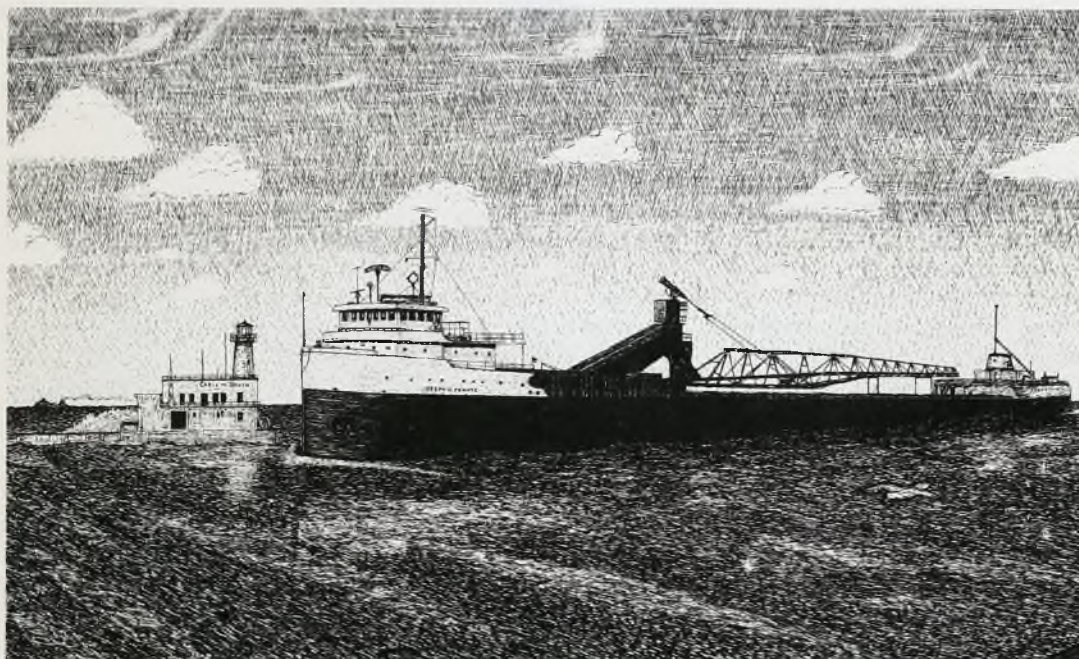


TELESCOPE

January - February, 1970

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**Great Lakes
Maritime
Institute**



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

Membership Notes

MEETING DATES

General Membership meetings will be held at the Dossin Museum as follows. All are at 8:00 P.M.

January 20, 1970; *Mr. Emory Gulash*, Sound Movies.
March 20, 1970; *Mr. Donald Richards*, Ship slide program.
May 22, 1970; *Mr. Harry Wolf*, Slides with sound.

Business Meetings of the Board of Directors (all members are encouraged to attend these meetings) will be held at the Dossin Museum as follows:

January 2, 1970; February 27, 1970; April 24, 1970; and June 26, 1970. All are at 8:00 P.M.

MUSEUM NOTES

Current special exhibit at the Dossin Museum is a showing of the large color prints of Institute Board Member and former ship's photographer *Harry Wolf*. This is the second edition of Harry's excellent work, and it is made up of an entirely new selection of scenes and studies from all around the lakes.

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THIS MONTH'S COVER...

The *Joseph H. Frantz* is depicted at Calumet Harbor in a scratch-board drawing especially executed for TELESCOPE by member Robert E. Johnson of Chicago. The *Frantz*, owned by Columbia Transportation Division of Oglebay-Norton was built in 1925 by Great Lakes Engineering Works at River Rouge, Michigan. She was originally powered with a triple expansion engine, 24-41-68 x 42, and was converted to a 5-cylinder Uniflow and made a self unloader in 1965. Her dimensions are 601.6 x 62 x 27.8; gross tons 8,289, net 6,436.

A DRAMATIC EVENT WRITES FINIS
TO A HALF-CENTURY OF GREAT
LAKES SERVICE FOR

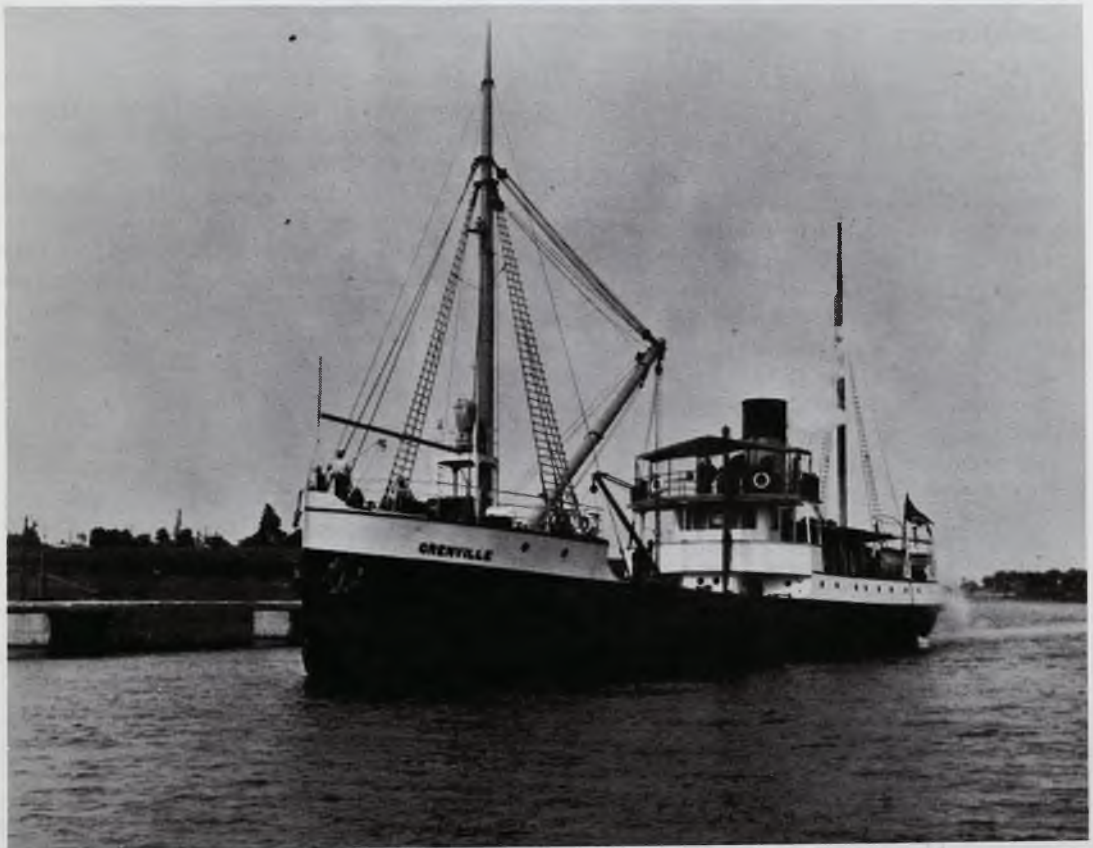
CCGS Grenville



By THOMAS E. APPLETON

*Canadian Department of Transport
Marine Historian*

(Reprinted with permission from *Transport Canada* magazine)



From June 6, 1915, when she was commissioned, until December 18, 1968 when the order was given to abandon ship, CCGS Grenville made a yeoman contribution to the marine service of Canada.

The career of the *Grenville*, built in 1915 and lost in 1968, covers an interesting phase of inland water development and made a notable contribution to it. Shortly before the vessel was put into service, the St. Lawrence canals were dredged to 14 feet, and traffic was on the increase. Lake vessels had increased greatly in size by the time the Welland Ship Canal was built...it had achieved a depth of 22 feet by 1932...and the fulfilment of a long cherished dream came in 1959 with the opening of the Seaway.

At the start of this period of development, the Department of Railways and Canals was responsible for aids to navigation in the section from Montreal to Kingston. For this they used two wooden steamers, the *Scout* and *Reserve*, to handle the buoys. Elsewhere in the Great Lakes, the Department of Marine and Fisheries employed chartered steamboats to supply the lights and maintain the buoys and spars. In 1903 Marine and Fisheries took over the entire system, fell heir to the *Scout* and *Reserve*, and established depots at Prescott and Parry Sound shortly afterwards. In 1909 they built two new buoy tenders, the *Lambton* and *Simcoe*, to handle the Upper Lakes work. It was soon found that the *Scout* and *Reserve*, harbor tugs in all but name, were unsuitable for Lake Ontario and a new vessel was ordered.

GREAT SUCCESS

Named after the County of Grenville on the Ontario shore of the St. Lawrence, the new ship was a great success. She was built by the Polson Ironworks of Toronto, a firm

now long defunct, which had an excellent record in production of ships and marine machinery for the Department, including the 22-knot Fisheries cruiser *Vigilant* in 1904 and a number of self-propelled lightships. The *Grenville* was a steel single-screw steamer of handy size, 155 feet, and was fitted with a triple expansion engine taking steam from two marine boilers under draft.

Commissioned on June 6, 1915, the *Grenville* spent her first season between Prescott and the Niagara River, a period which was interrupted by her being rammed on the port quarter by the tug *J. C. Stewart*, when alongside a dock at Toronto. The repair job, at the expense of the tug owners, took most of the ensuing winter. In 1916 the *Grenville* handled all the work from Prescott to Presqu'ile, including the building of the Burnt Island Light, and finished a long season when she took off the keeper of the Main Duck on December 29.

A change in this routine came about in 1917 as a result of a tragic loss. The CGS *Simcoe*, which had been ordered from Parry Sound to St. John, N.B. to relieve the CGS *Dollard* on that station, was lost with all hands. Working her way through the Quebec Agency, she had lifted the Magdalen Island buoys and on December 6 was overwhelmed in a severe snowstorm. The *Dollard* sailed for Paxry Sound as intended but, proving unsuitable, was relieved by the *Grenville* in 1918.

TRAGEDY STRIKES AGAIN

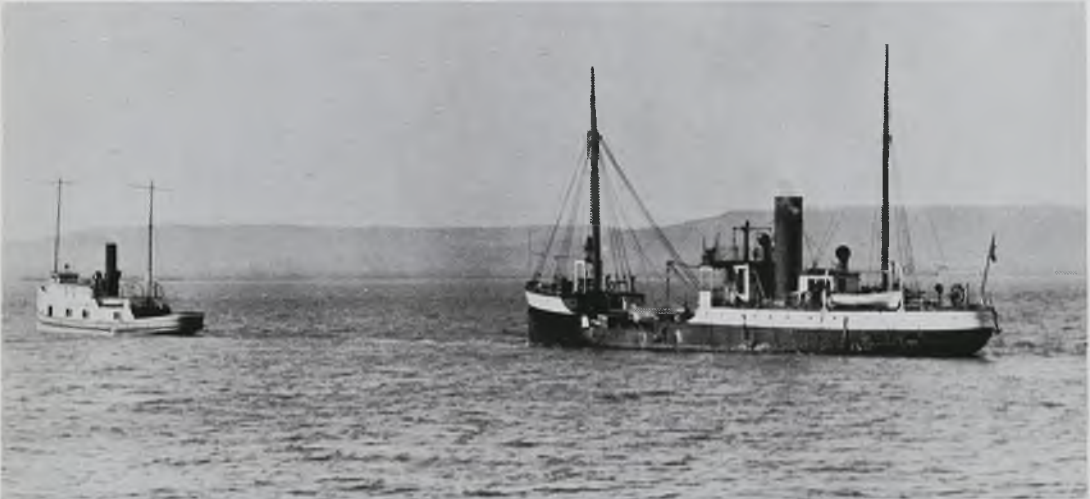
The Parry Sound Agency was worked by the two vessels, *Grenville* and *Lambton*, until April 1922, when tragedy again struck, this time the *Lambton* being lost with all hands. This disaster was particularly tragic as the *Lambton* was taking the Lake Superior lightkeepers to their stations and was lost without trace near Caribou Island.

The *Grenville* continued to be employed at Parry Sound without

incident until December 6, 1924, when she was stranded on the Burton Bank while making for Byng Inlet, Georgian Bay, in a snowstorm.

Unable to see the range light because of the weather, Captain Smith was anxiously trying to pick up the

flash of Gereaux Island when the vessel struck. And no wonder the light was invisible...it was out. Not in the best of humor, the master of the *Grenville* landed by boat, climbed up to the light, and was met by the astonished keeper, who approached from the other side.



TWO OLD STAGERS...The *Grenville* spent the winter of 1924-25 stranded on Burton Bank, near Parry Sound, after grounding in a snowstorm. Refloated in the spring she was patched up and towed to Collingwood for refit. The job was done by Mr. Blythe, who chartered the tug *Hellen S.* for the purpose from Captain Graham at Little Current. This tug, shown in this picture and still afloat at Toronto, was eventually converted to diesel and is owned by Canada Dredge and Dock.

Parry Sound & Marine Agency photograph.

It was disclosed that the light had flickered out when the keeper, who lived alone on the island, ran out of food and, in danger of starving, had gone to the nearest town for supplies. He was subsequently fired and one cannot help having some sympathy for a man who had worked under conditions which would not be tolerated today.

BADLY HOLED

The next problem was to get the *Grenville* off the reef but, racing against the freeze without success, the crew had to abandon ship on December 11. Badly holed and partly flooded, the wreck lay there until early spring, when a salvage party

from Collingwood Shipyards put pumps aboard, repaired the damaged tank tops and, lightening the vessel in every possible way, succeeded in towing her off to drydock in May 1925. There she remained under refit until September.

Returning to service at Parry Sound for the remainder of the season, the *Grenville* stayed in the Upper Lakes until 1931, when the CGS *St. Heliers*, a Saint class tug which had been purchased by the department and lengthened by 60 feet, was converted to a lighthouse and buoy vessel for the Parry Sound Agency. Back at Prescott again, the *Grenville* resumed her original role

and the *Scout*, by then showing signs of age, was phased out of service.

In those lean years, the thirties, life in the Marine Service reflected the general malaise which lay heavily on Canada and the world. Correspondence of the period is revealing. A request for four dozen lamp bulbs for the *Grenville*, complete with full explanation why they were needed, formed the subject of a letter from the agent to the deputy minister. In March 1935 the main engine overhaul cost only \$257.25 and deck repairs were \$656.25. To those familiar with the *Grenville* there is a knowing ring about reports that the wooden decks were leaking above the accommodation and required to be painted and canvassed.

MUTUAL AGREEMENT

Jobs were hard to get during the Depression and were largely dependent on political patronage. Crews were quite openly engaged from a roster drawn up in local constituencies; those in control of opposition members of Parliament were allocated a proportion agreed on mutually with colleagues on the Government benches in Ottawa.

So rigid was the system, that at one time special agreement had to be reached when two men were required for boiler cleaning. The boilers of the *Grenville* being small, combustion chambers were very cramped and only the smallest of men could work there safely. Of several boiler scaling laborers available on that occasion, it was two with political preferment who got the job.

It was something at that time to be a *small* Liberal or a *small* Conservative; better still to be a *tiny* Liberal or a *tiny* Conservative! Over the years both must have crawled impartially up the back ends of the *Grenville's* boilers.

The first Master of the *Grenville*, whose name appears on the original certificate of registry, dated July 9, 1915, was Captain Henry Esford. From then until 1930 the ship was

commanded by Captain Dick Smith and possibly others. Thereafter the list runs:

Captain M. Barry	1930-42
" J. Patchell	1942-46
" E. Parrish	1947
" O. Morphet	1948-62
" J. Gallant	1962-64
" A. Moreau	1964-65
" A. Croft	1965-66
" R. Blagdon	1966
" B. Dube	1966
" J. Young	1967-68
" D. Creaser	1968

HONORABLE END

After a long and successful career of hard work in servicing the aids to navigation of the Great Lakes, it was certainly in character that the *Grenville* should meet an honorable end in the work for which she had been intended. Unlike merchant vessels, ships of the Canadian Coast Guard must, on occasion, be placed in situations of some navigational risk; without this it would be impossible to safeguard the navigation of others.

On December 17, 1968, while attempting to recover buoys in the Beauharnois area, the *Grenville* was caught in a narrow reach, with the current sweeping massive ice downstream. This in itself was not unusual but, with increasing density and pressure, condenser trouble resulted. With both anchors down and the engines making maximum possible revolutions, the *Grenville* hung on grimly for the ensuing 24 hours or so and Captain Creaser was constantly on the bridge.

Early on the morning of December 18, despite the best efforts of all, the unrelenting ice took charge and the ship was dragged downstream. With great coolness and judgement, all hands were able to escape without injury as the end came when the *Grenville* was swept remorselessly against the abutment of a bridge. It was a triumphant ending to a period of great danger.

A footnote to the story is that

the crew, having escaped drowning by disembarking onto a bridge, were then exposed to the very real danger of being run down by a train. Prompt

action by the mate, Mr. McDonald, who ran along the bridge to the signal box at the shore end, averted this disaster.



AT THE END...After being crushed in the ice on December 18, 1968 and pinned against a railway bridge. The ship later sank until only her mastheads remained above the water.

Transport Canada photograph.

LEGAL LORE

by ROBERT I. SCHELLIG, Jr.

Maritime disasters, like any major loss of life and/or property, usually give rise to legal litigation. The reports and opinions of courts in these matters often yield useful and interesting information for the historian. Access to these documents is, by-and-large limited to attorneys and judges. This is unfortunate, and from time to time I would like to share some of the information found in these sources with members of the Institute through this column, which will appear periodically under the title above.



PERE MARQUETTE 12. Her short cross-river trip was to result in a three-ship collision.

Massman Photo; Dossin Museum Collection.

To a seaman, fog is a bitter enemy. To an admiralty court it is a consistent cause of litigation.

At about 7:00 on the morning of October 28, 1950, the car ferry **PERE MARQUETTE 12** was in her slip at Detroit, Michigan, loaded with railroad freight cars and ready to leave

for her companion slip in Windsor, Ontario.

A heavy fog lay over the river and the sound of fog signals could be heard from several vessels in the vicinity of the slip. The captain of the 12 thought it advisable to delay departure. At about 7:30 the fog

Concluded on page 10

ASSINIBOIA

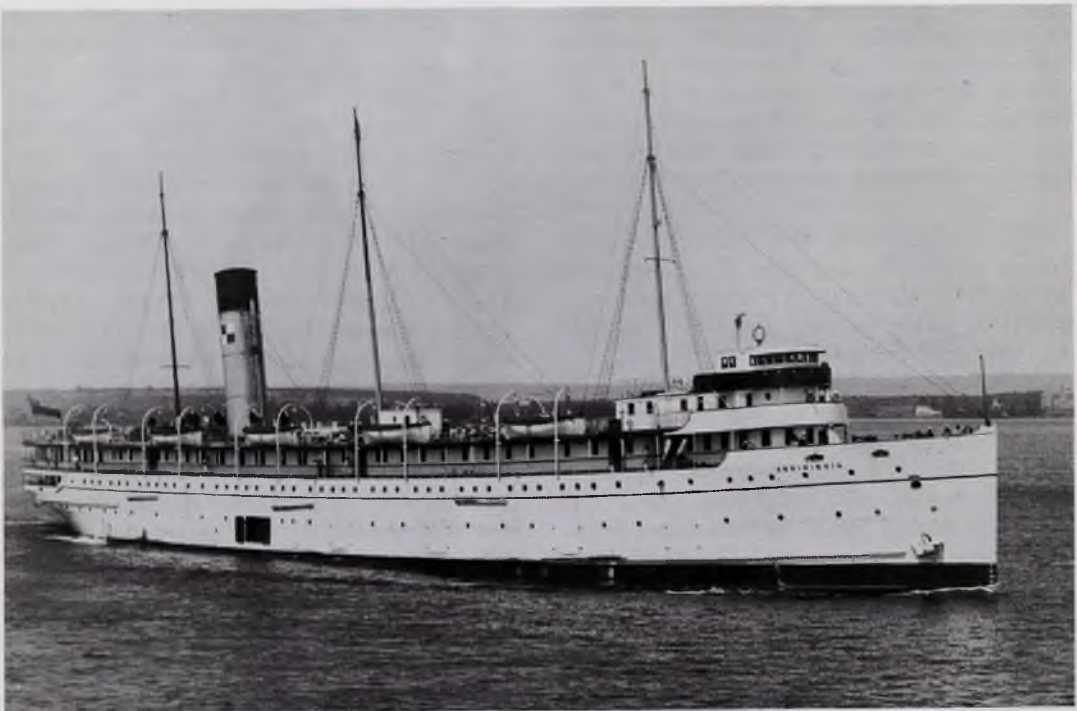
1907-1969

The former Great Lakes passenger steamer *Assiniboia*, recently taken out of the Lakes, consigned to use as a Restaurant in the Delaware River at West Deptford, N.J. was destroyed by fire on the night of November 9, 1969.

The blaze burned for more than 24 hours, rekindling repeatedly. Any hope of saving the ship was given up shortly after the fire broke out, but fire-fighters continued to pour tons of water into her burning hull, both from the shore and the river. Volunteers from five local fire companies worked from the shore while three Coast Guard boats, a fireboat from the Philadelphia Naval Shipyard, which is across the river, and the fireboat of the Philadelphia Fire Department fought in concert from offshore.

By morning the ship was listing about 40 degrees, was aground in 12 feet of water, and was described by Chief John Ireland of the West Deptford Verga Fire Company as *almost completely gutted*. Coast Guard authorities were taking precautionary measures to prevent pollution from the fuel that remained in her tanks.

The *Assiniboia* was built at Govan, Scotland in 1907 by Fairfield, Ltd., and was their hull No. 458. She was steel and measured 336.5 x 43.8 x 26.9. Her engine was a quad; 23½-34-48½-70 x 45, also built by Fairchild. She had to be cut in half to bring her into the lakes through the old St. Lawrence and Welland Canals. She was rebuilt at Buffalo. Owned throughout her entire career by Canadian Pacific Railway, she was sold to George and James Karivalis and Peter Vaness in September, 1968 for \$200,000 and taken by them to the Delaware River spot where she burned.



Continued from page 8

appeared to be lifting. Hearing no fog signals from other vessels at the time, the captain of the 12 decided to proceed into the river. She blew the appropriate departure signal. As the 12 started to edge out into the river she heard fog signals of other vessels approaching down-river, across whose path her course would take her.

At about that time the fog suddenly thickened and visibility became poor. Notwithstanding, the 12 held her course across the river, sounding fog signals at regular intervals. Shortly thereafter a one blast signal from an unseen vessel upstream was heard.

Now, ordinarily this would mean that the 12 should cross in front of the approaching craft. The 12 acknowledged the signal with a single blast and proceeded to cross the presumed path of the unseen vessel. She continued to hear the fog signals of the other vessels, apparently drawing closer, followed by a two-blast signal of a different quality than the previous one-blast! This indicated that at least one other unseen vessel was approaching from up-river. Under ordinary circumstances this would constitute a warning to the 12 that the second vessel intended to cross her bow.

Unable to make out the source of these signals, and somewhat confused as to the situation, the 12 nevertheless kept on her same course and at the same speed.

Suddenly the white masthead light and the silhouette of the whaleback tanker *METEOR*, carrying gasoline from Chicago, was sighted about 150 feet to port, bearing down upon the 12! The captain of the 12 immediately sounded the danger signal but it was too late to avoid a collision. He ordered her engines full ahead and her rudder hard left to reduce the angle of impact. The *Meteor*,

sighting the 12 at the same moment, ordered her engines full astern.

Hidden by the fog and never seen by the 12 was yet another vessel to be involved in the accident, the steamer *GEORGE W. MEAD*. She was running parallel to the *Meteor*, and about 150 feet to her starboard, slightly astern. The *Mead* had left her dock, abreast the lower end of Belle Isle, at about 6:50 a.m. that morning and was bound for Cleveland laden with automobiles. It was the *Mead* which had sounded the two-blast signal heard by the 12 before the *Meteor* had appeared out of the fog.

The 12 received a glancing blow from the *Meteor* about 140 feet from her stern, and was immediately again enveloped by the fog. As she slid off the 12 her bow swung to starboard and came into collision with the port bow of the *Mead*. The entire incident took place within seven minutes after the 12 had first backed out of her slip.

The Chesapeake & Ohio Railway Co., the owner of the 12, sued Cleveland Tankers, Inc., owner of the *Meteor* and the T. J. McCarthy Steamship Co., the owner of the *Mead*, for damages. These two, in turn, sued the railroad and each other. The case was argued before Federal Judge Theodore Levin whose problem was to find out which vessel, if any, was responsible for the three-way collision. Judge Levin, after hearing all of the evidence, found all three vessels negligent and split the damages three ways. The 12 was found to be negligent in not returning to her slip when the fog closed in. The *Mead* was found to be negligent in going too fast and trying to pass the *Meteor* in a narrow channel under adverse conditions. The *Meteor* was found to be negligent in not sounding danger signals or reversing her engines soon enough. Along with all these faults and overriding all was the sailor's eternal enemy...the fog.

Vessels Operating in the

DETROIT AREA

1760 • 1779

By LOUDEN G. WILSON

Our intent here is to catalog the vessels that *helped* during a period of history that found Detroit the central point of action in an upheaval that was to change drastically the course of North America and set the stage for two wars. Their actions, though relatively minor, are...or appear to be...fraught with discrepancy and confusion comparable to that which attended many major events during this period. Much that has been said and recorded of this period can be resolved. However, the writer admits failure to resolve totally the problems faced in this particular action, the only alternative being to present them in a way that allows the reader to make fair estimate and draw his own conclusions, as the author presumes to do herein.

No subject can be more complex than that of sailing craft, and this goes for delineation as well as descriptive text about such craft. This problem becomes more acute as one reaches back into the area of developing rigs and hulls, when the nomenclature was a nightmare. A recent article of considerable merit speaks of a *snow* as a three-masted vessel with a lateen-rigged mizzen, which apparently gave this type the

special facility of duplicating the performance of either a square-rigger or a fore-and-after.

Back to our story, of which we might say, like the country doctor: *Well, brother, you got troubles. Can't rightly name 'em, even, but you've got 'em. And I ain't got no pills that'll help you!*

By 1760, British penetration was reaching into the vital area of the Great Lakes, had invested the Strait of Detroit, and was probing northward. France had failed to support scattered posts and her holdings were disconnected and vulnerable. Despite determined Indian hostility, the British would secure and develop these outposts. A third of a century would pass before some of these holdings would again surrender to the infant offspring born in 1776.

Whatever treachery led to the disastrous fate of *le Griffin* remains a mystery. Why the French failed to foster this salutary beginning and had returned to the old established fur trade route is a story that by-passes our present area of interest.

Lake Erie, the waters of the Five Nations, nemesis of the French, was broached and Detroit captured. The few small vessels that helped ach-

ieve this and succeeded in maintaining communications to and beyond there, despite local resistance, are the leading characters in any story of the ensuing 20 years.

Since land and coastal communications quite apparently proved disastrous, due to the determined efforts of Pontiac and his followers the lakes themselves were the only safe (?) route left open. The little *barques* that were to circumvent the retaking of Detroit by the French allies are worthy of our attention.

The writer begs indulgence in a problem that defies all marine research on the period and the century to come...the nomenclature of vessels and their rigs. How do you get an Irishman, a Dutchman, and a Portuguese to agree on anything? A book could be written about how the Navy called a square-rigged ship a *sloop*. A ship's *jolly boat* became a yawl boat; and finally a type of rig. Of the period circa 1750, C. H. J. Snider, author of several books on war and peace on the Great Lakes, says the brigantine and schooner rigs had become standardized. Yet, in a very old draft of the Battle of Camperdown, 1793, showing the Dutch and English fleets diagrammed, three single-mast vessels, a two-master, and a three-master (square-rigged) are respectively designated as *cutters*, a *lugger*, and a *sloop*¹.

We will not analyze the reasoning here. However it had its merit in Naval jargon and we are dealing here with the British vessels. It was a noteworthy fact that Naval shipbuilding would have a very strong influence in *all* ship design and construction, even on the Great Lakes, for many years to come. The reason is that most competent men in all phases of shipbuilding and rigging learned the trade in naval dockyards and were sent...or went out...to the colonies for practical reasons.

In the wilderness, rule of thumb and great urgency were prime factors

so this adherence to rule and practice was apparent in Lakes shipbuilding well into the 19th century, and especially in Canadian yards, as far as St. Catherines where Louis Shickluna built canallers². As late as 1850 this was the only dockyard in Upper Canada. The reader may feel I am putting off the moment of horrible truth...and he is so right! *And we ain't through yet*, as the doc might say.

Barring the drawings of some distant delineator, possibly copied from sketches made by a young naval staffer (on the spot?) in his memoranda of similar vessels of the sea, we have no visual representation of the actual vessels that saved Detroit in those days of dire need. That 'saved' may even be in question for it was Colonel Bradstreet's expedition in open boats that finally clinched the problem by driving Chief Pontiac out of the woods. The vessels however did bring sustenance and assurance. Indeed, what finer sight might the beleaguered garrison see than the little schooner *Gladwin* at last, with a *soldier's wind*, rounding the bend below the fort with her pennants flying and her guns booming in a glad surge for home plate?

On a previous night she had lain, windbound and vulnerable, in the Fighting Island channel and had fought off an attack by a horde of Pontiac's warriors, her small armament put to good use. Days later, with a fair wind, she breasted the river current as morning came and sailed proudly into view of the fort. Until that moment the weary garrison would not be sure of her survival, knowing that the roll of cannonading during the still, dark, tension-fraught hours of night had clearly indicated that she was fighting for her very life and their own survival³.

Of the *Gladwin* and her contemporaries, near-clues to their rig and general appearance can be found in a map made prior to the period

and a later painting. The first is a representation of French and British fleets on Lake Ontario in 1758-60 taken from a map by the French Commandant Labroquerie⁴, also as developed by C. H. J. Snider. The second reference is from a *View of Detroit in 1794*⁵ by an unknown artist...a work recovered as recently

There are extant many examples in illustrated prints of vessels of the time; certain vessels that would be of a size, and as adaptable to the lakes, as were those built in the period. An example of such a print appears in a recent publication of *Two Years Before the Mast*⁶, captioned: *View of the Fort of Boston, 1832*,



VIEW OF VESSELS AT DETROIT, JULY 1794

The author believes the major vessels here are (L to R) *Chippewa*, *Nancy*, and *Ottawa*, two of which survived our period; and one, the *Nancy*, was built later. The action suggests that the vessels at left are fitting out. The spars above the *Chippewa* are of another vessel. The *Nancy* is hove down to a barge, careened for caulking. The (snow) *Ottawa* is lying off with her starboard anchor down and her sails in the bunt, not stowed. These vessels are all of 100 tons and too large for those usually designated. In the near forewater is a double cat, or Mackinaw, with two clubheaded sails; a type that had long service on the lakes. Variants of this rig outlasted all other types on the lakes and their descendents can be found even today.

as 1923 from England. Shown at the landing are several vessels. The author is not in agreement with the identification of these craft. However, they do represent the tendency of style and rig of the period and may even be, in one or two instances vessels that survived from the 1760-70's.

fabulously illustrated with drawings and prints, many quite beyond the scope of the text.

A last resort in such cases is the work of a very profound student and draftsman of historic American sailing ships and craft, author of several volumes on this subject and, though not a Great Lakes fan, none

the less a living gospel to the marine researcher, Howard Irving Chapelle⁷, Curator of Transportation of the United States National Museum. His works are so thoroughly researched, and so profuse, that his reader may easily lose track of what he is looking for, or become too involved.

It is well to state here that, of this period, little had been done toward development of a so-called *lake type* except to modify size to the demands of shallow harbors and some rather obviously treacherous characteristics of lake sailing. It can be noted generally that on the oceans, as well as the Great Lakes, the design and rig of all types changes very little during years reaching into the next century. When the truly merchant-type vessels began to evolve and the style of the little fast packets was gradually adapted to the largest of a blossoming merchant type vessel, then, and only then, did the wooden warship character lose out to true merchant types.

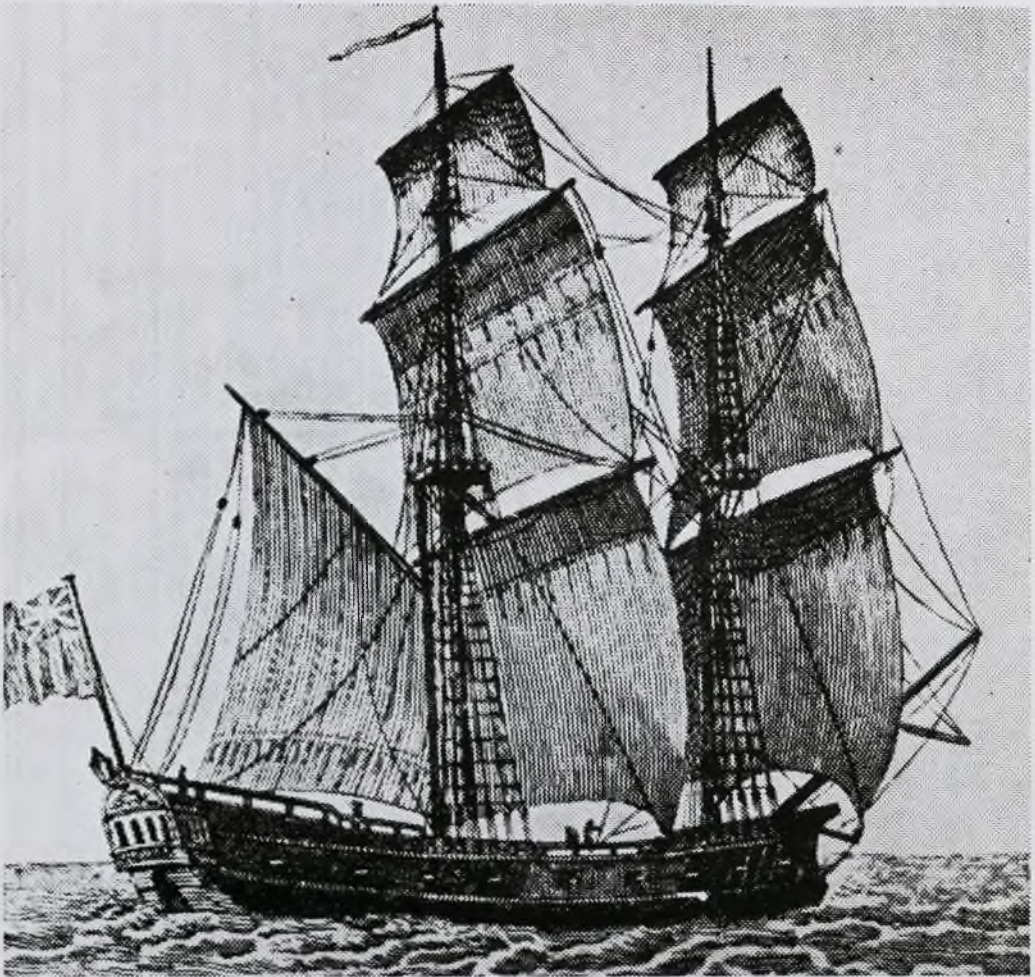
Disaster followed quickly on the heels of the *Gladwin's* historic voyage of July-August, 1763. She and her erstwhile partner, the *Beaver*, were wiped out by the treachery of Lake Erie. On August 28 of that year, the *Beaver* was wrecked ashore at Catfish Creek, and the *Gladwin* was wrecked with all hands near Point Aux Pins. She had left Niagara late in September with 600 men under Major Wilkins, presumably shepherding a flotilla of bateaux, and encountered a terrific gale. Aboard were 70 men, 30 officers, stores, and ammunition. Probably only the *Gladwin* and her crew were lost. The rest, driven ashore, hauled their boats out and waited out the storm, not knowing that the *Gladwin* then had been lost with all hands!

The *Beaver* and the *Gladwin* are mentioned by Beers, one of the most reliable sources on Great Lakes history, which indicates that they

were built at Detroit⁸. Since they were both wrecked in 1763, after some service, it may be presumed they were in service at Detroit, where, according to the same source, the date of the *first* vessel built is given as 1769. Therefore, they were built at Niagara about 1760 and as stated were the first vessels above Niagara since 1680.

Other sources ignore the above facts. George A. Cuthbertson⁹ lists the building of vessels under the Provincial Marine Act of 1763, including the schooners *Huron* and *Michigan* at Navy Island in 1763. We might note here that the appellation *Michigan* seems questionable, as maps of this period mark former Lake Illinois as Lake Michigan only. The territory involved carries no such name and the state was not officially named until 1805. Beers recognizes neither of the vessels. Therefore, we may presume that the *Beaver* was hauled offshore and rebuilt at Navy Island in the fall of '63. The *Gladwin*, more seriously damaged, was raised and rebuilt at Navy Island in the winter of 1763-4. These two, under the Provincial Marine, were renamed *Huron (ex-Beaver)* and *Michigan (ex-Gladwin)*. The latter assumption gives reason for the *Michigan* getting credit for the *Gladwin* trip in '63. Cuthbertson shows an awareness of this factor and tries for justification¹⁰, proving only that she existed officially late in the following year. She was lost in 1765, which may indicate that she had a past!

The *Huron* is possibly the vessel that was used in 1815 to survey Lake Huron and Georgian Bay. Unofficially in his text Cuthbertson gives the dimensions of the *Huron* and *Michigan* as about 80 tons net; 60'x 14'x 7'; armed with five 4-pounders a side, and with two swivels in the bows. He gives a concise account of the *Michigan's* encounter with Indians on the trip to Detroit (the year she was being built at Navy Island, Niagara[?]). Strangely enough, a sometimes



This old engraving illustrates the type of rig that was given to both the *Chippewa* and *Ottawa*, termed snow, differing from a brig in that they could set a main course (or lower square sail) and were provided with a small mast immediately aft of the main to facilitate the operation of the spanker; the traditional *steering* sail. This after-sail, common to all sailing vessels, was a factor in relieving the tiller in most points of sailing. Note that at this time the dolphin striker had not yet appeared and some vessels still had a spirit-sail yard under the bowsprit.

used coupling in histories is of the *Gladwin* and the *Huron*, as in Dorothy Mitts story of St. Clair River Country¹¹, based on her column of several years in the *Port Huron Times Herald*.

(Here the reader is asked to turn to the table on page 16-17.)

A comment on some factors beyond the scope of our list seems appropriate here. Of the *Beaver* we note that near her building place at Navy

Below is a list of British vessels, giving data available to the author. This should provide a picture of the discrepancies existing, so much so that assumptions seem mandatory. One must first realize the lack of communication and record preservation during those hectic years in a wilderness infested with multiple hazards, over 100 years ago, when preservation of body and soul was the primary instinct. The author hopes that this may serve as a stepping stone...no more...to the student and lead to final resolution. He is quite sure that there are other sources, unknown to him, which, brought to light, will clarify much of the uncertainty involved.

NAME	RIG-GUNS	TONS	DIMENSIONS	BUILT	SERVICE	SOURCE	REMARKS
BEAVER	Sloop or Schooner			(1760-Navy Island)	Lakes Erie & Huron	Beers Parkman	Aid in defense Detroit '63; wrecked Catfish Creek, Lake Erie '63.
GLADWIN	Schooner			(1760-Navy Island)	do	Beers Parkman Landon	Relieved Det 6/23-25/63. Aid in defense. Made several more trips. Lost Lake Erie with all hands September '63.
HURON	Schooner 10 4-lbs 2 swivels	80	60 x 14 x 7 Beam at least 18'	1763 Navy Island	do	Dunbar Cuthbertson	Mentioned dispatches 10/64. Used 1815 survey L. Huron, Geo. Bay. Broken up (Beaver, rebuilt, renamed?)
MICHIGAN	Schooner 10 4-lbs 2 swivels	80	60 x 14 x 7 Beam at least 18'	do	do	Cuthbertson Dunbar	Mentioned dispatches 10/64. Lost L. Erie '65. (Gladwin rebuilt, renamed?)
VICTORY	Schooner			1764 _B 1766 _C Navy Id.	do	Beers Cuthbertson	
ENTERPRISE	Schooner	undisclosed		1769 Detroit	Trade unlawful?	Beers Cuthbertson	First known vessel built at Detroit. Believed commercial vessel
BETSY	Sloop	do		do	do	Beers	
CHIPPEWA CHIPPEWA	(?) first Snow 12 6-lbs	100		1771 _B 1795 _C Detroit	Lakes Erie & Huron	Beers Cuthbertson	2 diff. vessels (?) First was destroyed L. Erie 1775 _A Second in service 1795 _{TP} . Believed last Brit Ves blt Detroit
CHARLOTTE	Schooner			1771 _B 1766 _C Navy Id.	do	Beers Cuthbertson	Ref in Beers as <i>Lady Charlotte</i> . Not mentioned 1795 on L. Erie _{TP} .
BEAVER (2)	Schooner			1771	Lake Erie	Beers	Lost 5/71 near Sandusky, all hands. (intended for L. Sup.) _L
HOPE	Schooner	81	47 x 18 x 9	1771 _B 1777 _C Detroit	Lakes Erie & Huron	Beers Cuthbertson	Lost L. Huron 1805 near St. Mary's River.
ANGELICA	Sloop	66 47		1771 _B 1778 _C Detroit	do	Beers Cuthbertson Dunbar	Named for Angelique Beaubien. Commanded by Henry Ford, RN; 1779
DUNMORE	Schooner 12 4-lbs	106 75	50 x 20 x 7	1771 _B 1777 _C Detroit	do	Beers Cuthbertson	Built 1772 _P . In service Lake Erie 1779 _{TP} . Used in survey of L. Huron 1788 _L .
GEN'L GAGE	Brig 14 guns	170	72 x 22 x 8	1772 _{BP} 1776 _C Detroit	do	Beers Cuthbertson Palmer	Served Revolutionary War. Not mentioned 1795 on L. Erie _{TP}
FELICITY	Sloop	55 47		1774 _B 1778 _C Detroit	do	Beers Cuthbertson	At Ft. Michilimackinac '79; Sam'l Robertson, cmdr. see TELESCOPE V 18; No 3.
FAITH	Schooner	61	47 x 18 x 9	1774 _B 1777 _C Detroit	do	Beers Cuthbertson	Carried 10 guns in Rev. War. Cuthbertson says built at Navy Island.
ADVENTURE	Sloop	34		1776 _B Detroit	do	Beers Cuthbertson	Cuthbertson says built at Navy Island 1775.
WYANDOTTE	Sloop	47	37 x 16 x 6½	1779 Detroit	do	Beers Cuthbertson	Cuthbertson says built 1778
OTTAWA	Snow 12 4-lbs 6 swivels	100		1776-78 Navy Island	do	Cuthbertson	Same dimensions as <i>Chippewa</i> _{TP} 36 officers and crew
WELCOME (WELLCOME?)	Sloop	47		1778 Navy Id.	do	Cuthbertson	

Key to sources in above chart only. Other footnotes at end of article.

A - John Askin Papers; Burton Hist. Collections
B - Beers; History of the Great Lakes
C - G. Cuthbertson; Freshwater

L - F. Landon; Lake Huron
TP - T. Pickering manuscript; Burton Hist. Collections
P - Friend Palmer; Early Days in Detroit

its time to renew

*A SPECIAL NOTE
and AN APPEAL
to our members*

Please turn the page

Island (presumed) is an island named Beaver. Navy Island is a very small island below Grand Island, barely four miles above the cataract. The *Gladwin*, often spelled *Gladwyn*, came in for more of the action than the *Beaver* which though designated as a sloop may well have been a schooner. (See sloop *Swift*, 1721)⁷.

Incidentally, the Swift is a very good example of the size and appearance except for the fancy work and some breadth of beam; both too much. Note how the bottom lines are flattened, contrary to the usual deep V. This was the process necessary for shallow water. Then, perhaps, get rid of that tumblehome...Eureka!

The gaff topsail...above the gaff of fore-and-afters...was not then known, and many of the breed carried square topsails on one or both masts and often a large square sail below on the fore; being almost a brigantine, a term yet to be coined. To the uninitiated it should be said that all or any of such sails were *fair weather canvas* and were not only stowed, but as fall and winter came were removed...lock, stock, and barrel. Even the topmasts were lowered away and lashed along the bulwarks. This was true on the Lakes just as on the ocean where a ship was completely rigged down for the Cape Horn passage, though they were seldom represented this way by romantic painters.

Paintings of Lake craft of early times often had a common error, showing these tiny craft (little bigger than many present day yachts) 35 to 60 feet, as vessels of relatively twice actual dimensions. Many would make dubious contenders for our Mackinac races of today. My intestinal fortitude shrinks to peach-size and hides under a yellow slicker when I even think of being caught in a blow in such craft, even on a duck pond, being a fireside Sunday sailor myself.

The *Gladwin*, under Lt. Sinclair,

went to Mackinaw, arriving in October. Returning, she laid up in the Pine River¹¹, too late to get thru Lake St. Clair, no doubt. The *Huron*, says the same source, failed to traverse this lake in September, 1762 and returned to Detroit. This *had* to be the *Beaver* or nothing, for (note above) the *Huron* was built in 1763.

The schooner *Enterprise* becomes important as the possible first commercial vessel built at Detroit...as even Mr. Cuthbertson grudgingly recognizes⁹...without apparent sanction by the Provincial Marine, which then prevailed as a kind of martial law on the Great Lakes. So they had some dissenters...nothing unusual in our day and age. There were also the *Betsy* and maybe a few others in the poky holes along the St. Clair lake and river. Who knows what those repressed French Canadian characters may have had up their sleeves. The name is at least suggestive. Possibly because of this we have no present knowledge of this vessel's size or tonnage.

There is little to add about the remainder of the vessels listed. The little schooner *Hope* was lost on a trip from Amherstburg to Fort St. Joseph when almost there. This is not the Fort St. Joseph taken in '63 nor the one at future Port Huron¹¹, but one belatedly acquired by the British on St. Josephs Island, which separates the St. Mary's River from the North Channel. Remnants of this old French fur trading fort are said to still be visible.

The *Angelica* is unique as being apparently named for the then *Belle* of Detroit, a daughter of the fur trader Beaubien, as well as for the propitious name of her Royal Navy commander,..Henry Ford¹².

Little can be added about the *General Gage*, by far the largest and handsomest vessel thus far built at Detroit. Here again, the authorities in Lower Canada did not know of her existence until the call to arms in '76. She may have been *on the stocks*.

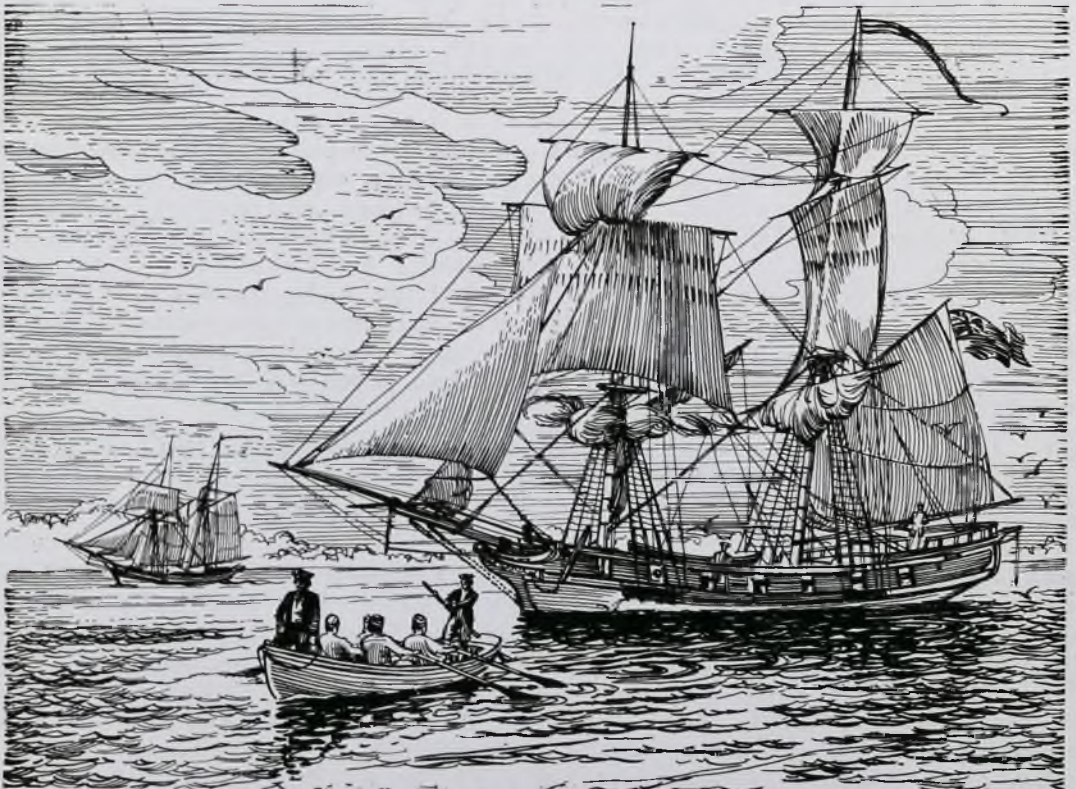
One lake barkentine stood on the stocks for three years at Gibraltar before she got a buyer, just one hundred and one years later.

As a final note, the writer apologizes to one and all and especially to Robert E. Lee, curator and friend, who bore the brunt of my error of some years back. Involved were two of the vessels mentioned above.

Choosing a drawing to use as a Christmas card and readying it for engraving...all that hurry, hurry, mailing envelopes, etc...I hastily lettered a caption for it without

checking. Of course, after it came out later as a Telescope cover, someone caught the error. Let's only say that the caption should have read: H. M. Brig *General Gage*, 14 guns, and schooner *Enterprise*, TWO of the first vessels built at Detroit. Shown is the *Gage*, lying hove-to while a shore party comes off. In the far back water, the *Enterprise* is seen beating upriver. However, this does not solve a few other problems about these two, as one can readily see in the foregoing article. Well, I'd rather be in hot water than cold; given a choice!

(1) James Dugan: *The Great Mutiny*; paperback, 1967, Signet Books. (2) C. H. J. Snider: *Schooner Days*, in *The Toronto Telegram*. (3) Beers: *History of the Great Lakes*, Vol. 1; pages 111-113; 1899. (4) C. H. J. Snider: *Tarry Breeks and Velvet Garters*; Ryerson, Toronto, 1958. Also Beers page 104. (5) Burton Historical Collection, Detroit Public Library. (6) Dana: *Two Years Before the Mast*; Vol. 1; Ward Ritchie Press, 1964. (7) H. I. Chapelle: *American Sailing Ships*; chapter on Colonial Period, W. W. Norton, 1935. (8) Beers: page 583. (9) George A. Cuthbertson: *Freshwater*; McMillan, 1931. (10) *Ibid*; footnote page 117. (11) Dorothy Marie Mitts: *That Noble Country*; Dorance and Co., 1968. (12) Willis Dunbar: *Michigan*; Eerdmans Publishing Co., 1966.



This is the offending drawing by the author of the H.M. brig *General Gage* and schooner *Enterprise* mentioned in the final paragraph of the article. (Editor's note: *All is forgiven, Louden!*)



GREAT LAKES *and* **SEAWAY NEWS**

Editor; Frederic E. Weber
11400 Balfour Road, Detroit, Mich 48224

Seaway News Editor; George Ayoub

Correspondents;

George Ayoub; Ottawa
Barry Gillham; Toronto

Edwin Sprengeler; Milwaukee
Otto Streck; Detroit

*Sept. 2...*Lake levels are 11 inches higher than last year at this time and 15 inches higher than the long-term average, but they are 6 inches below the stage recorded a month ago when Lake Erie set a new high for July. All 16 gates in the control structure at the Soo are open, as they have been all summer, permitting Lake Superior to fall to its average level and allowing extra water into Lake Huron.

*Sept. 3...*Iron ore shipments in July on the Great Lakes totaled 11.3 gross tons, highest for that month since 1960. August showed 11.2 million tons which is the highest since 1957 when 13.2 million tons were moved.

*Sept. 6...*The Canadian government is circulating a proposed draft of regulations for the prevention of water pollution by vessels other than pleasure craft. Applying to sewage and garbage disposal, the proposed regulations provide for fines up to \$5,000 or six months in jail or both for the owner of the vessel, or for the person directly responsible. All refuse will have to be stored aboard the vessel for discharge and incineration ashore, while sewage will have to be treated to bring it below specified levels of pollution before it can be discharged. Similar bills are under consideration in both houses of the U.S. Congress.

*Sept. 10...*At Port Colborne, Ontario, three hundred United Steel Workers pickets attempted to stop the unloading of the tanker *Cape Transport*, at the International Nickel plant. The strike has been in effect nine weeks.

*Sept. 12...*U. S. Steel's bulk carrier *Richard Trimble* pulled off a novel trick at Sault Ste. Marie this week. She borrowed a cylinder head from the museum ship *Valley Camp* to replace one she had blown out while on the St. Mary's River. Continuing her trip across Lake Superior she put in at the Fraser Shipyard where the part was replaced. When she left Fraser the borrowed part was on her deck to be returned to its owner.

...Clyde Van Enkevort of Bark River, Michigan, has bought the hulk of the barge *Wiltranco I* (ex-*Horace Wilkinson*), still hard aground near Buffalo. He plans to begin salvage work soon and expects to repair the hull and return the vessel to service.

GREAT LAKES AND SEAWAY NEWS



Barge *Wiltranco I*, slated for salvage effort.

Sept. 15...The long strike at Pointe Noire, Quebec, which began 19 weeks ago, has been settled. Workers are putting the dock in shape to receive vessels.

...The Norwegian bulk carrier *Bonita* is en-route from Port Cartier, Quebec to Gary, Indiana with a cargo of iron ore. Sources on the lower St. Lawrence and in Chicago say she has been in this service for some time.

Sept. 16...A tentative interim agreement was reached today between two unions and the Great Lakes Towing Company, assuring no work stoppage during the remaining lake shipping season.

Sept. 18...For the first time in the 20th century an authorized Naval burial at sea took place on Lake Erie today, when the USS *Whitehall*, Naval Reserve destroyer escort training ship based at Cleveland, set sail for a point about 20 miles off shore. There the cremated remains of retired Navy Storekeeper 2c Cecil J. Denigan were committed to the lake. Navy Department pollution codes prohibit water burials in the Great Lakes, but the ruling does not apply to ashes. The Department verified this burial to be the first in modern Naval history.

...The *Otto M. Reiss* went aground early Sept. 17 in the lower Soo Harbor at the entrance to Little Rapids Cut. Downbound with 8,160 tons of wheat from Duluth, Minn. for Buffalo, N.Y., she grounded, by the stern on a rocky bottom. The spot is known to Lake sailors as the Bayfield turn. There was some fog in the area at the time of the mishap. A Canadian tug, the *John Mc Lean* tried unsuccessfully to refloat her.

...The *D. G. Kerr* grounded briefly near Pipe Island in the St. Marys River. After freeing herself she anchored in Lake Munuscong to check for damage. She was upbound at the time.

...The self-unloader *Canadian Progress* set a new Great Lakes record for a single cargo of coal today when she loaded 32,016 net tons at Conneaut, Ohio for delivery to Courtright, Ontario, site of a new power plant on the St. Clair River. Loading took 8½ hours.

Sept. 19...The Lake Superior Board of Control has closed 10 of

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the 16 gates in the control structure at the Soo. Following the closing of the gates it was noted that the water levels below the locks had dropped 6 to 8 inches.

...Ford's *Robert S. McNamara* is laid up for her yearly overhaul in preparation for the winter coal run from Toledo to Dearborn.

Sept. 19...The *Otto M. Reiss* was freed today and is undergoing inspection to determine the extent of damage. The tugs *Amherstburg* and *Atomic*, assisted by the *John McLean* refloated her. She is expected to go on to Buffalo after the inspection.

Sept. 23...U. S. Representative Charles A. Masher (R-Ohio) has called upon Great Lakes area governors to participate in a national conference of coastal states in Washington, October 29-29.

...The *Wilfred Sykes* of the Inland Steel fleet caused considerable comment in Cleveland today when she delivered 21,203 gross tons of pellets to the C & P Dock. It turned out she is planning to load coal for the upbound trip to Indiana Harbor, making the two-way payload a profitable venture.

Sept. 24...An international port, first of its kind in North America, will be the goal of a joint U. S.-Canadian study announced by the mayors of the twin cities of Sault Ste. Marie, Ontario and Michigan.

Sept. 26...Bids will be taken today in Cleveland for the task of raising the 66-year old carferry *Grand Haven* and it is hoped salvage efforts may start next week. She has been moored in the old river for several years. She sank at her moorings October 19, and now rests on the bottom with the loading ramp on her after end submerged, the forward end out of water, and a list to starboard. She is not physically blocking the channel but appears to be held up by her mooring lines. If a large vessel passed her it could be held liable for consequences if the *Grand Haven* should roll over on her side, and into the channel, as a result of the passing vessel's wake. When she was discovered sinking on October 20, immediate action was taken to prevent pollution of the river by escaping oil. (*the Cuyahoga? Pollution?* Ed.) A boom was floated around the loading ramp to effect this precaution.

...Thunder Bay will be the new name of the twin ports of Port Arthur and Fort William, Ontario on the Canadian shore of Lake Superior. The change, which will become effective on January 1, 1970, was the result of a vote by the citizens of the two cities to amalgamate in the interest of political influence and administrative efficiency.

Sept. 27...Capt. Edward P. Fitch, master of the *Arthur B. Homer*, received a Public Health Service award aboard his vessel as she was discharging iron ore at Burns Harbor, Indiana. Lt. Com. F. G. Headley presented the award to the six vessel Bethlehem fleet for high standards of sanitation.

...H. Lee White, Chairman of the Board of American Steamship Co.,

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(Boland fleet) of Buffalo, and the parent company, Oswego Shipping Corp, of New York, died suddenly. Services were at Short Hills, N. Y. October 30.

...*Senneville* enters service on first run of season.

Sept. 30...The first ice meeting ever held in the fall was held between vessel managers, Coast Guard and Corps of Engineers, when vessel managers revealed their plans for winter navigation. At least seven major fleets plan such operation, some of them projecting a season ending as late as December 15.

Oct. 1...A work stoppage by American pilots in District 2 threatened to disrupt shipping schedules of ocean-going vessels in the Great Lakes. (District 2 covers the area from Southeast Shoal in Lake Erie to the lightship in southern Lake Huron.)

Oct. 3...T. J. McCarthy Steamship Company, of Detroit, owner of the sunken carferry *Grand Haven* let a contract to Murphy Pacific Marine Salvage Company, Merritt Division, of New York, to raise her.

...Thirty crewmen walked off the self-unloader *Avondale*, owned by Westdale Shipping Ltd., in what was described as a wildcat strike by authorities. The walkout occurred after a crew member had been fired and removed from the ship by police.

...*Tadoussac*, new CSL maximum-size self-unloader, christened at Collingwood on October 1, is upbound for the Soo on her maiden voyage. (See TELESCOPE, Vol. 18; page 108.)

...American pilots in District 2 returned to work at noon today.

Oct. 4...The *Paul H. Carnahan* ran into difficulty when her main rotor burned out causing a loss of power. She was about five miles south of Detour Reef Light in Lake Huron. Towed from there to Lime Island in the St. Mary's River by the tug *John McLean*, she was then taken in tow by the *Leon Falk, Jr.*, for the remaining trip to Ecorse, Michigan where she undergoes engine repairs.

Oct. 5...Five more gates in the control structure at the See were closed, and another half-closed. This left only one gate half open in the 16-gate structure which controls Lake Superior level.

Oct. 6...Port Weller Drydocks launched S.M.B.T. No. 2 for Shell Oil Company. She is a bunkering barge for Hamilton, Ontario and is to be towed by the tug *Tiffin*.

Oct. 9...*Bayfair* arrives at United Metals in Hamilton in tow of tug *Argue Martin*.

Oct. 10...The Coast Guard cutter *Tupelo*, on her way to Astoria, Oregon, was diverted to assist the 235-foot British ship *Hawthorne Enterprise* which grounded off Mona Island west of Puerto Rico. The *Tupelo* was unable to free the ship, and Coast Guard planned to have another vessel stand by, permitting the *Tupelo* to continue her trip.

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Veteran lake ships **BAYGEORGE** and **BAYFAIR** at old Galops Canal, Cardinal, Ontario.

Photo by GEORGE AYOUB

...The *Peter Robertson*, under tow with *Buckeye* for Europe, broke free from the tug *Fairplay X* in the Atlantic, suffering rudder damage. The tow returned to Sydney, N. S.

...The *Atlantic Skou* and the tanker *Maplebranch* collided in the St. Lawrence River near Quebec City. Both vessels were damaged, but both were able to continue on. No one was injured and there was no known cause for the mishap at the time.

Oct. 11...Ferry service between Levis and Quebec City is expected to be free for pedestrians effective December 1. A \$200,000 grant by the Quebec government will permit the ferry operators to eliminate the current fares.

Oct. 12...*Baygeorge* arrives at United Metals in Hamilton in tow of tug *Argue Martin*.

Oct. 13...Salvage work began today on the *Grand Haven*. It will take at least two weeks to float her.

...The abandoned hull of the barge *Ironwood*, moored beneath the east end of Anthony Wayne Bridge in Toledo, Ohio was set afire. The blaze was confined to the crew's quarters at the stern. The fire was believed started either by vandals or vagrants who have used the craft for sleeping quarters.

...*Peter Robertson*, *Buckeye* and tug *Fairplay X* get under way.

...A 45-year-old Federal law is to be used for the first time to force removal of fuel oil from the wrecked *Nordmeer*, German ship on the rocks near Alpena. Officials fear the ship's tanks may rupture during this winter's storms, spilling 20,000 gallons of oil into Lake Huron. The government said it will invoke the oil

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pollution act of 1924 to pump oil out of the ship. Costs of the pumping will then be charged to Norster Steamship Company of Hamburg, Germany, owner of the ship when it ran aground.

Oct. 16...Canada's newest and most powerful icebreaker, C.C.G.S. *Louis S. St. Laurent*, soon after completing her sea trials, joined the C.C.G.S. *John A. MacDonald* and the U.S. tanker *Manhattan* in ice testing operations of Resolute Bay in the Arctic.

...*Wiltranco I* was refloated and taken to Buffalo, N.Y., where she now lies at the former Barge Canal Terminal near Black Rock Channel. She was towed by the tug *Olive L. Moore*. The barge sank October 26, 1967 about a dozen miles southwest of Buffalo.

Oct. 17...Robert B. Secrist has been named marine manager of Medusa Portland Cement.

Oct. 18...The self-unloader *H. Lee White* ran aground early today and blocked the narrow cutoff channel connecting the St. Clair River and Lake St. Clair. Apparent steering trouble forced the ship to veer to the side of the passage where she swerved broadside. She was freed at 9 a.m.

...Christening services were held at Sorel, by Marine Industries, Ltd., for the twin vessels C.C.G.S. *Provo Wallis* and C.C.G.S. *Bartlett*. The two new tenders, built for the Canadian Coast Guard Service will replace the *Brandt* and *Sea Beacon*, both slated for retirement.

...Huron Cement has brought out the *Lewis G. Harriman*, operating her as a barge with the tug *Laurence C. Turner* of Great Lakes Towing Company. The *Harriman* last operated in 1966, has been laid up at Saginaw. She is to operate between Alpena and Detroit.

...Another vessel that has been operating as a barge, the *C. H. McCullough, Jr.*, will go into layup at Manitowoc, Wisconsin. She has made 15 trips as a barge. (See TELESCOPE Vol. 18; page 160.)

Oct. 20...The U.S.S. *Amherst* (853) left the Great Lakes for New York where she will be decommissioned and turned over to the South Vietnamese Navy. She has been used as a Navy Training Vessel at Detroit.

Oct. 21...The British freighter *Tenbury*, under charter to NYK Lines, hit the ship arrester boom at Lock 6 about 11 A.M. Damage was estimated at about \$21,000 to lock equipment but damage to the ship was negligible. Repairs to the lock should be finished early tomorrow. The ship was outbound for salt water.

...Derrick barge No. 93, of Asher Marine, Inc., sank at 4:30 A.M. east of Little Gull Island at one of the passages giving entrance to Green Bay from Lake Michigan. She was being towed by the tug *John Purves* through heavy seas when she went down. The barge, 120 x 40 feet, was equipped with a crane from the *Harry T. Ewig*. The wreck lies in 110 feet of water and no decision has been made on an attempt to raise her.

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Oct. 22...The tug *John Purves* rammed the *H. Lee White* on the starboard side, hard enough to open a gash estimated at 10 feet by 3 feet, about 10 feet above the water line. The *Purves* was engaged in assisting the *White* swing her stern around the bends in the St. Mary's River. After inspection at the Soo the *White* sailed for Superior, Wisconsin.

...Favorable weather conditions may permit the St. Lawrence Seaway to remain open to navigation on a day-to-day basis after the closing date, December 10. The Canadian Soo will close December 15, and the Welland Canal December 22, subject to weather.

Oct. 23...The tug *Maryland*, which sank August 26 in Lake Huron, has been refloated and is now moored at Alpena, Michigan. Bultema Dock and Dredge Company of Muskegon, raised the tug, which is to be rehabilitated and returned to service.

Oct. 24...Striking unions at American Ship Building Company will vote on October 29 on a new contract. The strike is 71 days old.

...The *Armco* and the *Reserve* of Columbia Fleet, will each receive 1,000 hp Bird-Johnson bow thrusters at Fraser Shipyard this winter.

Oct. 28...Capt. Nicholas J. Wagener, Master of the tug *John Purves* reports that his tug did not ram the *H. Lee White*, but rather the two vessels *jackknifed*. The *Purves* had a line on the bow of the *White*, and was pulling to starboard when the forward motion of the *White* pulled the tug stern-first against the starboard side of the freighter, causing damage to both vessels, according to Captain Wagener.

...The new Poe Lock at the Soo had its first double-locking when the 552-foot *Clarence B. Randall* and the 291-foot *Mondoc* locked down together in a single operation.

...The new contract between Amship and the unions was rejected by the membership.

Oct. 31...The *Paul Lorenz Russ* holed herself on the bank of the Welland Canal near Allanburg, Ontario. She had moved over while passing the *Imperial Collingwood*. After being checked, she was allowed to pass down the canal for repairs.

Nov. 1...Two ships of the U.S. Steel Fleet, the *Ralph H. Watson* and the *Leon Fraser*, will be converted to oil burners this winter and automated boiler operation will be added. The *Watson* conversion will be done by G & W Welding Company, Cleveland, and work on the *Fraser* by Advance Boiler and Tank Company, Milwaukee.

...General Marine Service & Rental Company of Lorain raised the small river-type towboat of Capitol Dredge & Dock Company which had sunk during a storm in Lorain Harbor two weeks ago.

...Two groundings in the fall of 1967 have resulted in damage suits against the United States in Admiralty Court at Cleveland. The vessels are the Dutch ship *Thuredecht* and the Canadian ore

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carrier *J. N. McWatters*. The former allegedly suffered \$225,000 damage, and the latter \$50,000. The vessels grounded on a rock shoal in the East Outer Entrance of the Detroit River, the suit says, at a point inside the channel limits, where the U.S. Corps of Engineers had previously been told the shoal existed.

Nov. 6...Firemen in Toledo battled for six hours to bring a fire under control in the hold of the Brazilian freighter *Dalila*. The fire, which broke out while 200 tons of hardwood were being unloaded, might have been caused by a spark from a fork-lift, the ship's agent said. Flames were fed by 400 tons of sisal, a hemp used for rope. There was no estimate of damage.

...The *Grand Haven* was raised today. After the original leak has been found she will be made seaworthy enough for a trip on the lake under tow, headed either for a drydock or scrapyard.

Nov. 10...A twelve-hour delay at the Soo ended today at noon, and upbound traffic on the Welland Canal was delayed over the weekend. Reason for both delays: Autumn fog.

Nov. 13...Ward Westcott, Jr., vice president of the J. W. Westcott Company, mail boat operator and marine reporting service at Detroit, was found dead at his home today.

...The *Willis B. Boyer* was disabled early today when she backed into the breakwater at the entrance to Cleveland Harbor while turning.

...A heavy snow hit the St. Mary's River, slowing shipping. The *William Clay Ford* reported twelve inches on her deck.

Nov. 15...The Detroit office of the Federal Water Pollution Control Administration has let a contract to Massey Marine Salvage Company of Alpena, Michigan to remove fuel oil from the *Nordmeer*.

Nov. 16...The carferry *City of Flint*, of the C & O Railway, has been put up for sale. Bids have been received but no disposition has been announced.

Nov. 17...The tanker *Amoco Michigan*, laid up at Bay City, Michigan for the past 2½ years, is being towed to New York where she will undergo a reconditioning. Amoco International plans to put her into service in the Middle East, sailing for a subsidiary.

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

...*Frank E. Taplin*, formerly owned by Gartland Steamship Co., and sold to Sea-Land Service, Inc., was resold to Eckhardt & Co., (Germany) and resold by them to Spanish shipbreakers. She arrived at Carthagena, May 23, 1969, in tow from Quebec City.

...*Howard M. Hanna, Jr.*, formerly owned by Columbia Transportation Division of Oglebay-Norton went through the same process as the *Taplin* and arrived with her in Spain.

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...Scrapping operations on the former Canadian Naval ship *Inch Arron* are well under way. She has been idle at Kingston for some time.



German tugs **FAIRPLAY X** and **FAIRPLAY XII** at Iroquois Lock, July 27, 1969.

Photos by **GEORGE AYOUB**

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...M/V *Humberdoc* (ex-Norfolk) was towed through the St. Lawrence Seaway August 5th by the tugs *Salvage Monarch* and *Daniel McAllister*, from Kingston, Ontario to Quebec City, arriving there on August 6. Joined there by the *Howard Hindman* (ex-A. A. Augustus) in tow of the tug *Mississippi*, the two lake veterans departed for overseas scrapping on August 13.

...*Buckeye* was towed through the St. Lawrence Seaway August 13, by the tugs *Salvage Monarch* and *Daniel McAllister* on the final trip from Kingston, Ontario to Quebec City.

...M/V *Chemical Transport*, new tanker built for the Hall Corporation of Canada, passed through the Iroquois Lock, July 31, on her maiden voyage, bound for Sarnia. M/V *Industrial Transport*, sister to the *Chemical Transport*, cleared the same point, bound for Toronto on her maiden voyage on August 19.



INDUSTRIAL TRANSPORT, new motorship built by Davie Shipbuilding. Hull No. 669; launched June 6, 1969 at Lauzon. 379'x 55.1' x 27.3; 4982 gross tons. She is owned by Industrial Acceptance Corp. (Hall Corporation, managers.)

Photo by GEORGE AYOUB

...M/V *Martin Karlsen*, (ex-Kista Dan), owned by Martin Karlsen, Norway, has been transferred to Karlsen Shipping Co., Ltd., and converted for fishing purposes in the latter company's Canadian operations.

...The British freighter *Alice Bowater* has been sold by Bowater S.S. Co., Ltd., to Messabec Ltee., Montreal and renamed *Quebec*.

...*Rivershell* (ex-Lakeshell) is now at United Metals' scrapyards. She arrived there in tow somewhere before August 21.

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DONNACONA on her last trip at Iroquois, Ontario.

Photo by GEORGE AYOUB

...Marine Salvage, at Humberstone, Ontario, have completed scrapping the barge *Delkote* and have begun work on the *Swederope*.

...Three American Export ships formerly in Seaway service have been sold for scrapping to Industrial Commercial de Levante, (Spain). The ships, and the prices brought are; *Exiria*, \$145,000; *Extavia*, \$147,500; and *Examplar*, \$176,700.

...The Aluminum Company of America announced September 8, 1969, that Peterson Builders, of Sturgeon Bay, Wisconsin, is the successful bidder on a multi-million dollar contract for construction of the all aluminum Alcoa *Seaprobe*. The ship is the largest and most advanced deep-ocean search and recovery vessel yet designed. Measuring 244 feet long, with a 50 foot beam, a nine-foot draft, and a 2000-ton displacement, she will be driven by diesel electric generators giving her a 10,000-mile, 45-day range. She will be capable of recovering 200-ton payloads from 6,000-foot depths. Her sea trials are set for early 1971.

...*Manitoba*, sold by Norlake Steamship Company, Ltd., to British buyers, arrived in tow at Newport, July 19, 1969. John Cashmore, Ltd., is the shipbreaker.

...Interlake's *Harry Coulby* is the largest ship to sail the Cuyahoga River at Cleveland.

...The Canadian National Railway who purchased the carferry *Pere Marquette 12* from C & O will rename her *St. Clair*. CNR will build

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a ferry slip at its Sarnia Yard and place her in service across the St. Clair River. They will also study the possibility of operating her as a barge rather than under her own power.

...Cleveland Tankers have launched a 58,000 barrel barge, the *Phoenix*, at Houston, Texas. It is the first step in the company's plan to institute a tug and barge operation on the Great Lakes.



SENNEVILLE, which recently made her first trip is shown here at the Prescott (Ontario) Elevator with **SILVER ISLE**.

Photo by GEORGE AYOUB

Nov. 27...Once again a lake ship comes to a bad end in salt water, this time *Peter Robertson* which was beached at LaCoruna at the northwest tip of Spain. Bridge washed away, and broken in two amidships, she had a 30-inch gap on her deck when she was let go by her tug.

...The *Grand Haven* was sold to Marine Salvage Limited for scrap. It had been reported earlier in the month that when raised she would be taken either for repair or cutting up, and it would seem her fate has now been sealed.

...Fleets intending to carry their operations into the periods of heavy ice were given a warning that the government really intends to weigh economic justification in the effort to keep channels open. It was hinted that ship-for-ship icebreaker escorts would be looked at very carefully

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Editor; Frederic E. Weber
 11400 Balfour Road
 Detroit, Michigan 48224
 Seaway News Editor; George Ayoub
 Correspondents;
 Edwin Sprengeler
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