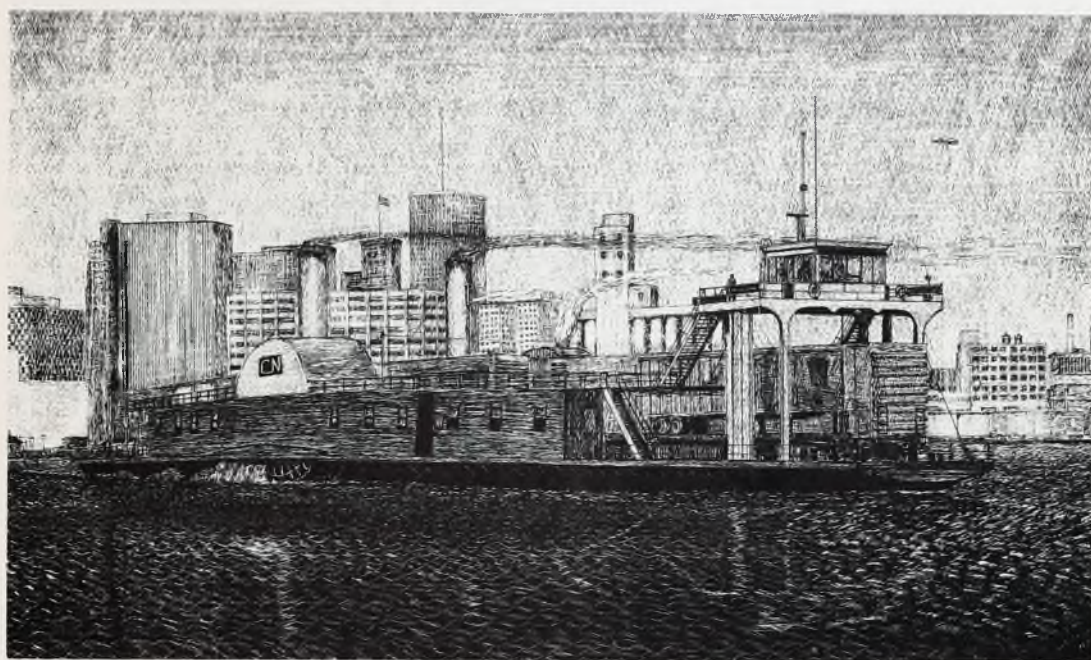


# TELESCOPE

**January - February, 1971**

Volume 20, Number 1.



**Great Lakes  
Maritime  
Institute**



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

## Membership Notes

With this issue, TELESCOPE embarks upon its twentieth year. For one-fifth of a century various editors, with the unflinching help of many members, have made a very real attempt to continually improve the quality and the contents of your magazine. The present editor could wish no more than to measure up to those who have carried the task ahead of him.

In this number we attempt, for the first time, a journey into color. This is an experiment that is being conducted with the generous contribution of Macomb Printing Specialties, who share our wish to bring you a constantly improved magazine. We don't know if the effort will be repeated, for there are many considerations involved...most of them concerning costs. However, be assured we're doing, and will continue doing, everything possible to make TELESCOPE an even finer publication in the second twenty years...with your continued help and encouragement. ❄

## MEETING DATES

Business Meetings of the Board of Directors (all members are encouraged to attend these meetings) will be held at 8:00 PM at Dossin Museum as follows: January 8, 1971 (*delayed December meeting*); February 26; and April 23.

Entertainment meetings will be held at 8:00 P.M. at the Dossin Museum on the following dates: January 29, *A Half-Century on Fresh Water* by Daniel Cornillie ❄ March 26. *Great Lakes Sound Movies* by Emory Gulash ❄ May 21, (*one week early to avoid Memorial Day weekend*) *The Early Salties on the Lakes* by Donald Baut. ❄

## CONTENTS

Membership Notes, Meeting Dates, etc.	2
Ship Building in Ottawa County	<i>Orlie L. Bennett</i> 3
Beaver, Timber, and Cannon Balls	<i>Loudon G. Wilson</i> 12
Color center-spread; Watercolor of the Nancy.	14-15
Great Lakes & Seaway News	21



**OUR COVER PICTURE...**Member Bob Johnson, who frequently contributes art work to TELESCOPE, comes up with a purely personal *Boat of the Year* from time to time. Sometimes we agree with his choice, and sometimes not...but we have always agreed his scratchboard renditions of his subjects are fine art work. This year we agree with his selection in what he calls 'that magnificent piece of Victorian hardware' the steamer **LANSDOWNE**. *It is indeed so sad this picture also marks the demise of that fine vessel into the status of a barge, but such is the case.* To help readers remember a happier day, when Bob's *Boat of the Year* was still the last active paddler on the lakes, TELESCOPE takes pleasure in presenting this fine portrait of her. ❄

SHIP BUILDING IN OTTAWA COUNTY / 1860 - 1892

PREPARED FOR PUBLICATION  
by  
ORLIE L. BENNETT



...From HISTORICAL AND BUSINESS COMPENDIUM OF OTTAWA COUNTY, MICHIGAN, Volumes I and II; Potts, and Conger, publishers, Grand Haven, Michigan, 1892; pages 48, 70, 192, and 277-280. Also used was GREAT LAKES SAILING SHIPS, by Barkhausen; Kalmbach Publishing Co., Milwaukee, Wisconsin, 1947; Book II.

Additional notes: The name H. C. Pearson (in various places spelled *Pierson* and *Piersons*) ...left New York in 1866 and established a shipyard at Perrysburg which operated until 1872, at which time he was appointed government inspector of hulls (a job he held twelve years.)

Duncan Robertson was Master Ship Builder for Grand Haven Ship Building Co., and J. W. Callister held the same position with Mechanic's Dry Dock at Grand Haven.

Mispelled names and unverified information is presented as it appeared in the original text.

Section I - Vessels built Grand Haven, Michigan

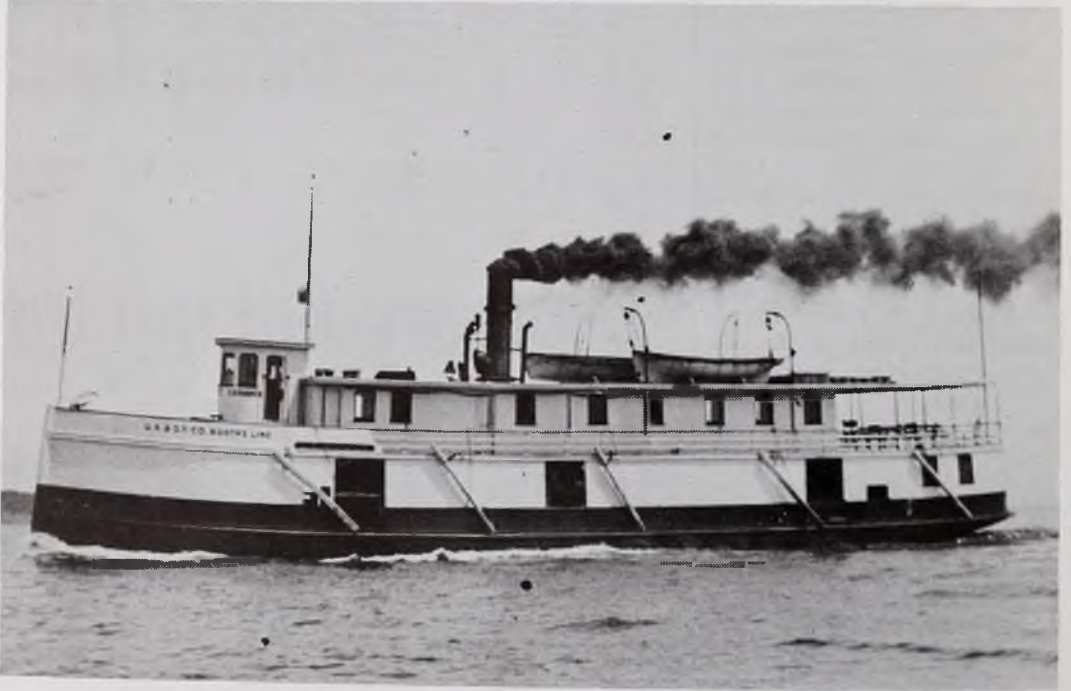
	NAME OF VESSEL	RIG	TONS	NAME OF BUILDER	YEAR	NAME OF OWNER(S)	CLASS
1	AGNES	Prop	9	Robertson	1877	Hitchok	B-1
2	A. JACKSON	Schr	229	Callister	1874	Hackley et al	00
3	ALBERT SOFER	Prop	410	Robertson	1881	L. B. Fortier	00
4	B. M. MARTA	Prop	35	Robertson	1869	C. T. Burnham	
5	BRUCE	Prop	50	Robertson	1883	Ford R. Lumber Co.	
6	CARRIE A. RYERSON	Prop	58	Robertson	1883	Henry Jacobs	
7	CENTENNIAL	Prop	30	Callister	1876	Seth Lee	
8	CHARLES E. WYMAN	Schr	234	Robertson	1882	C. E. Wyman et al	A-1
9	CHARLIE J. GNEWNCH	Prop	37	Robertson	1880	A. O. Wheeler et al	A-1
10	CHARLOTTE GRAY	Prop	12	T. W Kirby	1870	Cook	A-2
11	CITY OF GRAND HAVEN	Barge	230	Robertson	1872	H. V. O'Brien	B-1
12	CITY OF GRAND RAPIDS	Barge	225	Callister	1873	H. V. O'Brien	B-1
13	CITY OF GRAND RAPIDS	Prop	236	Robertson	1879	Hannah, Lay & Co.	A-1½
14	CLAUDE	Prop	42	Robertson	1879	T. S. White et al	A-2
15	C. O. D.	Barge	208	Callister	1873	Michigan Barge Co.	B-1
16	DAVID MACY	Schr	192	Robertson	1878	D. Cutler et al	A-2
17	DWIGHT CUTLER, JR.	Prop	24	Robertson	1874	Oterling	A-2
18	E. C. OGGEL	Tug	25	Robertson	1874	A. Fisher	A-1
19	GEORGE D. SANDFORD, JR.	Prop	51	Robertson	1882	J. W. Zimmerman	A-2
20	GEORGE P. SAVIDGE	Prop	20	Robertson	1881	J. F. Smallman	
21	GEORGE STICKNEY	Prop	17	Van Toll	1866	C. Fleming	B-1½
22	GRACE PATTERSON	Prop	110	Callister	1880	Patterson	
23	GRACIE BARKER	Prop	73	Callister	1876	T. W. Kirby	A-1
24	HUNTER SAVIDGE	Barge	190	Robertson	1878	Cutler & Savidge	A-1
25	HENRY BROWER	Prop	30	Robertson	1873	W. E. Richards et al	A-2½

SHIP BUILDING IN OTTAWA COUNTY / 1860 - 1892



LOU A. CUMMINGS

McDonald Collection-DOSSIN MUSEUM



S. B. BARKER

McDonald Collection-DOSSIN MUSEUM

	NAME OF VESSEL	RIG	TONS	NAME OF BUILDER	YEAR	NAME of OWNER(s)	CLASS
26	H. C. AKELEY	Str	1400	Callister	1880	Kirby & Ackely	A-1
27	HOMER E. REEVES	Prop	11	Robertson	1883	James A. Travis	A-1
28	HUNTER SAVIDGE	Prop	14	Piersons	1866	Canfield Tug Line	B-1
29	I. M. WESTON	Prop	95	Robertson	1863	D. Whitney, Jr.	A-2
30	J. G. CAMPBELL	Prop	34	Beckwith	1868	Kirby	
31	J. W. JOHNSON	Tug	25	Robertson	1874	T. W. Kirby	A-2
32	KAISER WILHELM	Prop	28	Callister	1874	John Zietlow	B-1½
33	LADY WASHINGTON	Prop	76	Callister	1877	J. B. Ketchen	A-2
34	LIZZIE WALSH	Prop	37	Robertson	1884	J. McCluer	
35	LOU A. CUMMINGS	Prop	62	Robertson	1883	Geo. Robertson et al	
36	MAJOR H. B. PICKANDS	Prop	1000	T. W. Kirby	1884	T. W. Kirby	
37	MARY ELLEN COOK	Schr	174	Robertson	1875	John R. Cook et al	
38	MICHIGAN 3rd.	Prop	40	Pierson	1868	Michigan Barge Co.	A-2½
39	M. W. WRIGHT	Prop	30	Elliott	1873	Joseph J. Bennett	B-1
40	MYSTIC	Schr	38	(unkn)	1866	J. A. Reed	00
41	N. McGRAFFT	Prop	11	Robertson	1880	Muskegon Bomming Co.	A-2
42	OTTAWA	Schr	163	Robertson	1874	Wm. R. Loutitt	B-1
43	PERAL (Pearl <sup>o</sup> )	Prop	23	Robertson	1874	A. Obeke & Co.	A-2½
44	PETER DALTON	Prop	47	Robertson	1879	E. P. Dowling et al	A-1
45	ROBERT HOWLETT	Schr	157	Robertson	1870	Wm. Tremper et al	B-1
46	S. B. BARKER	Prop	78	Callister	1882	Frank A. Brower et al	A-1½
47	STEPHEN C. HALL	Prop	447	Robertson	1880	F. W. Gilchrist et al	A-2
48	STEWART EDWARD	Prop	18	Robertson	1876	T. Stewart White et al	A-2
49	TEMPEST	Prop	283	Robertson	1876	T. Stewart et al	A-2
50	TRANSFER	Barge	361	Callister	1874	Michigan Barge Co.	B-1
51	T. W. FERRY	Prop	27	Callister	1875	C. Vandervere	A-2
52	UNA	Schr	44	J. McCary	1877	F. Patshon	
53	URIAH H. JOSCELYN	Schr	7	(unkn)	1872	Thos. Henderson	
54	WEBSTER BATCHELLER	Prop	46	Callister	1880	T. W. Kirby	A-2
55	WHITE & FRIANT	Prop	299	Robertson	1882	Chas. T. Brown	A-1
56	WOLVERINE	Barge	195	Robertson	1871	Michigan Barge Co.	
57	McCORMICK	Str	120	Callister	1887	McCormick	A-1
58	MARK HOPKINS	Str	700	Callister	1887	T. W. Kirby	A-1
59	SAMUEL MARSHAL	Str	1000	Callister	1887	T. W. Kirby	A-1
60	JOE	Str	60	Callister	1888	T. W. Kirby	A-1
61	SPRITE	Str	30	Callister	1888	T. W. Kirby	A-1
62	J. C. FORD	Str	700	Callister	1889	T. W. Kirby	A-1
63	EMMA BLOECKER	Tug	30	Callister	1889	Vandevere Brothers	A-1
64	J. W. CALLISTER	Str	30	Callister	1889	T. W. Kirby	A-1
65	THOMAS FRIANT	Str	81	Robertson	1884	R. Vanderhoef	A-1
66	DUCAN ROBERTSON	Tug	37	Robertson	1884	G. W. Miller	A-1

SHIP BUILDING IN OTTAWA COUNTY / 1860 - 1892

SHIP BUILDING IN OTTAWA COUNTY / 1860 - 1892



**I. M. WESTON**

McDonald Collection • DOSSIN MUSEUM



**R. P. MASON**

McDonald Collection • DOSSIN MUSEUM

SHIP BUILDING IN OTTAWA COUNTY / 1860 - 1892



F. M. KNAPP

McDonald Collection-DOSSIN MUSEUM



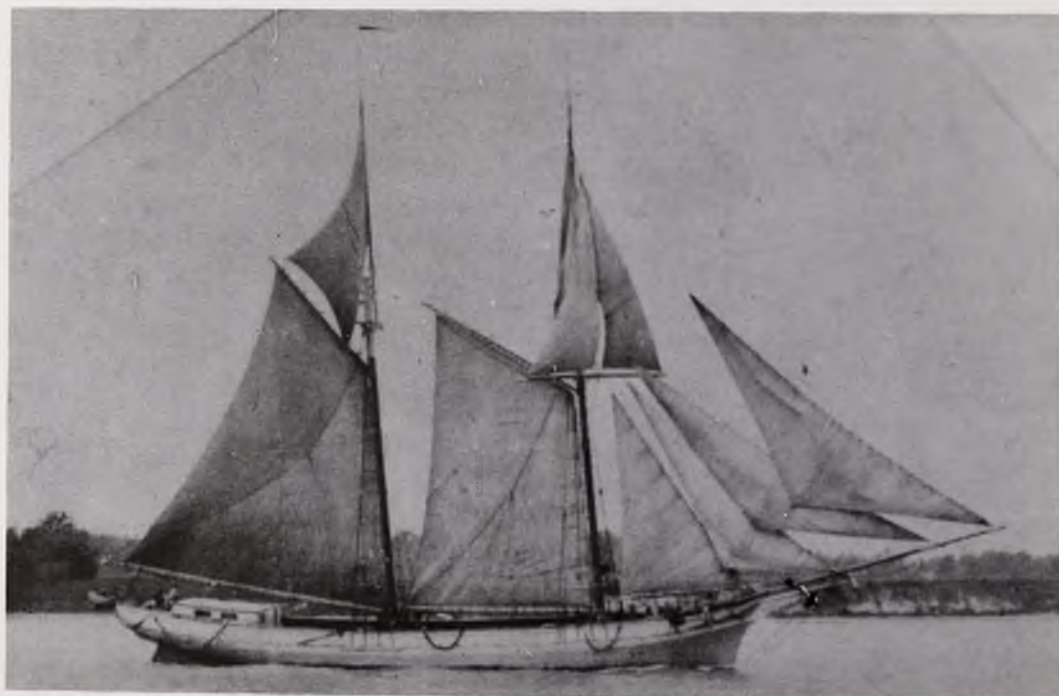
CHAS. WYMAN is first vessel in tow, followed by *Lyman Davis*, *Iver Lawson*, and *Augustus*. Tug is *George Nelson*, in this view off Sturgeon Bay in 1892. McDonald Collection-DOSSIN MUSEUM

**SHIP BUILDING IN OTTAWA COUNTY / 1860 - 1892**



**CITY OF GRAND HAVEN**

McDonald Collection-DOSSIN MUSEUM



**HUNTER SAVIDGE**

McDonald Collection-DOSSIN MUSEUM



	NAME OF VESSEL	RIG	TONS	NAME OF BUILDER	YEAR	NAME of OWNER(s)	CLASS
67	NELLIE	Str	21	Robertson	1885	E. Bradley	A-1
68	ALICE GILL	Barge	264	Robertson	1887	Wm. Gill & Sons	A-1
69	THOMAS R. SCOTT	Barge	268	Robertson	1887	John Lang	A-1
70	CHAR. A. STREET	Barge	512	Robertson	1881	Wm. H. Loutitt	A-1
71	MARY H. BOYCE	Barge	812	Robertson	1888	Munroe, Boyce, & Co.	A-1
72	MARY A. McGREGOR	Barge	812	Robertson	1889	Munroe, Boyce, & Co.	A-1
73	SACHEM	Barge	739	Robertson	1889	Wm. H. Loutitt	A-1
74	IONIA	Barge	1287	Robertson	1890	Wm. H. Loutitt	A-1
75	FRANK EDWARD	Tug	40	Robertson	1890	John Zietlow	A-1
76	CRESCENT	Str	71	Robertson	1890	H. G. Webb	A-1
77	E. M. B. A.	Tug	60	Robertson	1890	L. Coates	A-1
78	HENRY TROY	Tug	45	Robertson	1891	Henry Troy	A-1
79	FRANK GEIKEN	Tug	55	Robertson	1891	John Geiken	A-1
80	ALICE	Tug	45	Robertson	1887	Smith & Sons	A-1
81	A. MEISTER	Tug	35	Robertson	1887	Obeke & Vanzanten	A-1
82	CHARLES AUGER	Tug	37	Robertson	1888	Fisher Bros.	A-1
83	PETER COATES	Tug	53	Robertson	1886	Coates & Arnold	A-1
84	MAJOR DANA	Tug	65	Robertson	1891	Thompson, Smith & Sons	A-1
85	VANE	Str	7	E. H. Truscott	1874	J. McCluer	A-1
86	SPRAY	Scow	40	Reese	1870	Reese	A-1
87	AUGUSTUS	Scow	80	Reese	1883	Reese	A-1
88	J. STEPHENS	Tug	60	Beckwith	1868	Stephens	A-1
89	MARANDA	Tug	40	Beckwith	1865	Heber Squier	A-1

In addition to the listings above, Robertson built thirteen steam yachts, ranging from three to eight tons, the names of which it was impossible to ascertain.

Section II - Vessels built Ferrysburg, Michigan.

90	ALICE E. GETTY	Prop	45	Pierson	1883	Barney, Wilds & Co.	A-2
91	COL. FERRY	Prop	14	Piersons	1867	Leon Smith et al	A-2
92	FEARLESS	Schr	165	Brown	1867	G. W. Hanson	A-2
93	F. M. KNAPP	Schr	344	Parson	1867	Henry Leisk	A-2
94	LAKETON	Prop	147	Piersons	1868	W. Mitchell et al	B-1
95	MAJ. N. H. FERRY	Schr	152	Pierson	1867	Brice Miller	A-2
96	MAUMEE VALLEY	Schr	204	Bugbie	1868	E. Winchester et al	A-2½
97	MERCHANT	Prop	16	(unkn)	1860	Wm. Osborne	A-2
98	REINDEER	Prop	24	(unkn)	1878	Thurkettle	A-2
99	WM. H. BROWNE	Prop	39	Pierson	1868	J. Fisher	A-2
100	MAGNET	Prop	43	Piersons	1871	Chas. Smith	B-1½
101	R. P. MASON	Schr	169	Pierson	1867	John Leish et al	A-2½
102	JOHN HEALD	Prop	38	Piersons	1873	Charles Waiteman et al	00

SHIP BUILDING IN OTTAWA COUNTY / 1860 - 1892



**CARRIE A. RYERSON**

McDonald Collection-DOSSIN MUSEUM



**GRACIE BARKER**

McDonald Collection-DOSSIN MUSEUM

Section III - Vessels built Holland, Michigan

	NAME OF VESSEL	RIG	TONS	NAME OF BUILDER	YEAR	NAME of OWNER(s)	CLASS
103	ANDELLE	Schr	9	----	1879	George A. Groff	
104	BELOIT	Schr	195	Beckwith	1862	Hitchcock	
105	CONTEST	Schr	96	Hopkins	1863	P. W. Symonds	B-2
106	FOUR BROTHERS	Schr	95	Scotch	1870	P. Sefriansen	B-2
107	HATTIE	Schr	72	Goudie	1872	DeCondries	
108	JONES	Schr	170	Beckwith	1867	P. Schaddler	00
109	KATE E. HOWARD	Schr	96	Waring	1867	A. M. DeCondries	00
110	RESTLESS	Schr	75	----	1867	E. Nickerson	B-2
111	THE HOPE	Schr	14	----	1870	F. Smith	
112	THE JOSIES	Schr	120	Beckwith	1867	----	
113	WM. SMITH	Schr	180	Beckwith	1865	Ryerson, Hills	A-1

Section IV - Vessels built Eastmanville, Michigan

114	EARLY BIRD	Schr	28	Pewew	1874	E. F. Ault	B-1
115	MARY AMANDA	Schr	183	Pike	1869	Michigan Barge Co.	A-2
116	W. H. DUNHAM	Schr	185	Robertson	1873	John Lang	B-1½
117	NEW ERA	Prop	335	Pike	1867	Michigan Barge Co.	
118	WILLIAM LOUTIT	Schr	181	Robertson	1867	J. Budge	A-1

Section V - Vessels built Spring Lake, Michigan

119	FLORA CARVETTE	Schr	240	Jamieson	1873	W. B. Butterfield	A-2
120	FLORENCE	Prop	4	----	1874	Charles C. Bronse	
121	JAS. G. WARTS	Schr	377	Jamieson	1874	A. Taylor	A-2
122	JESSIE A. SLYFIELD	Prop	7	J. McCluer	1882	Chas. Slyfield	A-2
123	MAUD LILLEY	Prop	13	McCluer	1880	L. G. McGem	
124	HATTIE SMALLMAN	Str	7	Peterson	1874	J. Bryce	A-1
125	THE FRANCIS	Str	7	J. McCluer	1874	J. McCluer	A-1
126	ELIZA	Schr	28	----	1868	F. W. Croisant	
127	MYRTLE L. McCLUER	Prop	14	J. McCluer	1882	J. H. Graham	

Section VI - Vessels built Crockery, Michigan

128	TWILIGHT	Prop	18	Gray	1869	J. N. Upham	A-1
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Section VII Vessels built Blendon Landing, Michigan

129	WRIGHT	Schr	?	----	----	----	
130	EVELINE	Schr	?	----	----	----	
131	LUMBERMAN	Schr	?	----	----	----	
132	GEORGE WISCOLL	Schr	?	----	----	----	

SHIP BUILDING IN OTTAWA COUNTY / 1860 - 1892

ON THE SECLUDED BANKS OF THE OLD ROUGE RIVER,  
SAFE FROM PRYING EYES AND ENEMY ARMS, A LIVELY  
SHIPYARD OPERATED IN AN ATMOSPHERE WHERE A YANKEE  
OWNER NAMED HIS SHIPS FOR NAPOLEON'S GENERALS TO  
IRRITATE A BRITISH LOYALIST...AND THE BRITISHER  
FOUND A WAY TO GET EVEN.

## Beaver, Timber, and

## Cannon Balls

by  
LOUDON G. WILSON

Sufficient reader interest was generated from my last article in this magazine, relating to the chronology of early shipbuilding activities on the Great Lakes, to encourage me to again share my notes and comments with TELESCOPE readers. This time I will begin with the year 1780 and briefly outline the known launchings concentrated in the immediate vicinity of the Detroit River during the following fifty-odd years.

My records include a welter of overlapping information. Garnered throughout a lifetime of selective interests and reading, they contain infinite variations of basic data, even as to year of build, as well as of dimensions and rigging. Consummate care in my cross-

indexing has resolved complexities of tonnage rating to size and class nomenclature.

A case in point: *Napoleon* of Oliver Newberry's fleet.

What is so complex about the *Napoleon*? Well, my random entries list a *Napoleon* of 107 tons, built at Cape Vincent in 1828; another entry lists a *Napoleon* of 107 tons built on Lake Ontario in 1834. A brig *Napoleon* was portaged around the Soo Rapids in 1845. A 94 x 24 x 9-foot steam propellor named *Napoleon* sank in Lake Erie in 1855; yet a steam propellor of the same name and identical dimensions was also abandoned in 1859!

What conclusion? What possible positive knowledge can be drawn from this hodge-podge of data? And, when a positive

conclusion has been reached, who needs it? I do...you do, else, you would not now be reading TELESCOPE. *This is a wonderful hobby . . .* we can all take a trip as the 'now' venacular puts it...anytime, without any help but an odd aspirin, at most.

Since we are going back one hundred and ninety years let us take this 'trip' together aboard the small schooner *Hope* which actually did make such a voyage from Fort Erie to Detroit in that year.

Our little packet is booming along wing and wing, in the lower strait, bound for Detroit, and breasting the current with the aid of a brisk following breeze. She had been forced to lie off Pointe Mouillie for two days waiting a favorable wind for the up-river voyage. Her hold is packed with supplies of food and with British trade goods for the fort at Detroit.

The tree-clad shores are etched in deep shadow by the westering sun, and the fair green islands gleam in early summer hues. To avoid grounding on the unbuoyed and shifting shallows our pilot is perched high in the main shrouds. As we move behind an enormous island which looms to port, he calls down sailing directions and the helmsman constantly shifts the tiller as our crew ease off or harden the sheets.

Few are the signs of habitation... all seems virgin and unspoiled. Indeed the vista is but little changed since the first passage up the river was recorded by Galinee and de Cassan in 1670.

Now, to starboard, a long low island is passed...shadows creep across the deck and, as the *Hope* makes an easterly heading, an unobstructed view several miles in length opens up ahead. Crossing this

reach the ship channel lies close in to the left bank. Rising above the gentle lisp of water curling from out outwater come sounds foreign to that wilderness. This is the Rouge River. It reaches inland and turns out of sight. The shipyard from which the sounds emanate is hidden by serpentine curves.

The *Hope*, bearing again to the east, follows the channel up another long reach. The muskrat marshes and wooded banks begin to show slashed clearings. Another bend and a palisaded log fort surrounded with satellites of log houses and log stables and log warehouses, and fronted by a log landing wharf, slides into perspective. A tall steeple protrudes above the trees and, high above all, the red, white, and blue of a Union Jack, contrasting with the forest greens and the browns of the wooden buildings, whips in the stiff breeze. Beating back against the wind, rising even above the noises of our shipboard activities, comes the staccato rattle of drums, then the flag slowly drops from sight. It is sunset.

The sailors move fast to clear the port anchor. It is let go and the canvas is doused. With her nose upstream our ship swings to the current while our crew brails the loose sails snapping in the wind. The *Hope* has come home safely. And even today, in a sailing craft the dimensions of the *Hope*, a journey from the Niagara River across the temperamental bosom of Lake Erie can be quite an adventure.

Neither the troops of the stockade's garrison, the governor, nor members of his staff were reckoned in census figures, yet the village behind the fort sheltered over two thousand civilians. The inhabitants of Detroit in that year of 1780 were

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**OVERLEAF.** Author's concept of the H.M. Schooner *NANCY*, built at Detroit as a fur trader, and shown here as a naval transport during the War of 1812, caught on Lake Huron by the U. S. Fleet. She is running shelter in Nottawasaga Bay where she found her grave. Under the guns of the little post, her crew escaped by bateaux to complete their mission and more!

Painting by the Author; Dossin Museum Collection



Lendon  
Wilson  
40

mostly French. The remaining few were mainly of British stock. The gainful employment of the day was largely fur trading and timber cutting. Changes in the local scene were slow in execution. A picture of Detroit circa 1794 (reproduced on page 13 of the January-February, 1970, TELESCOPE) fourteen years later, conveys a fairly accurate idea of what the crew of the *Hope* could hope to see from their river vantage point.

In 1759 British General Wolfe defeated French General Montcalm on the Plains of Abraham outside the walls of Quebec City and in so doing set the stage for the wresting of a great area of northern and western North America from the control of France. It is conceivable that no Revolutionary War would ever have occurred if there had been no British conquest of Canada. The further corollary is that there would have been no United States. However... Britain did do battle and win Canada and a good part of what is now northern and western United States from France. The Revolutionary War did occur and United States did gain its entity. Boundaries were established by a treaty in 1783. Regardless... British occupancy of the Detroit area continued until 1796. Following the conclusion of the Revolutionary War Britain lost her New England resources of timber. The need for choice timber for masts for the British Navy was a most urgent necessity. The marks of the broadaxe moved north into Nova Scotia, west to Quebec, then to Canada West, which at the time included Michigan.

So it was that in 1780, before the boundary lines were agreed upon, Canada's new governor, to ward off any American infringement on the Great Lakes, decreed that shipyards be established on Navy Island in the Niagara River and on the Rouge River four miles below Fort Pontchartrain on the Detroit River; and, that nine vessels be built to maintain British control of the lakes<sup>1</sup>.

Only recently has the writer found verification for the date of the

establishment of the Rouge River shipyard<sup>2</sup>. While it was known that vessels were built in the vicinity of Detroit no period paintings ever showed a vessel building on the river bank under protection of the guns of the fort, or even being careened or fitted out. Any vessel in any of the above mentioned three conditions would be vulnerable and in shipbuilding activities were being carried out... close to the fort would logically be the site of such operations.

However, the topography of the Rouge River offered a secluded and high invisible site. The original course of the Detroit tributary approached from inland to within a half mile, then, paralleled the main stream, before entering it about one mile up. (This condition existed until World War I, during which conflict Henry Ford obtained a contract to build *Eagle* class vessels for the U. S. Navy at his Rouge River plant. To facilitate access Ford cut straight through this neck, thereby creating Zug Island.) This river, with a depth of 10 to 17 feet in its last three miles, provided an ideal location for shipyard work not only in 1780, but on through the war years of 1812-14.

It was in this Rouge River shipyard that all the early craft built at Detroit originated, with the exception of the first private merchant vessel, the *Enterprise*. This *Enterprise* was really Detroit's dark horse. Her construction was not sanctioned by the Provincial Marine<sup>3</sup> which regulated the construction of all craft built in Canada West. These regulations, inaugurated by Governor Haldimand, were naturally intended to squelch any construction as might not strictly favor Britain's cause. This authority, while from time to time circumvented as in the case of the *Enterprise*, did much to curtail private construction until 1816.

Following the plan to build nine vessels the Navy Island shipyard was first off the mark. According to Cuthbertson's Provincial Marine list



Probably the first full-rigger ship in upper lakes trade, as earlier vessels were men-'o-war which were eventually converted to merchant service. The **DUKE OF WELLINGTON** was then the wonder and admiration of the lakes. In an era when the nomenclature of vessels and their rig was evolving, this vessel is often reported as a *brig* and given as '*Wellington*'.

From a painting by the author

the snow *Ottawa*, the sloops *Wyandotte*, *Adventure*, and *Welcome* were begun at Navy Island and completed by 1780<sup>3</sup>.

Not mentioned in the Navy Island list, so presumable (and in some cases *definitely*) the following four merchant vessels were constructed at the River Rouge yard between 1780 and 1793. These were the schooner *Beaver*; the schooner *Nancy*; the schooner *Swan*; and the sloop *Detroit*.

And, in the interval between 1793 and 1796 the following vessels were turned out by the same yard: the sloop *Cheboygan*; the snow *Rebecca*; the snow *Chippewa*; and the sloop *Francis*.

Following the British evacuation of the territory in 1796 and the

United States occupancy, a merchant vessel was launched into the Rouge early in the spring of 1797. This vessel survived until, and then engaged in, the Battle of Lake Erie under the name *Amelia*.

The brig *Caledonia* was built at River Rouge in 1799, during this period of U. S. rule, for the North West Company. The company agent, Angus MacIntosh, had her towed across to Canada after launching and she was fitted out at Fort Malden. Captured off Fort Erie, she served in the Battle of Lake Erie under the U. S. Flag. Decommissioned and sold in 1815, she ended her days as the *General Wayne*.

The Rouge River vessels were all quite apparently the work of naval shipwrights who came ostensibly to



build fighting ships. It is hardly surprising then, that as man o' war or merchantmen, they all followed the traditional naval pattern for shallow water use.

Of all the vessels so mentioned, the brave little *Nancy* has been uniquely intriguing to me. She must be able to scent a *turncoat* for I was born in Scotland, moved to Canada, then settled in Michigan. I have voluminous files on *Nancy's* escapades and many pictures of her and keeping track of her memorabilia has given me about as much trouble as she gave the Yankees!

The story of the *Nancy* would, in itself, fill many of TELESCOPE's issues. Her bones have been exhumed and are now enshrined in a '*Nancy*' museum at Wasaga Beach, Ontario. From her frame there, and from copious notes carefully kept by one of her masters, Alexander Mackintosh, of her career and her personality... Mr. C. H. J. Snider, utilizing his exhaustive knowledge of old lake men o' war, has recreated a remarkable replica.

The *Nancy* herself was launched into the River Rouge in November of 1789 for Forsyth & Richardson<sup>5</sup>, and or, Leith & Shepherd, of Detroit<sup>4</sup>. The latter were traders, commission agents, and probably, part owners. She measured 68 feet on deck, had a twenty foot beam, with an eight foot ceiling in her hold. She was rated at one hundred tons. Her agents touted her as a fast vessel for the burgeoning lake trade developing between Fort Erie, Detroit, and Mackinac. As a merchantman she carried two three pounders and was sailed by a crew of nine<sup>4</sup>.

This complement was beefed up when she was pressed into service as a war vessel during the War of 1812. She then carried a crew of thirty-seven men, and mounted six guns. In a picture of her lying off Detroit in 1794 she shows only two yards to each mast. I would suggest that at that time her top gallant yards were on dock to facilitate the obvious careening job in which she was en-

gaged and, that her rig in 1812 carried top gallants.

In August of 1814 the *Nancy* was trapped in northern Lake Huron by an American squadron of five vessels mounting a total of fifty guns. The *Niagara*, *Scorpion*, and *Tigress* were detached from that squadron to block her in the Nottawasaga River. To avoid her capture, her commander, Lt. Worsley blew her up and also burned the shore base blockhouse to prevent his pursuers from capturing his ship and from obtaining any supplies or naval stores.

Bereft of his ship and base camp, Worsley commandeered bateaux to elude his blockaders, was able to evacuate his crew safely with a goodly amount of supplies to the haven of still British-held Mackinac, and later to even board and capture two of the vessels and their crews which had forced the destruction of the *Nancy*.

Having focused the spotlight upon the star of our collection we must get back to our continuity, as this set out to be about shipbuilding and not about fighting.

First launching in the Rouge after the United States gained control of the yard was, as mentioned, a schooner of 80 tons. Possibly begun by the British, she first carried the name *General Wilkinson*. Shortly after launching she was purchased by the United States Army and renamed *Amelia*. The *Amelia* is said to have been the first vessel to fly the United States Flag on the upper lakes.

In 1798 a keel was again laid in the Rouge River shipyards. It was slated to be known as the schooner *Detroit*, but its construction wasn't consecutively carried through to completion. Contemporary sources indicated a vessel was *in work* at the yards in 1800, but not until 1802 was a ship commissioned there. This one was named the USS *Tracy*... likely the hull not completed in 1798. Later in 1802 the tempo increased noticeably with the construction of the 100 ton brig, USS



The **DUKE OF WELLINGTON** is believed to be the 3-masted vessel on the near-right horizon in this historic view of Detroit, in 1838. Other vessels shown prominently are Str. **ERIE** at far left, behind the **MICHIGAN** of 1833. To her right and in front of the **WELLINGTON** is the **UNITED STATES** of 1835. At the extreme right, a typical schooner of the period prepares to come alongside a landing stage.

Print from Burton Historical Collection

*Adams*. These two established no long records of longevity. The *Tracy* struck a reef in Lake Erie during her first season and was sold out of federal service by 1807<sup>6</sup>. The *Adams* was taken along with the capture of Detroit by General Brock in August of 1812 and renamed by the British HMS *Detroit*. She was soon after boarded and captured by United States forces, and burned to prevent re-capture.

Whereas Lake Ontario already had well established shipyards, the War of 1812 produced a tremendous surge of activity around the shores of Lake Erie. The shipyards along Erie's south shore came into being, and, at the mouth of the Detroit

River, Fort Malden turned out the biggest units of the British fleet. But Detroit, for an interval of some twenty years, produced only one vessel of record and that registered in at only 42 tons. I submit that it is an understatement to comment that shipwrights and riggers local to the Detroit area had an unemployment problem!

Before the War of 1812, broken trade-ties may have had some bearing on halting production of shipping. Immediately after the war, the dispersal of warships by the two powers as dictated by the Rush-Bagot Treaty might also have been a factor in the slowing down of the construction of new ships.

The steam propelled vessel was introduced to the upper lakes in 1818 but the shortage and the high cost of engines and boilers long continued to be the economic factor responsible for the use of sailing ships rather than steamers.

The enormous surge of westward colonization provided the incentive to tailor lake sailing vessels for easier, safer, and swifter navigation than the naval-designed craft of the pre-war years. Center boards gaff topsails, the three-cornered raffey, native only to the Great Lakes, were of necessity developed, and proved the schooner so efficient and economical that they held the steamboat to passenger carrying for years. If it was expedient, a sailing hull could always be converted anytime an extra engine was transported from tide-water and a competent engineer found available.

During the 1820's a great step in the expansion of Great Lakes shipping was triggered by the completion of the Erie Canal from Buffalo to Albany. This was closely followed by the construction of the Welland Canal.

In every era there appears a man of stature to take command and to give direction. In that era the man with the enterprise to step up to the needs of the day was Oliver Newberry, a young Detroit merchant. Beginning in the '20s, he had acquired by 1835 a fleet of nine vessels plus the soubriquet '*the admiral of the lakes.*'

In 1824, Mr. Newberry commissioned the building of a 50 ton schooner.. *Savage*..at Detroit. This was followed in 1825 by the schooner *Pilot*; in 1826 by the *LaGrange*; and 1828 by the *Napoleon*. Then five schooners were built at Huron, Ohio, for his fleet: the *Marengo* in 1831; *Prince Eugene* and *Austerlitz* in 1832; the *Lodi* in 1833; the *Jena* in 1834.

It will be noted that Oliver Newberry seemed to develop a penchant for naming vessels in honor of the Emperor Napoleon's generals and vic-

tories. The story persists that Newberry named his vessels thusly *not* so much because of his admiration for Napoleon but rather to irritate the patriotic British sensibilities of his arch-rival and cross-river competitor, Angus Mc Intosh factor of the Northwest Fur Company establishment (at the foot of Moy avenue in present day Windsor).

To such an extent did Newberry succeed in annoying McIntosh that this good man sent directly to Scotland for a team of competent shipwrights to come out to Canada West for the express purpose of building not only a bigger ship than any in Newberry's fleet, but one that would out-run and out-maneuver, in any weather, anything Newberry had!

The Scottish shipwrights arrived and fulfilled their obligations. Their creation was named *The Duke of Wellington*...Napoleon's conqueror.

The *Duke of Wellington* fulfilled McIntosh's desire of outsailing and outcarrying anything on the lakes.

*But, this story is not yet told.*

In 1831, the Honorable Angus McIntosh (the prefix because he was also a member of the Legislative Assembly of Upper Canada) returned to Scotland as the Mackintosh, head of the Mackintosh Clan, to take possession of his ancestral estate at Moy Hall, in Inverness-shire, Scotland.

Soon after Angus McIntosh left the Detroit River, Oliver Newberry lured away the Scottish shipwrights and commissioned them to build for him a bigger and faster vessel than the *Duke of Wellington*. \*

*And so it goes...until you hear from me next time.*

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GREAT LAKES *and* SEAWAY NEWS

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Sept. 1...An explosion in the engine room of the new self-unloader, *Agawa Canyon*, under construction for Algoma Central at Collingwood, killed one man and injured seven others.



**AGAWA CANYON** dominates street view of Collingwood, Ontario, where ship is under construction. Photo by C. E. Stein

...The Mackinac Island ferry *Chippewa* rescued a launch and her barge from going on the rocks of the island. The motor of the launch had failed and she was drifting helplessly with her barge which was loaded with 40 tons of hay for the island horses. The *Chippewa* took her into the island harbor.

...A new regulation covering operation of drawbridges could permit the Coast Guard to require bridge operators to equip them with radiotelephone sets for voice communication with vessels.

...Search of an Israeli vessel (not named) in the Welland Canal uncovered a large cache of hashish, valued at \$45,000. The vessel had sailed from Portugal.

Sept. 3...The self-unloader *Harris N. Snyder* is undergoing repairs to her bow in Conneaut, Ohio. After loading coal for Alpena, Michigan, she rammed

**GREAT LAKES & SEAWAY NEWS**

the west arm of the breakwater on her way out. Inspection uncovered minor leaks in her forepeak. Following temporary repairs she will go on to Alpena and discharge her cargo after which a more complete inspection will be undertaken at American Ship in Lorain.

Sept. 4...A police raid on the new *Niagara Belle* (See TELESCOPE, Vol. 19; No. 5) during a special cruise led to charges being laid against several men for selling liquor without a license.

Sept. 5...An inquiry into the sinking of the *Eastcliffe Hall* revealed that the ship was in violation of the Canada Shipping Act to the extent that no second mate was aboard at the time of the mishap. The owners, Hall Corporation of Canada, disclaimed knowledge of the position being unfilled, or of any responsibility for the charge of negligence and incompetence.

Sept. 7...A new threat of oil pollution in the Gulf of St. Lawrence occurred with the sinking of the oil tanker barge *Irving Whale* with her cargo of 75,000 gallons of bunker-C. The barge, owned by K. C. Irving interests, of St. John, N. B., was being towed from Halifax to Bathurst, N. B. when she sank in heavy weather in about 250 feet of water. This same barge made the news recently when she was used to remove the same type of oil from the sunken tanker *Arrow* in a desperate attempt to remove as much cargo as possible to reduce pollution danger.

Sept. 8...*Northcliffe Hall* struck the bank of the Welland Canal while passing the *Carol Lake* near Allanburg, Ontario. Four small holes were punched in her side and she remained above Lock 7 for repairs.

Sept. 9...More than 48 lake vessels have been involved in speed violations in restricted areas of the St. Mary's River since new speed limits were set last August 11. Of these, 21 vessels received citations, while 27 were told of their violations but not cited for speed only slightly in excess of the nine-mile-per-hour limit. Of the latter, 13 were Canadian ships and the rest American. In all, 243 vessels have been checked by Coast Guard.

...High water levels in Lake Superior have begun to recede, as a result of which eight gates in the St. Mary's compensating dam, opened last month, were being closed. When these gates are closed water in the Sault Harbor area should drop nine to ten inches.

...Erie Sand Steamship Co., of Erie, Pa., has sold their *Joseph S. Scobell* to Marine Salvage, Ltd., of Port Colborne, Ontario. She was built in 1891 by Cleveland Shipbuilding Co., as the *Griffin*.

Sept. 11...Hyman Michaels Company has acquired from Hindman Transportation, Ltd., their freighter *Elizabeth Hindman*. She is to be scrapped by H-M's Duluth Iron and Metal division at Duluth, Minnesota, where she is docked awaiting her fate.

...The self unloader *Frank Purnell* reported it had developed steering trouble at about 9 PM. The tugs *Miseford* and *John McLean* were dispatched from the Canadian Soo to assist her. The tugs picked her up in Lake Superior off Isle Parisienne at about 3 AM, and at 9 AM the *Purnell* became the first ship ever to lock through stern-first in the new Poe Lock. Her captain explained the unusual stern-first tow was used so he could take advantage of the bow thruster on his vessel to maintain some control during locking. After clearing the canal she tied up at the Carbide Dock in the Soo to

## GREAT LAKES &amp; SEAWAY NEWS

have repairs made to her rudder.

...The *Milwaukee Clipper*, which began ferrying passengers across Lake Michigan 29 years ago (TELESCOPE, Vol.19; No. 5) was retired by her owners, Wisconsin & Michigan Steamship Lines, of Detroit.

Sept. 14...The *Sugar Islander*, regular ferry boat operated between Sault Ste. Marie, Michigan, and Sugar Island in the St. Mary's River, was removed from service at 9 AM this morning. Scheduled for a \$40,000 expansion to increase her capacity, she will be in drydock for about 60 days. The ferry *Drummond Islander* will take her place.

...The self-unloader *Crispin Oglebay*, which has been aground in the Trenton Channel of the Detroit River since September 13, was freed today. She only suffered slight bottom damage.

...The Mackinac Transportation Co., operator of the *Chief Wawatam*, has petitioned the I. C. C. for permission to discontinue the service she has provided as a rail link between the Lower and Upper Peninsulas of Michigan, across the Straits of Mackinac.

...The Canadian government fined the captain of the Liberian tanker *Trairaron* \$3,000 or 30 days for discharging oil in Canadian waters in May.

...The oil dipper dredge *King Coal* sank late today in heavy seas west of Fairport Harbor, Ohio, where she now lies less than a mile off shore in 36 feet of water. Sold recently to Marine Salvage, she and the derrick scow *Aft* were in tow of the tug *Herbert A.* when the sinking occurred. After the mishap the tug and scow continued on to Port Colborne. The *Aft* was so named because she was the after-end of the bulk carrier *Steel King*. The ship was cut in two many years ago, and her forward end is reported to be still in service in the Toledo, Ohio, area.

Sept. 15...In Lake Huron the tow line between the tug *Olive L. Moore* and the barge *Wiltranco I* parted in heavy seas. A lighter line was successfully attached to the barge, but extremely slow speed was necessary to reduce the danger of breaking this lighter line. The tug *John Purves* arrived to aid the *Moore* on the following day. At 1:15 AM on the 18th, in darkness and a heavy fog, the lines again parted and the *Wiltranco* ran aground in the South end of the Livingston Channel, forcing eight ships to go to anchor. The barge was freed at about 10:30 in the morning.

...At Port Huron, Michigan, construction is under way on a new ferry terminal for a forthcoming railway car-float service across the St. Clair River by the Grand Trunk Railway.

Sept. 19...The Soo locks, closed because of heavy fog conditions, reopened at 5:55 AM. 13 downbound and 12 upbound ships had tied up in the river.

...The *Wiltranco I*, with tugs *Olive L. Moore* and *John Purves* arrived in Cleveland. The barge, loaded with pellets, had left Silver Bay, Minnesota, 16 days earlier, on September 3.

Sept. 22...The British motor vessel *Martha Endeavour* has broken down in mid-Atlantic and is shipping water, distress signals monitored at the Hague indicated. She is on her way to Rotterdam from Chicago and Montreal.

...The *Orefax* is aground near Brockville, Ontario. An explosion in the engine room knocked out her steering mechanism. She was enroute from Duluth to

## GREAT LAKES & SEAWAY NEWS

Charlottetown, P.E.I. with a load of potash.

Sept. 23...Massey Marine and Salvage Co., Alpena, Michigan, is scheduled to begin work on the wreck of the *Nordmeer* on Thunder Bay Shoal in Lake Huron. They have been awarded a contract to remove oil in her tanks.

...Tests have shown that oil along the western shoreline of Magdalen Island earlier this week came from the sunken oil barge *Irving Whale*.

...Here we go again...The *Medusa Challenger* entered the Chicago River and passed under the Lake Shore Drive bridge, then left traffic in a turmoil when half of the bridge jammed six feet from the closed position. Police were called to reroute traffic and pedestrians.

Sept. 24...The public inquiry into the sinking of the *Eastcliffe Hall*, held at Cornwall, Ontario, cited the captain and mates for blame in the tragedy that resulted in the loss of nine lives.

...The *Orefax* was freed today and went to Montreal for repairs.

Sept. 27...The Italian freighter *Dorothy Seconda* developed engine trouble in Eisenhower Lock, and towed herself out by use of her own winches. A sticking cylinder in the pilot valve was located as source of trouble, and the small ship, built in 1948, was able to proceed on her first trip in the Seaway bound for Windsor, Ontario. (She is described by Lloyds Register as a *trawling factory ship*, but this appears to be in error.)

...Further attempts at preventing oil leaks from the sunken oil barge were stalled by high winds which prevented divers from capping the vents. The CCGS *Wolfe* and CCGS *Tupper* were aiding in the attempts by laying down concrete blocks and anchoring equipment for the divers to resume underwater work.



**J. A. W. IGLEHART** to have new skipper with retirement of her former Master, James M. Burke.

Massman Photo; Dossin Museum

Sept. 29...Capt. James M. Burke, master of the *J. A. W. Iglehart*, flagship of the Huron Cement fleet, retired today after 42 years of service with the company. Capt. Burke is a long time Institute member.

## GREAT LAKES &amp; SEAWAY NEWS

Sept. 30...Informed sources said that a second 1,000-footer will be started at Erie Marine, Inc., in Erie, Pa. late this year. Erie Marine, a highly automated facility, is a division of Litton Industries.

Oct. 1...The Burlington Northern Ore Dock (formerly Great Northern) at Superior, Wisconsin, shipped its billionth ton of ore.

...The Erie Mining Company, of Hoyt Lakes, Minnesota, after 13 years of operation, produced its 100 millionth ton of taconite on Sept. 30th.

...Wilson's *A. E. Nettleton* loaded a cargo of storage grain at Farmer's Union House #2 in Superior, Wisconsin. After loading she departed for Buffalo, N. Y., where she will go into winter layup. The grain is consigned to Pillsbury Flour Mills and will be unloaded sometime in February, 1971.

Oct. 2...The Canadian Ministry of Transport intends to keep the Welland Canal open until January 7, 1971. Some sources indicate that the decision was influenced by a wide spread shortage of coal.

Oct. 3...Simjac Marine, Ltd., of Prescott, Ontario, is salvaging the deck equipment from the sunken *Eastcliffe Hall*. The steering wheel was already found missing!

...Liberian *Preueza* was seized in the Snell Lock by St. Lawrence County Sheriff's deputies on a warrant of attachment by a New York City company in an ownership dispute.

Oct. 4...U. S. and Canada would ban oil drilling in Lake Erie under a recommendation from four state's legislators. The lawmakers represent Michigan, Ohio, New York and Pennsylvania.

...A new governmental agency, nicknamed *Noah*, took over two services of importance to Great Lakes mariners today. Noah is the National Oceanic and Atmospheric Administration (NOAA) established by President Nixon to help combat environmental problems. Among services falling under the new agency are U. S. Lake Survey and the Weather Bureau. The latter has been renamed The National Weather Service.

Oct. 7...The midsection of the 1000-foot vessel at Erie, Pa., (hull No. 101) began to list when a watertight hatch was left open during the filling of the drydock. Workmen, alerted by the list, pumped out the drydock and drained the hull.

Oct. 13...A heavy slate of winter ship repair has been announced by Bay Shipbuilding Corp. (Formerly Christy Shipyard; see TELESCOPE, Vol. 19; Page 174). *E. G. Grace*; deck strapping job and miscellaneous work: *Pontiac* installation of a new pilot house, bow thruster and shell repairs with miscellaneous lay-up and fit-out work: *C. B. Randall*; miscellaneous work *Jack Wirt*; continuation of deck repair work started last year: Tanker *Amoco Illinois*; lay-up and miscellaneous work. Negotiations are also under way for tankers *Mercury* and *Venus*; former for bow thruster and sewage system installation and the latter for a new heating boiler, sewage system, and refrigeration remodeling. The ships will begin arriving in December.

...Roger M. Kyes, Bloomfield Hills, Michigan, has been elected Board Chairman of American Steamship Company and of Boland and Cornelius, Inc., both of Buffalo, N. Y. The election fills a position vacant since the death of H. Lee White.



## GREAT LAKES & SEAWAY NEWS

- Oct. 14...*Ontadoc* down Welland Canal with her last load of grain. Sold to Marine Salvage, she will unload at Quebec City and apparently winter at Sorel before departing for overseas.
- Oct. 15...The U. S. Coast Guard cutter *Tamarack*, one of the busiest on the Great Lakes will be replaced at Sault Ste. Marie by the *Buckthorn*, a smaller, newer design vessel formerly stationed at Detroit and Buffalo. After 36 years on the busy St. Mary's system, the 124 foot *Tamarac* will be decommissioned.
- ...The C. & O Railroad has petitioned the I. C. C. to drop its carferry between Ludington, Michigan and Kewaunee, Wisconsin. The Ann Arbor Road has similarly petitioned to abandon its ferry service from Frankfort to Manitowoc.
- Oct. 16...Mariners have been advised that the closing date on the Montreal Lake Ontario section of the Seaway will be December 10, 1970. Navigation on this section may be extended on a day-to-day basis depending on weather.
- Oct. 17...The Canadian St. Lawrence Seaway Authority has increased security on the Seaway and Welland Canal, officials said today, after Prime Minister Peirre Trudeau invoked the War Emergencies Act, a form of martial law. The action has not affected movement of traffic.
- ...A delegation of U. S. Steel officials inspected the Pielstick engines aboard the Israeli freighter *Hadar* at Cleveland. These are the same engines recently recommended for their new jumbo being built at Lorain, Ohio.
- Oct. 19...Seaway shipping was blocked for five hours today when the *Helen Evans* lost her steering gear near the Thousand Islands bridge on the St. Lawrence River.
- Oct. 21...President Nixon signed into law the new Merchant Marine Act.
- ...Cleveland Cliffs gave exhaustion of raw material as reason for closing the Eagle Mills pellet plant at Negaunee, Michigan by the end of 1970. The Humboldt Mine, whose reserves supplied the plant, will also close.
- ...A payment of \$1.3 million has been offered to the Canadian Government by underwriters to cover damage claims resulting from the sinking of the tanker *Arrow*. Minimum cost of cleanup of pollution is estimated at \$3.1 million.
- ...The 138-foot sailing schooner, *Star of the Pacific* tried to turn around in the 122-foot-wide Cheboygan River at Cheboygan, Michigan, with arithmetically predictable results. Cheboygan Coast Guardsmen cited Conrad Mikulic, of Buffalo, her owner, for blocking traffic on the river.
- Oct. 22...Cutting begins on the *Mancox* at United Metals yard in Hamilton.
- Oct. 24...Crewman on the German freighter *Transgermania* falls into hold and is pronounced dead on arrival at hospital.
- Oct. 25...Michigan's Potagunnissing Bay Islands in Lake Huron have been singled out by the Department of Interior for special consideration in the planned development of a national island recreational system.
- ...*Gulf Transport* down Welland Canal on her last trip. She has reportedly been sold Italian.

## GREAT LAKES &amp; SEAWAY NEWS

...The submarine, *USS CERO*, which had been tied up at Detroit's Brodhead Armory for the past ten years, has been sold to the Arrow Wrecking Company of Dearborn, Michigan.

Oct. 26...A marine navigation light powered by radioactive isotope which can operate five years has been put in service in the St. Lawrence River near Brockville, Ontario. Originally designed for the Arctic where repair is difficult, the light was built by Canadian Department of Transport and Atomic Energy of Canada.

...*Ralph Misener* is at Port Weller Dry Dock for rudder repairs while the fireboat *Edward M. Colter* is there for repair and a paint job.

Oct. 28...The British freighter *Wearfield* was blown sideways at the entrance to the Soo Locks by a 40-mile wind. Grounded as a result at 10:54 AM, she was not freed until 4:30 in the afternoon.

...*Manchester Merit* arrived on her maiden voyage at Montreal. Built for Manchester Liners, Ltd., a subsidiary of Furness, Whity & Company, the new containership was designed for regular service between Montreal and Manchester with a capacity of 135 containers underdeck.

Oct. 30...The crane ship *Cambria*, owned by Bethlehem Steel Corp., has been sold to Miller Compressing Co., of Milwaukee, Wisconsin. The vessel will be delivered to her new owner at the close of the season.

...The self-unloader *W. F. White* is in Cleveland undergoing extensive repairs to her port boiler. She was discharging stone at Port Huron, Michigan a week ago when an unexplained loss of water damaged her boiler tubes.

...*Joe S. Morrow* is in drydock at Fraser Shipyard in Superior, Wisconsin, undergoing repairs on her stern. She sheared off her rudder shoe and suffered other damage while backing in Duluth-Superior harbor three weeks ago.

...The *Frontenac* arrived at Superior with minor damage on her starboard bow suffered when she struck a pier approaching the locks in the lower Soo.

Oct. 31...Captain H. C. Inches, director of the Great Lakes Historical Society's museum at Vermilion, Ohio since 1958, retires today at age 88. Mr. Charles E. Matt has been appointed curator of the museum.

## MISCELLANEOUS

...The Canadian lake vessel *Martha Hindman* was towed through Snell Lock at 3:00 AM, September 22, by tugs *Salvage Monarch* and *Helen M. McAllister* as far as Trois Rivieres. What at first appeared to be another tow bound overseas for scrapping was later dis.elled when the *Hindman* made the return trip on the 30th., bound for Buffalo.

...*Matthewston* has arrived in tow at Vado, Italy, July 24, 1970, for scrap and *Nixon Berry* arrived Vado, Italy, July 1, 1970; *Portadoc* arrived August 1 at the same port; both scrap.

...The Canadian laker *Northern Venture* has a Liberian namesake in Seaway service which will undoubtedly cause confusion. For starters, she is listed in *LLOYDS* as *Northern VenturER* and later corrected to *Northern Venture*. The Seaway authority had her listed right, only to change it incorrectly.

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.

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