Telescope

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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

Membership Notes

The Dossin Museum is now exhibiting a comprehensive display dealing with the new Bethlehem Steel ship **STEWART J. CORT.** The exhibit includes models of the ship, the yard arrangement where she was built, and an operating model of the unloading equipment. This exhibit was prepared by the museum with the cooperation of Litton Industries' Erie Marine and Ingalls Nuclear Shipbuilding divisions, together with the Detroit News. As presently planned, the Dossin Museum is the only place on the Lakes where this material will be shown in its entirity.

MEETING DATES

The September meeting will be the ANNUAL MEET THE AUTHOR DINNER at the Harmonie Club in Detroit. The date is SEPTEMBER 24. Details have previously been announced, but if you failed to reserve and wish to attend, there may still be time. Phone the Institute office at 567-7441.

A business meeting of the Board of Directors will be held at the Dossin Museum at 8:00 P.M., Friday, October 29, 1971. All members are, as usual, urged to attend these meetings.

CONTENTS

OUR COVER PICTURE...*Looking every bit a monarch, and carrying an assortment of civic and political dignitaries, the* **UNITED STATES** *threads her way between bridges on the Chicago River, May 22, 1909; her maiden voyage.*

Dossin Museum collection.

SHIPS THE CRAIGS BUILT

United States

by Capt Frank E. Hamilton

John Craig was born in New York, December 24, 1838. He served his apprenticeship as a ship carpenter there. During the Civil War he was in charge of converting merchant vessels into gunboats for the Navy. He helped build the Gunboat WINONA.

In 1866, he went to Gibralter, Michigan, where he and W. L. Linn started a shipyard, known as Linn & Craig. In 1882, after a falling-out with Linn, Craig moved to Trenton where he established business as John Craig & Son. Due to labor trouble they moved to Toledo, Ohio, in 1889, to what had been known as Birmingham, on Front Street, East Toledo. Here they established the Craig Ship Building Company, with John Craig as President. George L. Craig was Vice President, and John F. Craig served as Secretary as well as Manager.

George was born in New York in 1864 and served his apprenticeship under his father in Gibralter, then for three additional years under Frank E. Kirby at Detroit.

The younger son, John F., was born at Gibralter in 1868 and worked at the yard there and at Trenton. He studied shipbuilding on the Clyde and brought back plans of English cross-channel steamers, which the Craigs used for their passenger boats.

On November 20, 1905, they sold the yard to the Toledo Ship Building Company. Later, after the yard had been sold, George Craig built the sidewheeler CHIPPEWA, *at Toledo, the* MACKINAC *at Ferrysburg; looked after the building of the* UNITED STATES *at Manitowoc, and built the* CITY OF GRAND RAPIDS *for the American Ship Building Company at Cleveland. All of his plans and drafting were done at a rented office in Toledo.*

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The steamer *United States* was a typical three-decked, single screw, Great Lakes passenger vessel. She measured in at 204-feet overall with a 193-foot keel; 41-foot beam, 16 foot depth, and 1,374 gross tons. Built by Manitowoc Shipbuilding Company in 1909 as Hull Number 28 under the supervision of George L. Craig, she was launched at 2:00 PM, February second, of that year, with appropriate fanfare and ceremony. Her sponsor was Miss Blanche Boehm of St. Louis, who represented the Mississippi Valley, and christened the ship *United States*. On govern-

Author's Note: Undoubtedly there are some errors and omissions. There could be no progress with marine history *without* error. My thanks to Robert E. Lee for his effort in taking some of these out of this story. I would like to thank the following people for their help: *Mike Berzinsky; Martin J. Butler; David T. Glick; John J. Guba; C. P. Labadie; Arthur H. Lewis; Daniel J. McCormick; Captain D. J. McGarity; Edward N. Middleton; C. Bradford Mitchell; Donald Ringwald; George Vargo; Richard J. Wright.* I also owe a debt of gratitude to the following agencies and institutions: *Canada Steamship Lines; Dossin Great Lakes Museum; Grand Haven Library; Hancock Library; Manitowoc Library; Milwaukee Library; New Bedford Library; The Mariners' Museum; The Standard Times, New Bedford; The Steamship Historical Society of America and The Toledo-Lucas County Library.*

ment documents she was Official Number 206330.

Built for the Indiana Transportation Company of Michigan City, Indiana, she was deliberately planned for either lakes or ocean use. Her plans followed closely those of the *Theodore Roosevelt*, built in Toledo by the Craigs in 1906, for which she was destined to become a running mate.

She had 46 staterooms, 23 on each side, each named for a different state of the Union, and each finished in wood native to the state for which it was named. The salon was located through the center of the staterooms, and the smoking room was forward. On the third, or promenade deck was a cabin finished in mahogany which ran the full length of the ship. Her main deck forward was clear for freight, while aft it consisted of a social hall, the purser and steward offices, a baggage room, and the dining room with the galley in the hold. On the hurricane deck, forward of the smokestack, was a large shield of the United States, and abaft her stack were three steel frames carrying her name in letters two feet high, a star, and a rippled American Flag, all illuminated with colored electric light bulbs.

The Gunnell Machine Company built the engine, a triple compound with cylinders 22 - 36½ - 60 inches, 40 inch stroke. There were three Scotch boilers built by the Manitowoc Boiler Company, 13 feet-3 inches by 12 feet-4 inches, developing 2,560 hp.

On May 15, 1909 she was taken out on her builder's trials. Captain Robert C. Ludwig and Chief Engineer Harry D. Irwin must have felt pride in her showing of 22 mph, which doubtless also pleased her designer and the yard.

She left the Manitowoc Shipbuilding Company's yard on May 20, 1909 on her maiden run to Chicago, stopping enroute at Milwaukee. On board were about a hundred dignitaries

A 1909 view of **UNITED STATES** *at her Chicago dock clearly shows hurricane deck ornamentation.* Dossin Museum Photo.

The **UNITED STATES** *was barely a month in service when this view was taken, passing the* KALAMAZOO, *in June, 1909.* Dossin Museum Photo.

from the business and professional communities of Milwaukee and Chicago who shared the ship's triumphant entry into Chicago and the reception which followed.

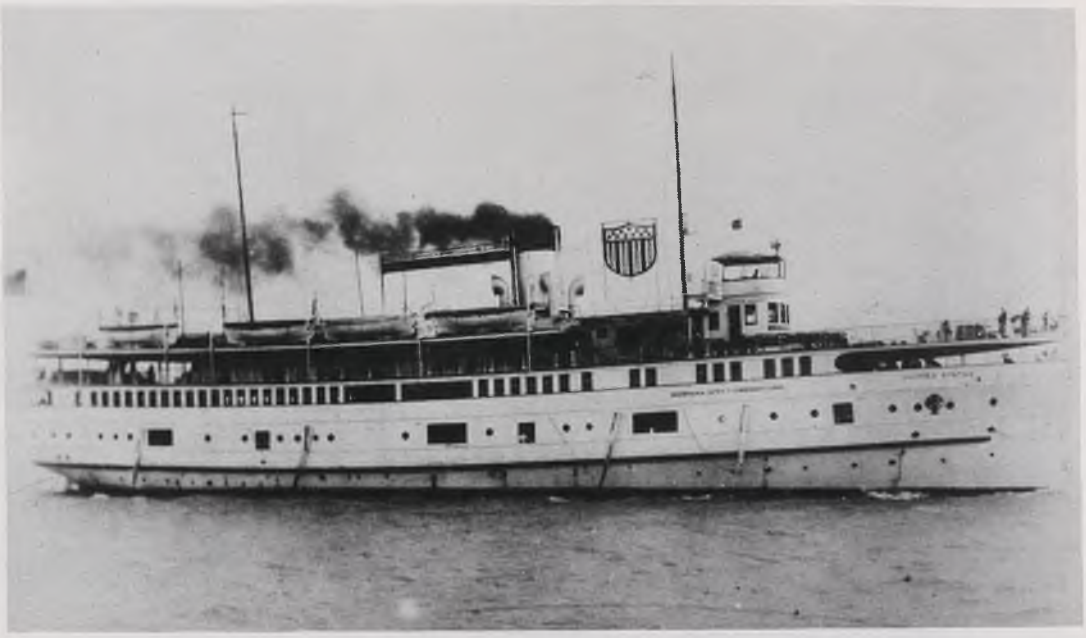
On May 28, the shipyard turned her over to her owners, the Indiana Transportation Company, under the management of I. I. Spino. She was immediately put into service on her regular run, Chicago to Michigan City, opposite the *Theodore Roosevelt*.

She had barely passed her first year of service when, on June 24, 1910, the world was given a foretaste of the bad luck that would hound the ship throughout her career. She was being towed, stern first, to her harbor dock at Michigan City when she crashed into a large bascule bridge, toppled it over, and sank the tug *C. W. Elphicke* which had her in tow.

The tug was pinned to the bottom in twenty feet of water under the big leaf of the bridge, and the *United States* suffered bad damage to her upper deck. The excursionists were thrown into an understandable frenzy, and five men in the tug crew narrowly escaped with their lives.

Fortunately for the tug crew, her captain, Edwin Lutz, shouted to engineer John Carrow and three other crew members to warn them moments before the crash. They leaped to the water at the moment of impact, and were barely able to swim clear of the path of the descending bridge.

Just as the bridge toppled with a sickening, grinding roar, pandemon-



Evidence of her encounter with the bridge can be seen here. Still in Indiana Transportation livery, missing are the illuminated flag and star signs, formerly prominent upon her hurricane deck. Dossin Museum Photo.

ium broke loose along the shore. Women and children screamed; men raced up and down the dock, shouting unintelligible advice to persons near the scene in rowboats, and the lifesaving crew hurriedly got their boat into the water. The crowd soon became uncontrollable, and it was with extreme difficulty that the Michigan City police were able to maintain even a semblance of order.

Although badly damaged, the *United States* actually came out of the mishap fairly well, considering the magnitude of the accident and the potential for disaster it presented. Her stern railing was completely torn off of the hurricane deck and her decks were badly smashed in a number of places.

In the spring of 1916 she was chartered to the Crosby Transportation Company to replace the steamer *Nyack*, burned at Muskegon the previous December 30th., on her run from Milwaukee to Muskegon. Indiana Transportation Company chartered the steamer *Rochester* from the Richelieu & Ontario Navigation Company for the Chicago - Saugatuck run. On June 23, 1916, the Crosby people bought the *United States* outright to run on the Milwaukee - Muskegon and Grand Haven run, opposite *E. G. Crosby*. At the end of that 1916 season the *United States* closed her Great Lakes career temporarily. She was sent to the coast to enter the second phase of her career...a most unusual one.

Colonel Edward Howland Robinson Green, of Terrell, Texas, was the son of Hetty Green, the richest woman in the country. For some 24 years the Colonel had lived with Mabel E. Harlow, when, for reasons best known by the Colonel...or *maybe* by Mabel...he proposed! He decided a yacht would be an appropriate place for their honeymoon, but found that neither J. P. Morgan's *Corsair*, nor Vincent Astor's *Nourmahal* were for sale, and nothing else was big enough!

Contacting the marine brokerage firm of Gielo and Orr, of Brooklyn, he was informed that they had the steamer *United States* for sale. Green went to Milwaukee to look. He

was delighted with what he saw, but he felt she was too short. But, he was assured, this shortcoming could be corrected, and with all doubt thus dissolved, the Colonel paid $100,000 to become owner of the ship on October 10, 1916. On the same day the ship left Milwaukee; cleared Port Colborne down on October 12, and made a good run down the St. Lawrence and the Gulf, passing through the Straits of Northumberland and the Gut of Canso. She stopped at Halifax for coal, then proceeded on to Brooklyn. On December 6, 1916, she was placed in the drydock at J. M. Robins Erie Basin Drydock, where work began to convert her into the most luxurious yacht on the coast.

Cut between her boilers and the engine, she was lengthened 54 feet, to give her a new length of 259 feet and a gross tonnage of 2,064. The shipyard contract was for $51,250, but before they were done the Colonel spent between $1 and 1½ million, to make her the most costly privately owned yacht in the world!

The engine was completely overhauled to give her a speed of 20 miles per hour. A dummy smoke stack was added, aft of the existing one, to enhance her silhouette, and a new promenade and upper deck was installed on steel beams, with a headroom of 9 feet between decks. The wings of her flying bridge were 32 feet above the water, with a sundeck 24 x 15 feet, aft of the bridge. The pilot house was equipped with the latest available navigation aids, and the chart room was finished in silver ash upholstery.

The lifeboats, ten in all, cost $1,100 each. She also carried four launches, all built of mahogany, and named *Alaska, Hawaii, Antilles,* and *Phillipines;* so called by the Colonel in order that the yacht might be known as "the United States and her possessions!" Largest of these four launches was the *Alaska.* Thirty-five feet long, and driven by a 130-hp Speedway motor, she was fitted with a small cannon forward.

The tea room decorations were red and black lacquer, and in keeping with this the upholstery and hangings were of Chinese design. There being nothing else available, appropriate to the Colonel's taste in floor coverings, a carpet was woven for the yacht. The library was 12 by 15 feet, and here the hangings and upholstery were maroon leather. The drawing room was Louis Quartorze and the breakfast room was Louis Sieze. The Colonel's quarters were the largest aboard the vessel. His stateroom was 15 x 20 feet, and all overhead beams were concealed. Mabel had the adjoining room, which was in the Marie Antoinette motif. The living room was 28 x 32 feet and boasted a large stone fireplace for an open fire, and a painting of the U. S. Frigate *United States* occupied a prominent spot over the mantle.

The shipyard beat its schedule and after a trial run the ship was turned over to Colonel Green on July 4, 1917, with Captain DeWitt C. Moore and a crew of 70 who brought her around into the Hudson River.

The Colonel married Mabel less than a month after the death of his mother, on July 10, 1917. On this date the *United States* sailed with the newlyweds from the 40th Street Pier, New York, for Galveston; came back to New York, then went on to Padanaram Harbor at South Dartmouth.

One might think that all would be delight to the Colonel in his newly acquired status as bridegroom and owner of the world's biggest yacht, but, alas, such was not to be. The Colonel had a cork leg, and this was the source of considerable bother to him when the ship was in motion, so he decided that in the future his ship would be a houseboat. He had her tied up at a new pier he had built at Padanaram Harbor, South Dartmouth, Buzzards Bay, Massachusetts, and retained her full crew on board to cater to whatever whim might strike his fancy.

Further conveniences were built into the ship at this point. A large gymnasium was built on the main deck

and equipped with all of the modern apparatus and other features, among these a suite of electric Turkish vapor shower baths.

However, the ship did make another cruise to Galveston, leaving New York on October 28th. At Galveston, November 17, 1917, a permanent yacht enrollment for the *United States* was issued to E. H. R. Green. A month later she returned to New York, arriving there on December 15, 1917, then continuing on to her Padanaram Harbor pier.

The United States had been engaged in World War I for nearly two months when the Colonel took possession of his yacht *United States*, and whether inspired by patriotism or economics, or perhaps a little of both, the Colonel offered his yacht to the First, Second *and* Third Naval Districts, in January, 1918. The Navy promptly turned down his offers. He had her painted battleship gray and she remained tied up where she was, surrounded by the Colonel's mosquito fleet, consisting of the cat-boat *Mabel*, motor boat *Ruth Dana*, power-boat *Moonhams*, gondola *Virginia*, (which answered as a garbage scow) and *Lydia*, a 60-foot work boat that served as a tender for the *United States*. A captain was assigned to each boat. Owing to the war-time coal shortage, the government cut deeply into the supply available to the *United States*, limiting it to 600 tons a year. This made her inactive most of the time, with a full crew aboard, except for short cruises occasionally.

It was following one of these short trips that she anchored under the Padanaram breakwater on August 20, 1919. She swung around with the tide, striking bottom, and stove a hole in her bilge under the engine room. When the tide went out she heeled over on her starboard side at a 45 degree angle and settled on the bottom. At this time she was in command of Captain Richard Roberts, a former Navy Lieutenant Commander. Police were sent from New Bedford to hold back the hundreds of people who swarmed around the shore and pier to see the wreck. On the next morning, the tug *S. C. Hart* with the lighter *F. C. Taylor* came along side and took off the crew and their baggage. Thousands of dollars worth of valuable linens, paintings, china, chairs, etc., were taken off by the

Yacht **UNITED STATES** *resting on the bottom after swinging at anchor and striking rocks on the night of August 20, 1919, at Padanaram breakwater.* Author's Collection.

Lydia. The Scott Wrecking Company of New London sent the tug *Eugene Hughes* with a lighter and wrecking gear and divers, and on August 22, divers found her resting on a large rock, five feet wide and ten feet long. They blasted the rock out with dynamite and made a temporary repair with a patch over the hole. On the second of September they had succeeded in pumping her out and had her returned to an even keel; then with pontoons and scows alongside she was towed out into the channel. Here tugs took her over and towed her to Moore's Drydock, Brooklyn, where the necessary repairs were made. Upon completion of the work she was laid up in Tebo's Basin with a skeleton crew.

As a result of the accident, the Steamboat Inspectors at Providence, Rhode Island, suspended Captain Roberts' license for six months in late September.

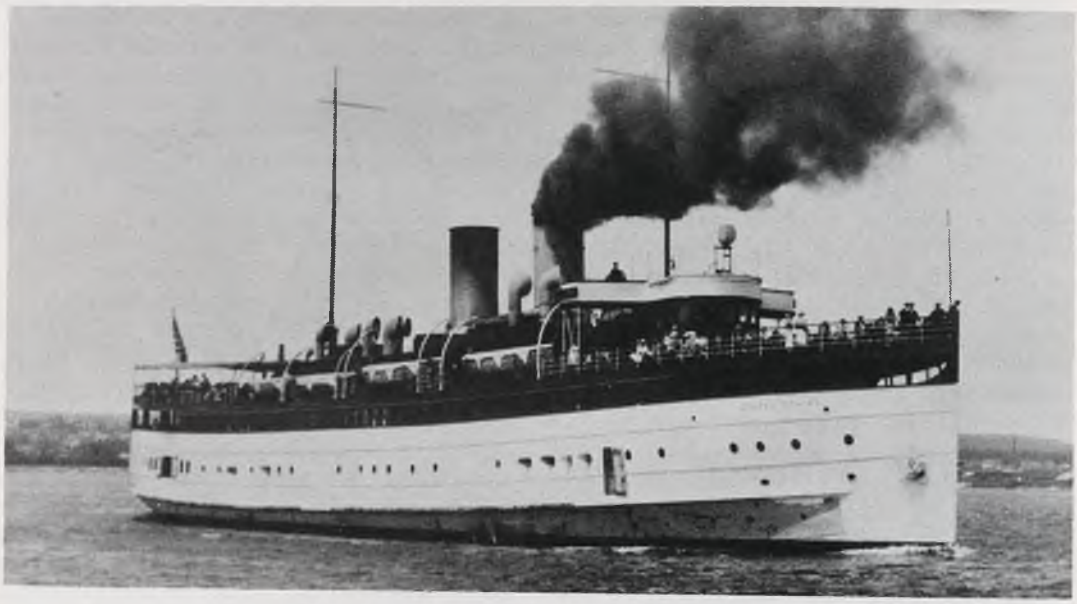
The *United States* laid at Tebo's Basin for four years before she was sold by E. H. R. Green to the Peninsula and Northern Navigation Company of New York. The bill of sale was dated February 27, 1923, from the Collector of Customs, Galveston, to the Collector of Customs, New York. Green held a preferred mortgage of $95,000, on March 7, 1923.

The Peninsula & Northern was headed by a former Navy Lieutenant, Captain John H. Clark, who interested parties in New York and Plainsfield, N. J., together with Ernie Matthews of the Matthews Steamship Company, of Toronto, in forming a company to operate her on Lake Superior. The corporate offices stayed in Plainsfield for quite some time, but the port of hail for the ship was to remain New York until she was sold Canadian in 1930.

Under Captain Clark's personal direction, the *United States* was refitted at the Tebo plant of Todd Shipyard, for service as a Great Lakes passenger and freight vessel. The modifications were made from designs prepared by Harry J. Gielow, Naval Architect. New staterooms were added, accomodating about 100 passengers and considerable deck space was added. Four dining rooms were placed forward. Many of the fittings and trappings placed on board by the Colonel were retained by him. Fine paintings, dishes, and other bric-a-brac were shipped to his winter home on Star Island, near Miami, Florida.

Work completed, the ship was formally turned over to her new owners on May 29, 1923. On June 19, 1923, under command of Capt. John H. Clark with William J. Clark as Chief Engineer, the *United States* departed Brooklyn with 40 passengers. It is said that she thus became one of the first vessels to carry passengers direct from New York to ports along the Great Lakes. She passed up the East River, out into Long Island Sound, past her old home at Padanaram Harbor, and out through Cape Cod Canal, making the run to Montreal in four and a half days with a stop at Halifax for coal. After an uneventful run up the St. Lawrence, Lake Ontario and Lake Erie, she passed Detroit upbound at 8 AM, July 2, 1923. She arrived at Houghton, Michigan on Independence Day, and four days later, on July 8th,, she began on a regular run from Houghton to Isle Royale and Port Arthur. The route proved to be something of a financial disaster.

She was attached in Port Arthur for unpaid bills, on September 3, 1923, held there all winter, then was released upon payment of the debts, in the spring of 1924. She locked down through the Soo at 3 AM May 12, 1924, bound for Milwaukee and a new run; Milwaukee to Grand Haven. Her service on this run began in June, 1924, under command of Capt. Henry J. Delatre with E. E. Luke as Chief Engineer. Offices of the company were at 222 South Water Street in Milwaukee, with John H. Clark as manager. On May 3, 1926, Permanent Register number 218 was issued at New York to the Peninsula and Northern Navigation Company, of New York, and shortly thereafter the fireworks began.



When she returned to the Lakes she reflected the changed appearance resulting from her service as a yacht. Her second stack accomplished no more than to collect soot from the forward one. Author's Collection.

Allegations were made that John H. Clark had obtained the license for the *United States* by signing himself as president. The government claimed that the vessel was in fact owned by the Matthews Steamship Company of Toronto, and that officials of the Matthews Company were, in fact, the officers in the Peninsula & Northern, and that the company was financed by more than 25% Canadian capital. Federal Judge F. A. Geiger, of Milwaukee, booked a hearing on these charges and set the time for 10 AM, July 23, 1926. The Judge gave an injunction allowing the vessel to sail unmolested, but later vacated it when the company failed to post a $15,000 bond. On the same date, the officials of Peninsula & Northern filed suit against Walter Wild, Collector of Customs at Milwaukee, seeking to restrain him from seizing the vessel for fraudulent registration.

On July 25, 1926, the *United States* was at Grand Haven; had finished coaling up, and obtained a clearance for Sarnia, Ontario, to set out on a trip that was to be one of the most sensational runs in Lake Michigan history.

Whether true or not, the government feared that the trip to Canada was designed to thwart the orderly processes of U. S. law, and on July 26, 1926, the ship was siezed while attempting to pass through the North Channel of the Straits of Mackinac by Capt. William Kincaide of the Coast Guard cutter *Tuscarara*. She was held at anchor near Round Island, with an armed guard on board, and later taken, still under guard, to Mackinaw City. July 29, 1926, she was escorted back to Milwaukee by the *Tuscarara*. On August 2, District Attorney Kevin H. Bancroft asked Judge Geiger for forfeiture of the ship to the Federal Government for violation of the LaFollett Act, requiring ships operating in American coastwise trade to be at least 75% American owned.

A hearing was set for August 19, 1926, before Judge Geiger. Captain J. H. Clark, managing director of Peninsula & Northern, called attention to the Court of attempts by the Goodrich Transit Company, their

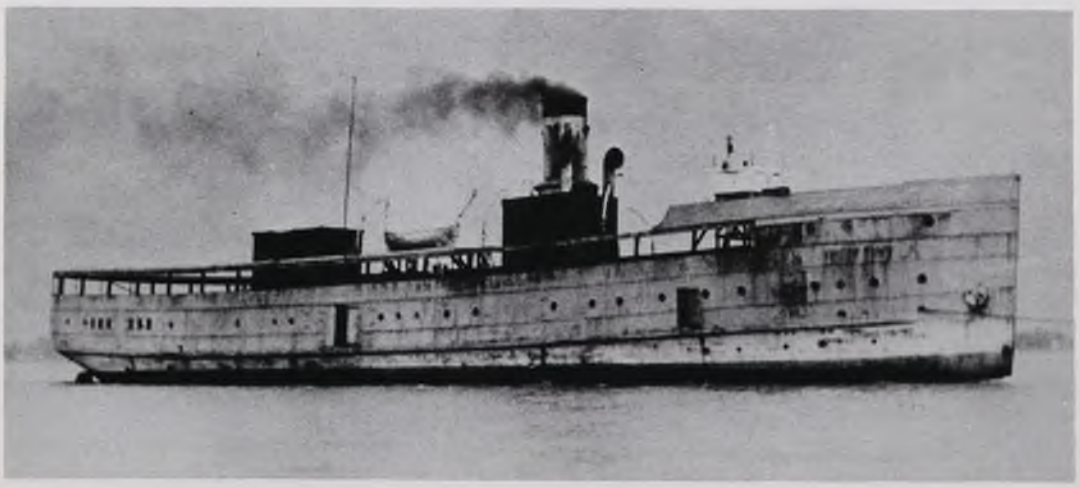
Flooded by streams of water from fire hoses, the **UNITED STATES** *settled to the bottom and heeled over on her starboard side, a burned out hulk.* Author's Collection.

rival, to put his firm which had been operating on Lake Michigan since June, 1924, out of business.

Apparently differences were settled and the *United States* was allowed to sail. She was laid up and put in winter quarters at the City Dock, in Sarnia, in September, 1926.

In spring of 1927, she was being fitted out to go into service on a run from Toronto to Rochester. On June 6, at about 8 in the evening, a fire was discovered in her hold. The Sarnia Fire Department responded and found her enveloped in smoke. They played seven streams of water into her, and at 6:30 in the morning she turned over on her side in the St. Clair River...and again it was the starboard side. The only casualties of the fire were three firemen who were overcome by smoke. Damages amounted to $500,000 and she carried only $300,000 insurance coverage.

Salvage work was begun by the Reid Wrecking Company of Sarnia on a $35,000 no-cure/no-pay contract on July 12, under supervision of wreck-



Fire scarred, and her proud name **UNITED STATES** *water streaked, the ship sailed out of Sarnia with a make-do pilot house and a shack on deck for crew's living quarters, September 15, 1928.* Author's Collection.

master Louis Meyers. The overall operation was under the direction of Captain Tom Reid.

Chains and cables were passed around the ship and led up to steam winches, set up on the dock. Power for the winches was supplied by the tugs *Smith* and *Sarnia City*. On July 16 they had the ship partly up when the chains parted, she settled back to her former position, and they had to start all over again. This time using electric pumps, they had her up and afloat at 2 PM, August 10. Cleaning operations were begun at once and lasted all fall and winter.

While details are scanty, some sort of deal was reached between Reid and the Canada Steamship Lines. Her American enrollment was surrendered, at New York, by Peninsula & Northern, March 5, 1928, thereby cancelling the mortgage of the Guardian Trust Company of New York for $200,000. Her final document was filed at New York, March 6, 1928, endorsed: 'destroyed by fire.' She laid idle at Reid's dock in Sarnia being put in shape to move her. The engine and boiler rooms, the holds, and the crews quarters were cleaned out. A temporary bridge with steering wheel, compass stand, etc., was built forward. A house was built over the engine room and one lifeboat under davits on the upper deck was placed in saddles. It was in this depreciated shape, and with little hint of her former glory that she left Sarnia on September 15, under her own power, and still bearing the name *United States*.

She passed Port Colborne downbound into the Welland Canal at 10:30 AM, September 16, 1929, bound for Lauzon, Quebec, and the Davie Shipbuilding and Repairing Company. Here she was rebuilt as a package freighter. On January 7, the following year, she was re-registered at Montreal, given the Canadian official Number 154476, and named *Batiscan*. She now had a gross tonnage of 1,655, a 246'-8" keel, a 40' beam, and 16' depth of hold. Her owner of record was Canada Steamship Lines.

At the opening of the 1930 season she was placed in the package freight trade on the Montreal-Quebec division. This proved unprofitable, and being in need of major repairs, she was laid up at the close of the 1931 season at Sorel and did not run again. In 1938 she was registered with Marine Industries, a Sorel based shipyard, holding 64 shares. There she laid idle until she was scrapped and her register closed on December 31, 1945.

In retrospect it may be safely stated that the *United States* should never have been built, as the service for which she was built did not warrant another boat, and as fact bore out was unable to support another boat. The Indiana Transportation Company was in financially bad shape soon after building her. Lacking sufficient business for two boats, they soon had her up for sale in an effort to recapture their unwise investment.

When Colonel Green owned her, and offered her to the Navy in 1918 they wisely turned the offer down. With the amount of useless gear and bric-a-brac they would have had to remove from her, it would have cost more than her worth to refit her to their requirements.

The Colonel soon tired of this plaything as he did his other toys, like private railroad cars, and as far as is known he never used her again, after August, 1919. This writer saw her laid up at Tebo's Basin in Brooklyn in October, 1920 where she laid alongside the great ocean-going yachts *Corsair* and *Aphrodite*, and can state with some authority that Captain Clark knew a good bargain when he saw one. He knew the *United States* was *all steamboat*, and well maintained.

Clark had headed the Cleveland based Cleveland & Erieau Steamship Company, which operated the *Theodore Roosevelt* on the Cleveland-Port Stanley route. He got into trouble in this operation with the Canadian authorities, August 28, 1921, and the *Roosevelt* was then laid up in

Cleveland. Clark had the idea of placing both steamers in the Lake Superior trade, but this did not work out and the *Roosevelt* never went there.

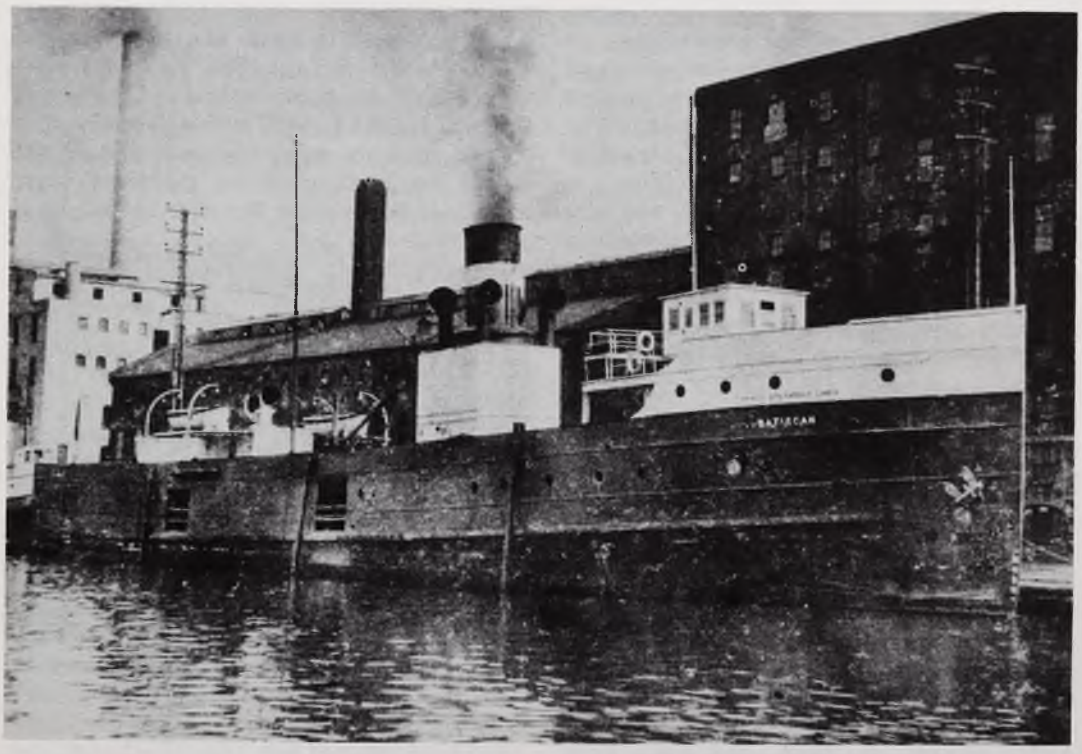
Even after the Mackinac incident, and the burning of the *United States* at Sarnia, the indomitable Clark still stayed in the steamboat business. He formed Journeys Incorporated Line, acquiring the *Alabama*. This deal blew up in 1939, to give Clark the unenviable record of three hard-luck steamboat deals.

At about the beginning of the decline in Great Lakes passenger steamers, in July, 1944, Capt. Henry Delatre related much of the story of Clark's operations to this writer. Capt. Delatre had been a mate with Captain Clark in the *Roosevelt*, then had sailed the *United States* for him.

Portions of the story are unclear, and very likely will never be fully clarified, particularly that part of the ship's career in which she was abandoned to the underwriters after the Sarnia fire. From 1928 to 1930, she was not registered in either the United States or Canada. The deal between CSL and Reid involved some exchange of a freight boat that Reid wanted.

Canada Steamship Lines got the *United States*, then after rebuilding her at Lauzon ran her for only two seasons. She laid idle during the second world war, and never ran again.

Thus, from 1909 to 1945, the *United States* had been many things to many men. Her entire career was dotted with unsuccessful attempts; but none of her failings can be laid to the ship. ✠



Retaining little in her appearance as a reminder of her one-time beauty, this is **UNITED STATES** *as she appeared toward the end of her active career under CSL colors as the package freighter* **BATISCAN.** Dossin Museum Photo

THE NEW CALITHUMPIAN

by C. E. STEIN

STEWART J. CORT on sea trials, Lake Erie, July 17-18, 1971.
Photo courtesy ERIE MARINE

Almost three hundred years ago, in the spring of 1679, the black-clad Recollet friar, Hennepin, standing on the bank of Cayuga Creek, two leagues above Niagara Falls, intoned his blessing upon the forty-five ton sailing vessel *Griffin*. "The assembled company sang *Te Deum*, cannons were fired; and French and Indians warmed alike by a generous gift of brandy, shouted and yelped in chorus as she glided into the Niagara River."

So was the first ship to sail the upper Great Lakes launched.

She was built for 36 year old Rènè Robert Cavelier, Sieur de la Salle, an early North American explorer of Homeric stature. Henry de Tonty, La Salle's lieutenant, an Italian officer, supervised the construction.

For the following 149 years sails alone propelled the vessels across the lengths and breadths of the lakes until, in 1818, the Lake Erie Steamboat Company of Buffalo built and launched at Black Rock, also on the Niagara River, the first steamboat on Lake Erie. Her builder was Noah Brown. The name of the ship was *Walk-in-the-Water*. She was 135 feet long, and 32 feet wide.

Until 1841 all vessels on the Great Lakes were constructed of wood. On September 9, of that year the United States Senate authorized

"*the construction and armament of armed steamers upon the waters of Lake Erie.*" The first such vessel was designated by the President *USS Michigan*...it was the first iron ship on the lakes. The Hon. A. P. Upshur, Secretary of the Navy, in a letter dated June 8, 1842, explains:

"I determined to build this vessel of iron instead of wood for two reasons. In the first place, I was determined to aid, as far as I could, in developing and applying to a new use the immense resources of our country in that most valuable metal; and in the second place, it appeared to me to be an object of great interest to ascertain the practicability and utility of building vessels, at least for harbor defense, of so cheap and indestructible a material."

The USS *Michigan* was fabricated by the firm of Stackhouse & Tomlinson in Pittsburgh under the supervision of Samuel Hart, with a contract stipulating a set price of thirteen and three-quarters cents a pound, launched. The individual pieces were marked, disassembled, shipped to Cleveland by way of the newly-opened Ohio-Erie Canal. At Cleveland the fabricated pieces were placed aboard steamboats and carried to Erie, Pennsylvania, where they were again put together. Launching proceedings were begun December 5, 1843, and completed December 6th.

The vital statistics of this first iron ship on the Great Lakes were: displacement, 685 tons; length 163'-3"; width, 27'-1½" plus ten feet for the paddle wheels; draft, 7'-10" light, 9' loaded; horsepower, 170; speed, 8½ knots.

As the *Michigan* was the first iron ship, so also did she carry a new invention guaranteed to reduce fuel consumption by twenty-five percent. This was the Sickles Cut-Off Valve, which was the first poppet valve for steam. With this valve controlling the admission of steam to the cylinders, five cords of wood lasted seven hours and fifteen minutes.

The practicability of her iron hull was proved. Not until 1949 was she cut up for scrap...and, even yet, her bows and cutwater still survive as a monument near the shipyard at Erie, where she was built.

And now in 1971, again at Erie, Pennsylvania, in Litton Industries automated ship assembly facility, not only the largest vessel that Great Lakes navigation regulations will permit but also the most innovative both in design and method of construction is being completed for the Bethlehem Steel Corporation.

On last July 20, in company with TELESCOPE Editor, Bob Lee, this writer enjoyed the privilege of seeing first hand, as guests of Erie Marine Division and Litton Industries, the marvel that is this new ship...a marvel that defies any description other than *The New Calithumpian*...the world's most amazing machine!

Bob's mission was to see and select material for an exhibit on the ship at the Dossin Museum...mine to collect information to pass on to TELESCOPE readers. We both fell victim to the same dilemma...this ship is simply so huge, and so different in concept, that he could twice fill the museum describing her features while I could use an issue and a half telling about her...and neither would do her complete justice.

This vessel, hitherto variously known as (1) *Stubby;* (2) Erie Marine Division's *Hull 101;* now carries the name *Stewart J. Cort*, honoring the father of Bethlehem's present board chairman.

From 1679 until today...economics plus the capacities of inter-connecting waterways have dictated the size of Great Lakes ships.

After reaching a peak in the early 1950s shipment of iron ore from the head of the Lakes experienced a drop. It has since resumed a steady climb.

In 1962 the Corps of Engineers approved an increase in the size of a new proposed lock at Sault Ste. Marie. The size of the new lock was set at 1,200 feet in length by 110 feet in width with a draft over the sills of 32 feet at low water datum. The maximum size vessel that would be allowed to navigate this lock would be 1,000 feet long overall and 105 feet in beam.

To take advantage of these opportunities Bethlehem Steel Corporation retained Marine Consultants and Designers, Inc., Cleveland, Ohio, to integrate the design of a new vessel. The question of size overall and configuration was studied in detail, taking into account not only the economics but also navigational restrictions and existing loading and unloading facilities. The criteria laid down in the lines and development was that the vessel be capable of 16½ miles per hour loaded, carry a maximum deadweight, be capable of loading uniformly throughout

its full length. The deadweight dictated a large block coefficient. The speed and block dictated a transom stern. The twin-screw arrangement was dictated by the unloading equipment. The basic design was completed in late 1967. Final modifications were made early in 1968 to meet Bethlehem's specific requirements.

Even as was the USS *Michigan*, so was the *Stewart J. Cort* first begun at another yard and then completed in Erie. The bow and stern sections were constructed at Litton's Ingalls Nuclear Shipbuilding yard in Pascagoula, Mississippi. These two sections measured 185 feet at the time of her birth in June 1970. Welded together they were sailed across the Gulf of Mexico, around the tip of Florida, up the Atlantic coast, and through the St.Lawrence River system to the Lakes...a 2600 mile voyage to Erie where the 815 foot modular midbody was inserted.

Thus, in the summer of 1971, the *Stewart J. Cort* is, to date, the largest ship ever to sail on the Great Lakes. Her vital statistics are:

LENGTH OVERALL	1,000-ft 0-in.
LENGTH ON WATERLINE	998-ft. 9-in.
BEAM, MLD.	104-ft. 7¼-in.
MAX. DRAFT, SUM.,MLD.	49-ft. 0-in.
DESIGN DRAFT, MLD.	25-ft. 9-in.
DISPLACEMENT, SUMMER	74,400 tons
LIGHT SHIP WEIGHT	15,510 tons
TOTAL DWT. SUM. DRAFT	58,890 tons
TOTAL CARGO CUBIC	1,647,705 cu. ft.
TOTAL BALLAST CAPACITY	38,872 tons
BRAKE HORSEPOWER, NORMAL	14,800
SHAFT HORSEPOWER, NORMAL	14,000
SEA SPEED, DESIGN DRAFT	16.0-mph
CREW ACCOMODATIONS	33
GROSS TONNAGE	33,000
NET TONNAGE	30,000

The vessel is divided longitudinally into three watertight compartments between cargo-hold extreme bulkheads. Two of these are ballast and void spaces, port and starboard, and the third is the cargo space. Each of these spaces is further subdivided transversely. The ballast and void spaces are each, port and starboard, divided into nine separate watertight compartments by ten bulkheads and the cargo space is divided into four compartments by five bulkheads.

The vessel is equipped with two 750-hp bowthrusters. The decision to use two tunnels rather than one was based on thruster diameter and the desire to keep the tunnels submerged at light draft levels. The size of the vessel and river navigation also dictated two similarly powered stern thrusters.

In the construction of the midbody modules, material flowed through an assembly line to a final assembly point, while labor was reasonably fixed at one location to allow repetitive operations.

The shipyard technical staff developed innovative techniques for handling, moving, and aligning modules.

Throughout the module fabrication, alignment of module to module and midbody to bow and stern, a Laser theodolite was used. The red Laser beam aligned on a desired reference point threw a point of red light on the target. Moving the structure with its attached target until the point of light was properly located on the target brought the units into within 1/16th inch of perfect alignment. Unloading equipment tolerances required that the longitudinal centerlines of the bow, each module, and the stern, fall within a zone ½ inch each side of the vessel's centerline regardless of whether the offset of the centerline was caused by horizontal or angular misalignment.

The development of a new proceedure made the use of electro-welding effective for seam welds.

No riveted seams are used as crack arresters. Instead, a grade *EH* plate was used at the bilge and gunwale; these were normalized after forming and carried a minimum of 6 feet onto the deck and bottom shield.

Cargo-hold slopes and hogbacks were plated with a 50,000 PSI yield

steel to gain a higher Brinell than was formerly available.

The upper and lower figures of the hull girder were made of high strength steels to gain a 1,000-long-ton deadweight improvement.

On deck, eighteen Walz & Kreuger hatches, spaced on 48 foot centers are dogged, opened and closed by individually electrically driven hydraulic units located at each hatch.

The main propulsion unit consists of four Electro Motive Division, General Motors Corporation, Model 20 -645E7 diesel engines, each mounted on a common skid with, and powering, four E. M. D. Model A-10 a-c main generators having through shaft drives connected to pneumatic disconnect clutches and powering two Falk double-input, single-output main reduction gears. The vessel is twin screw, two engines and a gear for each shaft. The propellers are both of controllable pitch, each eighteen feet in diameter.

The engine room was designed for one man operation. Starting, stopping, running and monitoring functions all can be performed at the console. While the basic control for the various functions (unloading, thrusters, propulsion, ballast, etc.) is located in the engine control room this control can be passed to the pilot house if desired. The actual thruster controls are centered in the pilothouse and control can be transferred to the remote stations as necessary.

The ballast system is unique in that each ballast tank has its own pumps, thus there are eighteen pumping stations on the spar deck. There are 36 deck mounted deep well turbine-type ballast pumps...one fill pump (3,100 gpm) and one discharge pump (3,600 gpm) at each station. The vessel can be completely dewatered in about three hours.

All quarters, plus the wheelhouse, cargo unloading control room, and the engine control room are air conditioned.

The unloading system was designed to handle a varying unloading rate from 6,000 to 20,000 long tons per hour with a free-flowing material of two inch lump size and below. Her capacity of being able to discharge 20,000 tons per hour is said to be three times faster than any other ore ship in the world.

The main components of the system consist of a specially designed metering feed gate, a single 10-foot wide steel-cord conveyor belt, a 60-foot diameter wheel elevator, a 98-long by 10-foot wide transverse boom conveyor, and a centrally located, programmed control station.

The complement of navigational equipment includes two Raytheon radars, a Mackay radio direction finder, Raytheon fathometer (reading forward and aft), Benson Electric draft meters (reading forward, aft, and midship), Sperry gyro-compass system, Leslie-Tyfon whistles, Henschel rudder-angle and shaft rpm indicators, Henschel engine order telegraph, Lorain County radio-telephone (AM and FM), Hose McCann navigating lights, panel and ship serice Dial-X telephone, and Carlisle-Finch searchlights.

Like her predecessors, the *Griffin*, the *Walk-in-the-Water*, and the USS *Michigan*, the size of the *Stewart J. Cort* limits her sphere and locks her in the lakes. The ship will be able to go to and from Lake Superior through the newly expanded Poe Lock at Sault Ste. Marie but is too large to squeeze through the Welland Canal where she entered Lake Erie as a child.

This, of course, was known when she was planned. She was designed as a one cargo ship to sail on a specific course. Her purpose in life will be to move taconite iron ore pellets from Taconite Harbor and Silver Bay on Lake Superior to Bethlehem Steel's steel plant at Burns Harbor, Indiana, at the southern extremity of Lake Michigan.

The debut of the *Stewart J. Cort*, the first 1,000 foot vessel on the Great Lakes, is indeed a historic milestone. ✠

OPERATION SKYLIFT

by
BARRY GILLHAM

The author is indebted to Capt. Gilbert Lacey, Master of the Fort St. Louis, *for his help in preparing this article. Many thanks must also go to Sikorsky Aircraft for generously providing photographs.*

At 2000 hours on August 10, 1970, the Canada Steamship Lines' package freighter *Fort St. Louis* eased away from her dock at section 45, Montreal and set sail for the Canadian Arctic. She was operating under charter to the Canadian government and her mission was to carry supplies to five northern outposts as part of *Operation Skylift*. This was an experimental venture to see if unloading could be facilitated by means of an accompanying helicopter.

The Canadian Arctic is still underdeveloped. Ice conditions limit transportation and the area is closed to shipping for nine months of the year. The Canadian Department of Transport maintains an annual sealift during the open months to provide the inhabitants north of the Hudson Strait with supplies. Some goods may be flown in during an emergency but this is expensive. As a result this Sealift is the main means of supply for the year.

The northern bases lack piers and terminal facilities. Thick ice and tides up to fifty feet makes their construction difficult. In the summer ice floes move in at the whim of the wind and can jam ports for days or even weeks at a time.

In previous years the vessels serving these bases would anchor off the outpost and barges would lighter the ship and carry the goods to a beach area. Trucks would complete the delivery but often they would have to travel five to ten miles over difficult terrain. As well as being an inconvenience, the multiple handling proved to be time consuming and expensive.

The first use of a helicopter for unloading a ship in the north took place in 1969 when a Sikorsky S-64E Skycrane, with a capacity of ten tons, accompanied the *Sir John Crosbie*. This venture had limited success. Cargo damage was reduced but her high masts and general construction did not lend to containerized cargos.

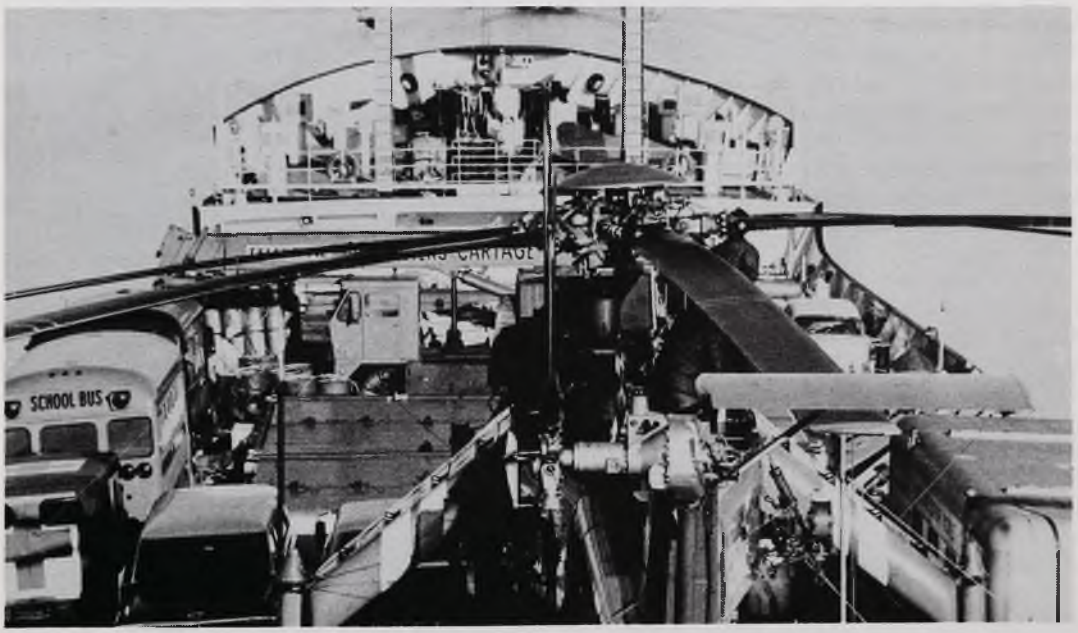
Officials hoped that the *Fort St. Louis* would prove to be a more satisfactory vessel. She was launched in May of 1963, by Davie Shipbuilding of Lauzon, PQ, and has operated in the Great Lakes package freight trade. The ship measures 441'3" x 56' x 32'. Gross tonnage is registered at 5,947 tons and her net is 3,736 tons. Four Fairbanks-Morse diesels, developing a total of 6,000 b.h.p. provide propulsion.

Organization was of paramount importance in preparing for this voyage. Loading commenced at 0700 hours on August 2nd., and stevedores carefully packed the hold so that items required at the first port of call would be the last aboard. Everything was carefully labelled and palletized. Color coding was used on some items to signify the drop zone. It took eight days to complete the loading.

As the *Port St. Louis* passed down the St. Lawrence she carried 2,863.2

In a scene that could be the Lakes in mid-winter, the familiar ***FORT ST. LOUIS*** is seen here in late August, 1970, in the Canadian Arctic, engaged in operation skylift.

Sikorsky Aircraft photo.



An unusual deck-load of widely diversified vehicles and heavy supplies surround the Skycrane which will be used to unload ***FORT ST. LOUIS.***

Sikorsky Aircraft photo.

tons of cargo. On her deck were 19 vehicles, including two school busses an ambulance, trucks, and cars, several 8 x 12 x 50-foot house trailers which were to be directly lowered to their foundations; bottled gas, and the Sikorsky Skycrane.

The first hold contained 55 gallon drums of fuel oil and gasoline. These were strapped four to a pallet, and up to 32 could be airlifted at one time. Bulk cargo filled the remaining three holds. Prefab houses, insulation, telephone poles, wire, storage tanks, food and furniture were some of the items carried north, and the bulkiness of these items accounted for the low tonnage capacity on this trip.

In addition to the regular crew the *Fort St. Louis* carried four pilots with a fifth for back-up, two mechanics, one crew chief, an electrician, two ground-to-air controllers (one ship and one shore) and one Sikorsky official. Eleven members of the Eastern Canada Stevedores were aboard to handle the discharging of cargo.

On august 13 the vessel passed north through the Strait of Belle Isle and into the open Atlantic. Three days later they encountered their first ice and were forced to steer a more easterly course. Floe ice continued to become a regular source of difficulty and caused frequent course alterations. Icebergs were encountered near the west coast of Greenland and these were treated with respect!

The Canadian Coast Guard icebreaker *D'Iberville* met *Fort St. Louis* on August 19 and escorted her to Resolute Bay on the southwestern corner of Cornwallis Island. This is a government operated communications and weather station and they arrived there on the 20th, at 0400 hours. In the ten days since clearing Montreal the ship had travelled 3,000 miles.

A total of 903 tons were discharged at the eight drop zones at Resolute Bay. The Skycrane used steel cables as slings and these were placed around preloaded metal

At Pond Inlet, Skycrane hovers 65 feet above hatch to lift gondola for delivery to village ashore. Drop zone was about a mile from the ship.
Sikorsky Aircraft photo.

gondolas. The goods were carried to their destinations at speeds up to 85 miles-per-hour, and the aircraft would return, unloaded, at speeds up to 130 m.p.h. The round trips averaged eleven minutes, but the hover time over the ship was greater than anticipated, due to congestion in the holds. Fog also delayed unloading for a brief period but heavy ice, which would have prevented any discharging by the old barge method, did not cause any problems. They completed the operations and cleared at 2010 on the 25th.

Enroute to Arctic Bay, a small community of 300 located on the north coast of Baffin Island, the *Fort St. Louis* passed through a heavy polar ice field and areas of scattered ice. At 2000 on the 26th. of August she dropped anchor three-quarters of a mile offshore. Flight preparations had begun while underway and the aircraft was able to commence unloading shortly after

Skycrane extracts cargo from hatch of ***FORT ST. LOUIS***, anchored off Resolute. Ice would have banned normal lightering methods. Sikorsky Aircraft photo.

their arrival.

Soft muskeg necessitated a change in one drop zone at Arctic Bay since the terrain was unable to support a forklift vehicle used for storing the goods. This caused only a temporary delay. By 2030 hours on the 27th all cargo was delivered and two hours later the vessel cleared.

Pond Inlet was the third port of call. This is a growing community under the direction of the Department of Indian Affairs and Northern Development. It is located on the north east coast of Baffin Island and during the visit discharging proceeded smoothly.

Proceeding astern of the *D'Iberville*, the *Fort St. Louis* cleared Pond Inlet at 1522 hours on August 30. They encountered scattered ice before dropping anchor at Clyde River at 1108 on the following day. After discharging her goods, a retrograde cargo of empty barrels and empty gas cylinders was acquired and stowed in the holds.

At 1130, September 2, the two ships headed for Frobisher Bay. At 2300 hours very heavy polar ice was encountered and progress was slowed. This was old ice, two to three years old, and up to 15 feet thick in places. By 2100 the next day this field was cleared and good speed was made, anchoring off Frobisher Bay at 0535 hours. The presence of shoals and a tidal rise and fall from 23 to 37 feet made this the most hazardous port to visit.

Frobisher Bay is a major communication center and government seat for the administration of development programs. It is serviced by an airport; has an excellent hospital a school and housing facilities. The population is in excess of 3000. It is the only port of the five visited with docking accomodations, but due to tides these cannot be continuously used.

During unloading, an ambulance, two busses, automobiles, and trucks were lowered to the airport apron. Lumber, nails and roofing for an Anglican church were deposited at the site. Despite winds that reached 50 knots, the work continued and by 1250 on September 7, unloading had been completed.

After securing the Skycrane and other cargo for the return trip, the stevedores were taken to Frobisher Bay by the *D'Iberville* and flown back to Montreal. The *Fort St. Louis* then headed south and experienced good sailing until she docked at Montreal on September 12...thirty three days after her departure.

The experiment was considered highly successful. Unloading could be continued with the Skycrane when weather conditions would have halted all other methods. Multiple handling of goods was eliminated as cargo was flown directly to the warehouses, and damage to goods was reduced.

The *Fort St. Louis* proved to be ideally suited for the task. She was able to carry the Skycrane, fuel, and aircraft support material, and this reduced operational costs. The crew was able to perform maintenance tasks on the aircraft between ports, thus contributing a further saving of time. The hatch openings were large enough to permit rapid extraction of loads. On-board elevators also speeded up the removal of goods from the hold. The only problem was her masts which, if they could be lowered by telescoping, would permit closer hovering.

A few difficulties remain concerning the selection of dropsites. The advance inspection was carried out under frozen conditions, but when thawed, loose debris prevented safe operations. In the future the zones will be checked one or two weeks in advance of the ship's arrival. An effort will also be made to minimize the number of drop zones.

Official personnel involved in the 1970 experiment were pleased with the results. In the future we may expect as many as two voyages per season for vessels such as the *Fort St. Louis*. "Operation Skylift" has become an integral part in the supplying of bases in Canada's far north.

GREAT LAKES and SEAWAY NEWS

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Apr. 25...After having been stuck in ice for four days off Buffalo the ore carrier *C. L. Austin* ran out of ffod. A radio call brought relief supplies by Coast Guard helicopter, which landed on the deck of the *Austin.*

Apr. 29...About 11½30 PM, a 210-foot fender boom which protects the inner lower gate in the Poe Lock dropped on the pilot house of the *George M. Humphrey* which was leaving the lock downbound at the time. The impact left the all aluminum boom a mass of twisted wreckage and caused damage to a masthead light and a radar antenna on the *Humphrey.* Traffic through the lock was held up several hours until the Corps of Engineers crane vessel could lift the boom clear. The *Humphrey* was given clearance to proceed by the St. Ignace marine inspection office. Soo Lock officials are investigating to find a cause for the accident.

May 5...U. S. Steel's *Henry Phipps* sailed today from Duluth on her first trip of the season. The *Phipps* and *William Palmer* were to have laid up this season, but delays in the new jumbo carrier's completion altered plans. The *Palmer* will sail on the 12th.

May 10...Some 10,000 bags of coffee beans are being discharged from the Brazilian vessel *Diana* at Toledo Overseas Terminals. Consigned to A&P food Stores, the beans will be delivered to their roasting plant at Toledo which supplies outlets as far west as Seattle. The cargo was loaded on the *Diana* in Paranagua, Brazil.

...Capt. J. N. Rolfson, Jr., of Bay Village, Ohio, has been named master of the new U. S. Steel boat *Roger Blough.* He was formerly master of their *Cason J. Callaway.* L. P. Koivisto, of Conneaut, Ohio, was named engineer of the new ship. His former assignment was on the *Eugene P. Thomas.*

...The icebreaker *Mackinaw* will go to the Chicago yards of American Ship to have her propeller repaired. It was damaged this spring in ice. Her shaft will be replaced at the same time.

...For the first time in a month the Soo Locks were free of ice and ship movement was normal.

May 12...Bethlehem's *Stewart J. Cort* will have new stack markings. The basic black and buff stack is retained, but the *I-beam in a hexigon* Bethlehem trade mark will appear on the buff area. and the buff will be separated from the black by a thin white stripe. A white stripe of the same size will be added at the bottom of the stack. This design will be adopted on all Bethlehem ships after the *Cort* enters service. (See photo page ooo.9

May 13...The 63-year-old *A. E. Nettleton* has been converted to a barge for use in the ore trade on Lake Michigan. The ship has been given a notched

stern by the Oldman Boiler Works in Buffalo. The tug *Lee Reuben* of Escanaba towing Company will take her to the Port Weller Dry Dock for Coast Guard inspection, at which time her propeller will be removed.

...Traffic in the Welland Canal was halted when the *Northern Venture*, downbound with coal, hit the ship arrester cable in Lock 3.

May 14...The Canadian icebreaker *Norman McLeod Rogers* leaves the Welland Canal downbound after helping with icebreaking on the eastern end of Lake Erie.

...The tug *Lee Reuben* and the *A. E. Nettleton* left Buffalo yesterday and still have not reached Port Colborne due to ice conditions in the east end of the lake. The tug was not built for ice navigation with the result that slush ice clogs her cooling water intakes. The trip normally takes about two hours.

May 16...Interlake's *Charles M. Beegley* set a new record for ore tonnage delivered at Huron, Ohio when she discharged 25,809 gross tons of pellets from Taconite Harbor at the N&W dock for delivery to Youngstown. Previous record was set August 12, 1970 by the *Herbery C. Jackson* with 24,403 tons.

...*Edouard Simard* is on the drydock at Port Weller, Ontario receiving repairs on ice damage.

...The *Manchester Port* unloaded at Detroit's Nicholson Terminal an undersize steam locomotive, but 31 feet long and 18 tons. It will be used by the Boyne City Railroad at Boyne City, Michigan. The engine was manufactured in England because no American manufacturer now builds steam locomotives.

May 18...*C. W. Cadwell* clears Kingston after repairs suffered in grounding last November. (See TELESCOPE, Vol. 18 Pg 136 and current vol pg 57)

...Executives of Canadian and US bulk fleets reported the nationwide rail strike had produced only minor effect on operations, but they stressed that a continuation would quickly force many ships to tie up.

May 19...The salvage tug *Sea Systems*, which will be used by Ocean Systems, Inc., to look for the crashed B-52, has docked at Charlevoix, Michigan, which port will serve as her operating base.

...*A. E. Nettleton* arrived at Port Weller under tow of *Lee Reuben* and *Herbert A.*

May 20...In Cleveland, Ohio, the U. S. Coast Guard has a *hot line* for pollution. The telephone number is 216-522-3950. The Coast Guard is asking all boaters and the public to help them control water pollution in Lake Erie and other navigatable waters in the Great Lakes system. They promise immediate action followup on all calls received.

...*Lachinedoc* left Port Weller Dry Dock after repairs were made to damage resulting from an April grounding.

May 21...Boards of Directors of Cleveland-Cliffs Iron Company and Diamond Crystal Salt Company of St. Clair, Michigan, have signed a letter of intent to merge the two companies.

...Shell Oil Company was fined $1,000 by U. S. District Judge Thomas D. Lambros, in Cleveland, Ohio, for dumping about 50 gallons of oil into the Cuyahoga River on February 17th.

GREAT LAKES & SEAWAY NEWS

...The Lake Carriers Association has won a ruling in their favor in the so-called *Two-bit Case*. The LCA had complained that rates on coal moving to Chicago had been raised 25¢ per ton for cargo intended for transshipment by lake vessel, but no such rate rise had been applied to other coal cargoes. The ruling was made by the Interstate Commerce Commission.

...Republic Steel Corporation has sold the *Silver Bay* to Kinsman Marine Transit Company. The transaction reduces the Republic fleet to four vessels and increased Kinsman's fleet to 16.

May 22...The monthly report of U. S. ore boats, compiled by Hanna Mining Company, shows 123 ships in commission out of an available fleet of 135.

May 23...ZIP Code 48222 will not fade from the Detroit River. The US Postal Service has notified the J. W. Westcott Company, which operates the mail boat, that it reconsidered the previous decision to discontinue the unique service. The official designation for the operation is Detroit River Station 48222, and mail may be addressed to any ship transiting the Detroit River, using this address.

May 25...Adm. Chester R. Bender, U. S. Coast Guard Commandant, will address a meeting of the American Society of Naval Engineers. Adm. Bender is a former Commander of the ninth Coast Guard District (Cleveland).

May 26...U. S. Coast Guard ships are searching for a 60-foot commercial fishing tug reported missing on May 25th in the Minising area of Lake Superior. The tug *Yankee Clipper*, which has a crew of three on board, is not radio equipped.

...Christening of U. S. Steel's new carrier *Roger Blough*, in the Lorain yard of American Ship Building Company has been scheduled for June 5th., and the ship will be christened by Mrs. Roger M. Blough.

May 27...The two Polish ships now in the Great Lakes will load two giant bridge cranes at Cleveland, destined for a steel mill in Dortmund, in the Ruhr section of West Germany. The cross-beam of the cranes are 120-feet long and they will be rated at 120 tons. Heckell Engineering Company, Butler, Pa., was the builder.

May 28...The German freighter *Transpacific*, which went aground on the rocky bottom of St. Pierre Island, off the Newfoundland Coast, has been declared a total loss by the underwriters in London. She went aground on May 17. The crew was taken off the following day, but the master and three other officers remained with her. Heavy waves battered the ship continuously, and on May 20 a salvage tug reported she appeared to be broken at No. 2 hold. On May 24, when the rudder had been lost, and holds number 1 & 2 were flooded, the captain and officers were removed. Her last port of call was Port Alfred on the Saguenay River, in Quebec. She was enroute to England at the time of the mishap, and had been a frequent Seaway visitor. The island of St. Pierre and the neighboring island of Miquelon are the sole French possessions in the Western Hemisphere.

...The tug *Margot Moran* and barge *Loveland No. 5* are on their way from Chicago to Oswego, N. Y. with a 583-ton nuclear reactor component which is to become part of a power plant for the New York State Power Authority. It is believed this is the largest single piece of cargo ever moved on the Great Lakes. The trip started at Chattanooga, Tennessee.

GREAT LAKES & SEAWAY NEWS

May 29...The U S. Transportation Department and the Coast Guard are taking a close look at the possibility of assigning a polar (Wind Class) icebreaker to the upper lakes to assist the *Mackinaw*.

May 30...***Pleasure boaters especially take note***...Under a new Canadian regulation, a person may be fined up to $5,000 for tossing a beer can into the water! The new regulation prohibits the dumping of garbage into any Canadian waters, and *garbage* is defined as being *solid galley waste; paper, rags, trash, glass, plastics, metal, bottles, crockery, junk or similar refuse.* Fifty-seven persons were charged with oil pollution from vessels; 51 were convicted, and fines totaled $71,530.

...The Liberian ship *Bertie Michaels* has been put at anchor in the Sault Ste. Marie harbor under the quarantine flag. The vessel has been detained by the U. S. Public Health Service following a confirmed case of typhoid fever in the chief engineer's wife. The ship sailed from Chicago yesterday before the typhoid case was known. The Health Service will check the crew before the ship is released.

...Neva Larson, *postmaster* of the Canal Station Post Office at the Soo Locks, retired today after 35 years of Post Office service. She has been at the locks since 1952.

May 31...The *Stonefax* and *Alexander Leslie* depart Quebec under double tow for scrapping in Europe. Both were loaded with scrap for the trip.

...The *Bertie Michaels*, cleared of any further typhoid infection, sailed for Thunder Bay, Ontario, to get grain. She is the former Japanese freighter *Kunitama Maru*, and is now owned by Seamaster Company of Monrovia.

June 2...The University of Wisconsin-Milwaukee, rechristened their research vessel *Neeksay*. The 70 ton ex-Army freighter *North Star* was obtained by the UWM from the failing Mackinac College i 1969. With the bustle of refitting and the change in university administration, no convenient occasion for a formal change in name presented itself previously. The *Neeksay* has been doing research in Lake Michigan during 1969 and 1970. The name, which is of the Winnebago language, translates to *pure clear water*.

...Coast guard and small boats from the Norwegian ship *Ornesfjell* are searching for an 18-year-old Norwegian sailor who fell overboard three miles east of Peshtigo Reef Light in the southern half of Green Bay. Authorities said the sailor fell overboard at about 8:15 PM, June 1. The ship was due to dock in Milwaukee.

...Secretary of Transportation John A. Volpe announced a series of conferences on "The Cargo Security Crisis" to be held in Washington, D. C., June 17-18 and July 6-7. "Cargo thievery last year reached an estimated $1.47 billion...a whopping bill that ultimately is paid by the consumer," Volpe said. He was talking not only about maritime traffic, but also rail, truck, and air freight.

June 3...The coal trade on the Great Lakes may be reversing itself with shipments of coal out of Duluth-Superior for lower lake ports. The source of the coal is a series of huge deposits in Montana, Wyoming and North Dakota that threaten to set up rival flow in the opposite direction. A Burlington Northern Railroad official said there would most likely be a test shipment of coal through the Allouez iron ore docks at Superior this

summer. The coal would go to an American power plant on the lower lakes. Canadian interests did this same thing out of Thunder Bay, Ontario, last year.

June 4...Detroit Processing Terminal has become a unit of the Lovino Shipping Company, of Philadelphia. The terminal has 2,069 feet of Detroit River dock at the foor of McKinstry Avenue, below the Ambassador Bridge.

...Deepening of the navigation channels on the Great Lakes will be the topic of a public meeting later this month. The meetings will be held at Detroit on June 24 under sponsorship of the Corps of Engineers, and the feasability of deepening channels to 32 feet will be under discussion.

June 5...The ex-lightship *Huron* was taken from Detroit to her new home in Port Huron, Michigan where there are plans to exhibit her as a marine museum. The *Huron* marked the approach to the St. Clair River for 35 years and was withdrawn from service last year. Before her last assignment the vessel saw service on Lake Michigan at North Manitou and Gray's Reef for 15 years.

...The Greek ship *Aegis Faith* has been laying at Toledo's Anderson Grain elevator, victim of a nine-week labor dispute, since May 9. Grain miller men are on strike at Mid-States and Cargill grain elevators and picketing has spread to Anderson's. The *Aegis Faith* can neither be loaded nor leave the dock because both tugboat operators and lake pilots are honoring the picket lines. The ship's owners say the idleness is costing the ship from two to three thousand dollars a day.

...U. S. Steel's *Roger Blough* will be christened today in Lorain.

June 6...The Polish freighter *Zakopane* has been laying at anchor off Cleveland breakwater since June 4 awaiting U. S. State Department clearance to the docks. Reason for the delay is that one of her crew members asked for asylum when the ship was in Milwaukee, and the ship sailed without him.

...The *Aegis Faith* is expected to finish loading soybeans today and sail tomorrow for Japan. Loading took place after Andersons filed an unfair labor practices charge against the union for what it termed an illegal secondary boycott.

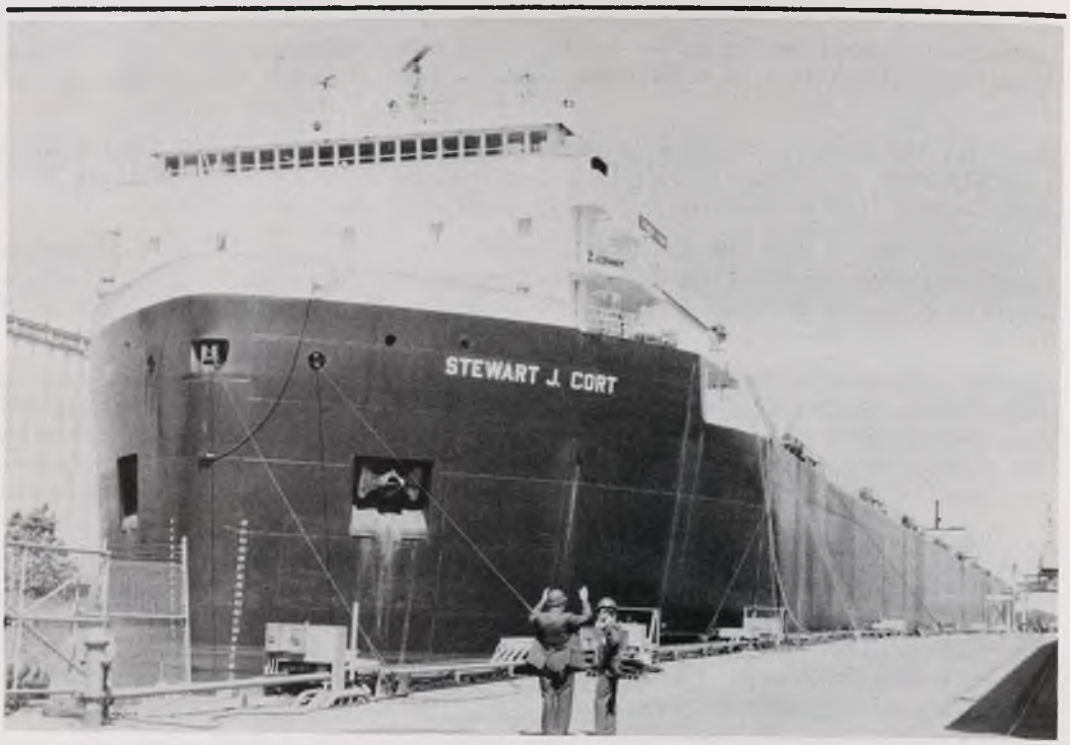
...Severe squalls in the area between southern Lake Huron and western Lake Erie caused commotion among small boat operators and kept several freighters at anchor.

June 7...Salvage operations on a U. S. Air Force B-52 bomber which crashed on Lake Michigan seven miles north of Charlevoix will be completed this week.

June 8...A 26-year-old Swedish cook from the Norwegian freighter *Bolinas*, who alledgedly had killed the Chief Stewart on May 16, was bound over to face trial at Bay City, Mich. At the time of the crime the ship was docked at that port.

June 10...The self-unloader McKees Sons will unload at Erie, Pennsylvania 17,800 tons of iron ore pellets, which in turn will be loaded by clam shell bucket into the *Stewart J. Cort*. The *Cort* will then go on sea trials. The cargo will serve two purposes; first in the trials the additional load when added to ballast will approximate conditions in a fully loaded vessel, and after the sea trials the cargo will be used to test the unloading gear.

GREAT LAKES & SEAWAY NEWS



STEWART J. CORT as she appeared on July 20, 1971, on return from sea trials. Men in picture are TELESCOPE Editor, Bob Lee (hands raised) and **A. C. Weeks**, Public Relations Director for the Litton Industries organization. Photo by C. E. Stein.

...In Cleveland, the little cement carrier *Peerless* has been shifted from the Peerless Cement dock on the Cuyahoga River to the Esso moorings in the old river bed.

...The Great Lakes Commission concluded its semi-annual meeting at Green Bay, Wisconsin today after hearing a Michigan group push for year-round navigation in the Great Lakes within five years, setting as a target date the Nation's 200th anniversary in 1976.

June 11...The Canadian ship *Mapiecliffe Hall* set a cargo record today in Sandusky, Ohio, when she loaded 27,927 net tons of coal for a Canadian coke plant. Previous record was 27,679, established by the *Red Wing* on July 30, 1968.

...Canada and the United States signed a pact at Washington, D. C. agreeing to jointly fight Great Lakes pollution. No details of the methods to be used in achieving the desired ends have been worked out.

June 12...The Panamanian freighter *Amenity* is due in Lorain, Ohio, today to load 7,500 metric tons of coke breeze for delivery to Italy. The material is a by-product of the coking plant at the Lorain Works of U. S. Steel. It is also known as *Scrap coke*.

June 13...The *Leon Falk*, of the Hanna Fleet, will have a waste treatment system, built by General Electric, installed some time in August.

GREAT LAKES & SEAWAY NEWS

June 14...The *Edmund Fitzgerald* and *Ashland* are to be converted from coal to oil firing and will have completely automated boilers. Work is scheduled for this winter, at Fraser Shipyards, in Superior, Wisconsin.

...The self-unloader *Frank Purnell* will receive the same treatment as the *Fitzgerald* and *Ashland,* plus deck strapping. This work will be done at G&W Industries, Cleveland.

June 15...The Greek freighter *Nancy Michaels* lost her anchor and about 800 feet of chain in the Pointe Aux Pins channel of the upper St. Mary's River. Since it is thought to be in mid-channel, and a hazard to ships, A. B. McLean & Sons, Ltd. will attempt to retrieve the anchor and chain.

...Fog halted navigation in the Welland Canal for five hours today. Movement resumed at 0938 hours.

June 16...In Chicago it was announced that the 27th Purple Heart Cruise will take place July 15 aboard the U. S. Coast Guard icebreaker *Mackinaw.* This cruise takes veterans from VA hospitals for a cruise on Lake Michigan. The cruise was in doubt this year because all of the passenger ships are gone. The *Milwaukee Clipper* had been used for the past three years, and prior to that the *North* and *South American* carried the veterans for twenty-three years.

...The U. S. Navy's newest oceanographic surveying ship, the USNS *Wilkes,* sailed from the Defoe Yards in Bay City, Michigan to the Boston Navy Yard, from which she will begin world-wide service for the Navy.

June 17...A sailor was killed when he fell into a tank on the Danish tanker *Olaw Nord,* while she was downbound in the St. Clair River. The Coast Guard dispatched a rescue vessel from the St. Clair Flats station and a helicopter with a doctor on board from Selfridge Air Force Base. The man died of head injuries without regaining consciousness.

...A crewman from the *Canadoc* drowned early today in the Calumet River when he fell overboard as his ship was unloading at a steel company.

...*Maunaloa II* arrives in Toronto on last trip. She has been sold to United Metals of Hamilton, Ontario.

June 18...The U. S. Coast Guard will assign a polar icebreaker, the *Edisto,* to the Great Lakes this winter. The *Edisto* will use Milwaukee as her home port in the Lakes. At present she is performing research duty in the Greenland-Labrador area, working out of Boston. The *Edisto,* a *Wind-class* icebreaker, is named for a river and sound in South Carolina. She may possibly be deployed to the Arctic or Antarctic after the ice has left the lakes but will return here before the Seaway closes for the winter.

...The tugs *Lawrence C. Turner, Wyoming* and *Montana,* moved the *Stewart J. Cort* from her berth at Erie Marine, Inc. dock to the International Marine Terminal where she will be loaded with 17,850 tons of pellets.

June 22...The self-unloader *Wyandotte,* of the Columbia fleet, which left Fairport, Ohio, yesterday under tow of two Great Lakes tugs, arrived at Toledo, Ohio, today and was placed in the *frog pond.* She had been at Fairport since October 1, 1968.

...The Teamsters Union threatened to picket the Toronto waterfront in opposition to non-union trucks being used. Longshoremen agreed not to load the

trucks, and a strike was averted.

June 23...Two men escaped injury when their cabin cruiser collided with the *Tugboat Hanna* and barge in the Detroit River about 11 PM. The tug and barge loaded with No. 6 oil, was headed for the Delray Plant of the Detroit Edison Company. A Coast Guard spokesman said the Coast Guard towed the disabled cruiser to a dock following the collision.

...A $905,000 federal grant has been awarded to the University of Michigan for its study of enviornmental problems of the Lakes. The funds will be used by them for scientists to research the physical, chemical, and biological characteristics of Grand Traverse Bay. The bay was selected because it is small enough to be managable yet leave enough to have the same problems large lakes are experiencing.

...The U. S. Coast Guard has purchased seven portable radar sets for checking vessel speeds. Cost of the seven units was $6,874. In yet another facet of their investigative-enforcement effort, Coast Guard was investigating a Cleveland oil spill which temporarily closed the Cuyahoga River to navigation on June 21. The discharge cane from a city storm sewer and it was estimated that about 125 gallons of brownish, oily wastes covered a 200-yard stretch of the river.

June 24...Mr. Oliver T. Burnham, vice president of the Lake Carriers Assn., at a meeting in Detroit has said that within the next 15 years the channels should be deepened to 32 feet, turns widened in connecting channels, and harbors deepened. The meeting was convened by the Detroit District Corps of Engineers.

...Fire broke out at about 9:30 AM in the engine room of the new ore ship, *Roger Blough*, under construction at American Ship, Lorain, Ohio. It was nearly 12 hours...8:45 PM...before the fire could be declared under control by firefighters. It is believed the fire started from a break in an oil line. The *Blough* had taken on about 30,000 gallons of fuel over the past several days, in preparation for her maiden run which had been scheduled to take place within a week or so. Four men are missing and believed trapped in the ship. About 200 men were working on her when the fire broke out. The Lorain Fire Chief estimated heat from the flames reached 2,500 degrees, and it was believed that damage costs would run to $10 million.

June 25...A statement released by American Ship fixed the cause of the devastating fire on a leak from a strainer which hit a light bulb. Meanwhile, operations to recover bodies of four men from the charred hull moved slowly as pumps labored to remove 16 feet of water, oil and foam from the *Blough*'s engine room.

...The tug *John Roen III* and workboat *Timberlands* will be engaged in towing pulpwood rafts across Lake Superior from Grand Marias and Sugar Loaf, Minn. to ashland, Wisconsin, starting today.

June 26...The bodies of four men were removed from the *Roger Blough* today.

...A train broke down at the Drain City Railway bridge and tied up traffic for several hours in the Welland Canal.

June 27...The speed on the St. Clair River has been reduced from 12 to 10 miles over the bottom on a stretch of river from the start of the St. Clair Flats to Stag Island.

GREAT LAKES & SEAWAY NEWS

ROGER BLOUGH, fire-streaked, but otherwise betraying little sign of her ordeal. Photo by Donald W. Hartley, F.G.A.

June 28...The U. S. Corps of Engineers, seeking ways to protect polluted Lake Erie and other contaminated waterways, has proposed that excessive rain water, which often gathers pollutants, be flushed into a huge pipeline which would carry it hundreds of miles northward into Michigan's dense forest lands.

June 29...The Lorain Yard of American Ship will be closed today in memory of the four workers who died in the *Blough* fire. A memorial service is to be observed at the yards at 8:00 AM, June 30, and a minute of silence will be observed at the firm's two other yards and five plants across the country. It was also indicated that progress on construction on the ship would be set back 1½ years.

June 30...While the carferry *Chief Wawatam* is in Manitowoc, Wisconsin, for repairs, a tug and barge will keep the service open across the Straits of Mackinac.

...The *Imperial Cornwall* has been sold to a group headed by Robert Penn, of Guelph, Ontario, and has been renamed *Golden Sable*. ✠

The Great Lakes Maritime Institute, Inc., promotes interest in the Great Lakes; preserves items related to the history of these lakes; encourages building of scale models of lake ships, and furthers programs of the 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 to the organization.

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

All communication with the Institute should go to the Coordinating Director, addressed as above.

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REGULAR MEMBER	$5 annually
SUSTAINING	$10 annually
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