago, was taken into the harbor at Marinette, Wisconsin today, slung beneath a barge with steel cables. She had been raised on July 23, from 110 feet of water in Green Bay, where she is thought to have gone down in a storm about the time of the Civil War. Divers have reported the hull is still in good condition. Present plans are to restore her in the yard of Marinette Marine Corporation. Some authorities here believe the ship to be the *Alvin Clark*, built in Trenton, Michigan in 1846, but at present there is no confirmation of this belief.

July 28...The *Canadian Progress* set a new coal record at Conneaut, Ohio, when she loaded 31,451 net tons for delivery to Courtright, Ontario, on the St. Clair River. Previous record was set by *Canadian Century* on June 18 when she loaded 31,081 net tons.

July 29...Completion date for the \$110 million bypass on the Welland Canal has been rescheduled from 1972 to 1973 because of legal and procedural problems resulting from serious error in a contractor's bid on a major part of the work.

July 30...Companies whose ships were involved in the 1965 sinking of the *Cedarville* have been ordered to put up bonds of \$2.4 million each, plus 6% interest for two years. The move was made by Judge James C. Connell to safeguard damages amounting to that figure awarded seven survivors and families of men who died in the sinking. (see *item July 8; Ed.*)

July 31...The Coast Guard cutter *Tupelo*, a 180-foot buoy tender, will leave her station at Toledo, Ohio, in September to be reassigned to Astoria, Ore. Built in 1944, she has been at Toledo 22 years. A 36-foot motor lifeboat is to replace her.

MISCELLANEOUS

...*Cape Bretton Miner*, self unloader owned by Upper Lakes Shipping, Ltd., of Toronto, has been transferred to Nassau, Bahamas, during May, 1969.

...The small Canadian coasters M/V *A.C.D.* and *G.T.D.* (ex-*Tyree*) have been sold by Davie Transportation, Ltd., to Verreault Navigation, Inc., and renamed *I.V. No 9*, and *I.V. No 10*. (see *Goelettes List, Telescope, Dec. 1966* page 287; Ed.)

...*Lemoyne* (ex-*Glenmohr*) and *Goudreau* (ex-*Michigan*) outward bound from Quebec City, June 9-10, in tow of tug *Koral*, for overseas scrapping. *Lemoyne* is reported to have been sold to Germany.

...*Midland Prince* and *C. A. Bennett* (ex-*Viscount Bennett*; ex- *Berryton*; ex *B. F. Berry*) outward bound from Quebec City, June 7, 1969, in tow of tug *Rotesand* for overseas scrapping.

...*Sprucedale* (ex-*John Dunn, Jr.*) passed through the St. Lawrence Seaway July 16, and arrived at Quebec City the next day, bound overseas for scrap.

...*Ashcroft* (ex-*Gleniffer*) and *Sir Thomas Shaughnessy* cleared Quebec City, July 18, in tow of tug *Jantar* bound overseas for scrapping.



Doris Moran - Twin screw diesel tug. Built, 1967, Port Arthur Texas, by Gulfport Shipbuilding Corp. (#686) shown here clearing Seaway Lock 7, bound for Cleveland. She arrived there June 2. June 4 she arrived back at Port Colborne along with tug *Laurence C. Turner*, towing the ex-Liberty *Harry L. Glucksman*, which had been converted to a mine sweeper. Photo by George Ayoub.

The GREAT LAKES MARITIME INSTITUTE, Inc., promotes interest in the Great Lakes; 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 the Institute's holdings. The Institute was organized in 1952 as the Great Lakes Model Shipbuilders' Guild. 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.

TELESCOPE, the Institute's journal is published six times per year and covers Great Lakes topics. Its editors welcome opportunity to review manuscripts for publication, sent to Great Lakes Maritime Institute; Dossin Great Lakes Museum; Belle Isle; Detroit, Michigan 48207. The organization makes no payment for such material and editors cannot be responsible for statements of the authors of articles that appear.

Other communication with the Institute should go to the Coordinating

Director, addressed as above.

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