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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES

Happy New Year, and welcome back for 1977! Your membership renewal expresses your satisfaction with the job we're doing better than anything else, and we appreciate the vote of confidence. We intend to continue earning it, but if we fail...let us know! It is your magazine, and we want it to reflect your wishes, so let your wishes be known.

Perhaps you missed the mention in the last issue, but we have a very fine booklet, published by the INSTITUTE, now available. This is a special on the sidewheeler *City of Detroit III*, by Gordon P. Bugbee. The same size, and of format similar to TELESCOPE, the booklet contains 32 pages of rare photographs and information on this magnificent vessel. It was produced as a Bicentennial supplement, and members can obtain it for only \$1.50. The center-spread of D&C postcards, reproduced in full color, is alone worth the price, so don't miss this addition to your marine library.

MEETING NOTICES

Regular membership meetings of the INSTITUTE will be held at the Dossin Museum on the following dates, at 8:00 PM: January 28; March 25 and; May 20 (to avoid Memorial Day weekend). We also call your attention to the Annual Blessing of the Fleet, to be held at Old Mariners' Church, Sunday, March 13, at 11 AM. (A word of warning: If you want to get in, get there early!)

Business meetings (*and all members are urged to attend*) will be held at the Dossin Museum at 8:00 PM on February 25; April 29, and; June 24.

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A CORRECTION...In the last issue, on page 154, there was a featurette on the *Agios Nikolaos II* with no indication of who wrote it. It was, to be sure, the work of George Ayoub. For some reason we can't fathom, the printer, in cropping the picture, cropped off George's name. We're sorry.



OUR COVER PICTURE ...Squatting low in the water with a bellyfull of cement, the *S. T. Crapo* gently glides into the Muskegon Channel on a bright August day in 1976.

Photo by EDWARD N. MIDDLETON

Cementus Huronica.....

THE HURON FLEET

by

RICHARD GEBHART

When the Huron Cement Company purchased the steamer *Samuel Mitchell* in 1913, her ultimate success was by no means assured. Since the founding of the company by John B. Ford and Sanford T. Crapo, in 1907, the transportation of their product had developed in a hit-and-miss manner, mostly the result of trial and error.

At the outset, the finished product was poured into cloth sacks and loaded aboard package freighters. With holds full of Huron sacks, and whatever other cargo could be mustered, the package freighters would shuttle the bagged cement to its destination. It worked, but it was time consuming, costly, and certainly not efficient.

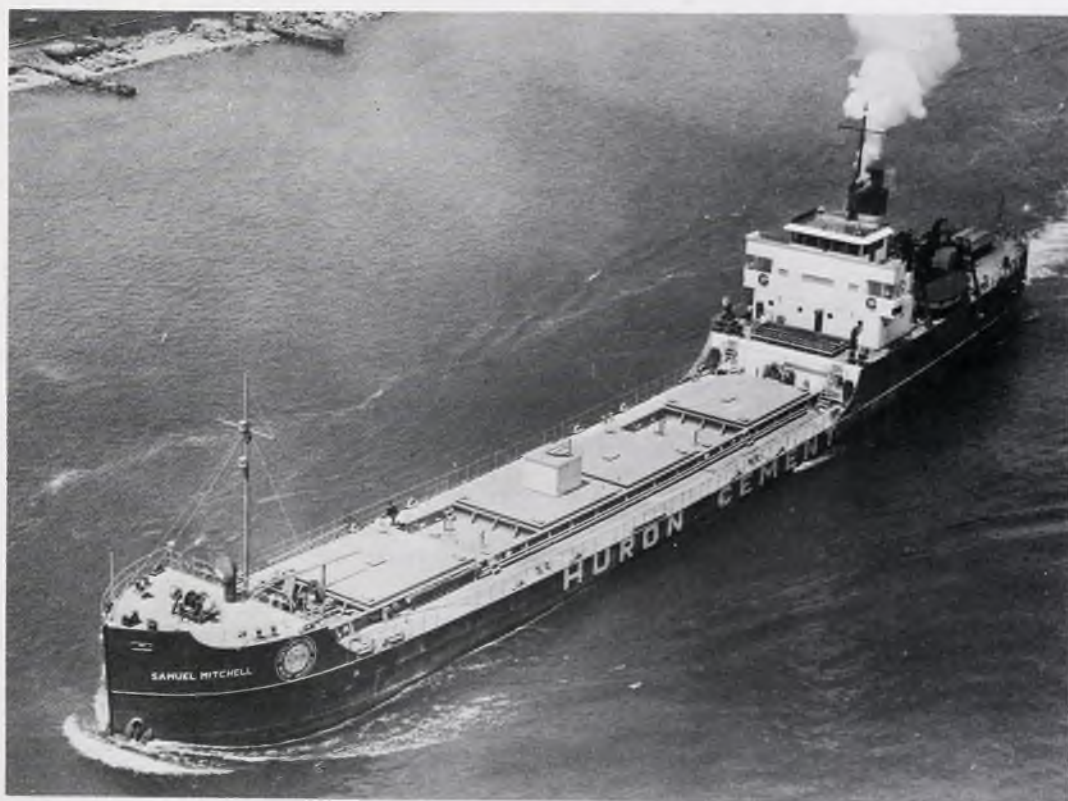
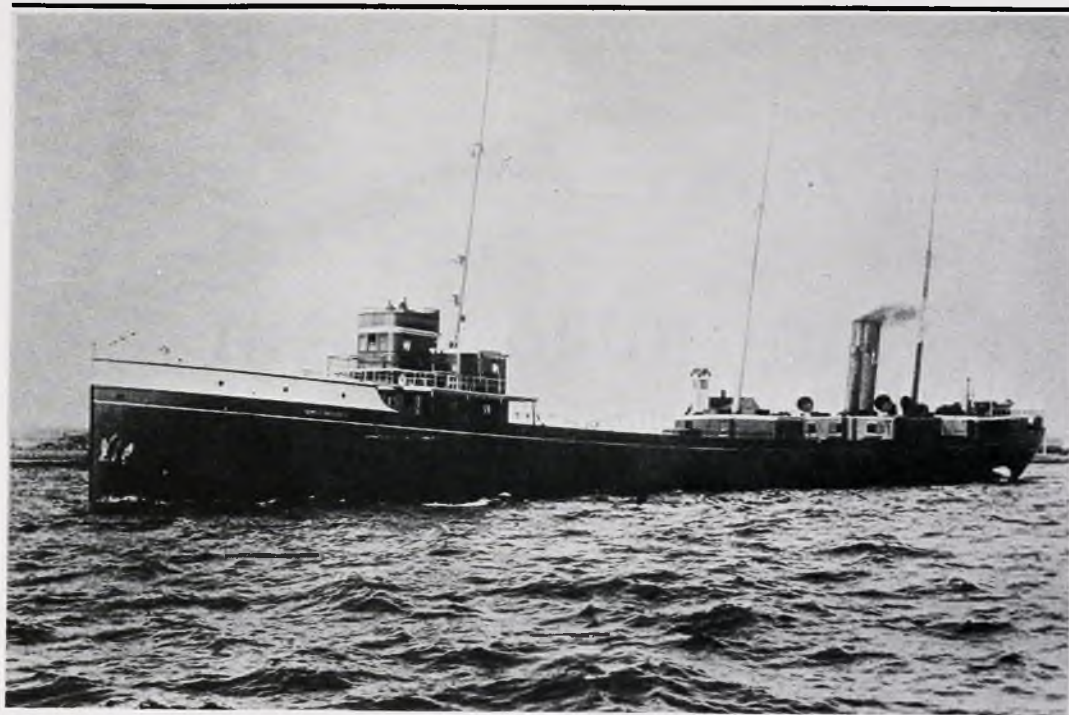
In 1911, the Detroit clinker grinding mill was completed, and a new problem in handling presented itself. Hot clinker poured into the holds of wooden steamers brought on the immediate and obvious danger of fire aboard ship. (The raw ingredients of clinker are limestone and shale. Approximately 630 pounds of these; 80% limestone, are required for one barrel of clinker. Placed in rotary kilns and heated to white-hot temperatures for an hour and a half, the limestone and shale become hard blank clinker. Mixed with the retarding substance, gypsum, and pul-

verized together, the resulting mix is Portland cement.)

The company had a good product, and one in demand, but these unending distribution problems must have had a discouraging effect upon those faced with them. Delivery of the first self-unloading steamer *Wyandotte* did little to lighten the weight of their problems. Mr. Ford intended her for limestone and coal movement, but there *must* have been a hope she would haul clinker, too. She wouldn't! Her scraper-type unloading system was not suited for the cantankerous clinker. So, steam barges, often pulling a string of barges, continued the cement and clinker movement.

Even the first loss of a Huron cargo took place in these trying years. On April 29, 1909 the steamer *Russia*, bound for Duluth from Alpena was ravaged in a gale on Lake Huron and foundered near Detour. Fortunately no lives were lost, but the *Russia* took with her several tons of mixed freight...including 10,000 sacks of Huron Cement.

It was thus the founders finally decided upon shipping, at least for the present, just the finished product and, looking to this, the *Samuel Mitchell* was purchased from the Jackson Transit Company in November of 1915. She was taken to Marine



Two views of **SAMUEL MITCHELL**; (top) as she originally appeared, and (below) after return from World War II.

Both photos DOSSIN MUSEUM Collection.

City, where, over the following spring, she would undergo changes at the McLouth Yard. Ever so hopefully she would emerge as a self-unloading cement carrier.

Simultaneously with the conversion of the *Mitchell*, alterations were made on the Detroit clinker grinding mill, changing it to a storage and distribution center. Meanwhile, at Cleveland, along one of the many bends in the Cuyahoga River, another Huron distribution terminal was being constructed.

The task of supervising conversion of the *Samuel Mitchell* was placed in the capable hands of Joseph R. Jenkins. It was Mr. Jenkins who designed the Detroit clinker grinding mill five years earlier. Irony would mark the demise of this, his work, even as his newest task was taking shape. The *Mitchell* would be only the be-

ginning of things to come.

On September 28, 1916, the newly converted *Samuel Mitchell* left Marine City and steamed for Alpena, there to load the first cargo of cement ever carried by a self-unloading vessel in bulk. The birth of the first "Cementus Huronica."

Operation of the new bulk shipping system in the *Mitchell* was not problem free, but she served as a floating laboratory for development of later improvements in bulk handling of cement.

In the summer of 1923, the *John W. Boardman* was contracted to the Toledo Shipbuilding Company. Designed exclusively for handling bulk cement, and unloading it herself, she would double the capacity of the old made-over *Mitchell*. Her dimensions were 350 x 55 x 28 feet, giving her a 35,000 barrel capacity.



The *JOHN W. BOARDMAN*, renamed *LEWIS G. HARRIMAN* and shown here at the Detroit elevator in process of receiving her new white livery.

MASSMAN Photo; DOSSIN MUSEUM Collection

Undoubtedly Messrs Ford and Crapo made little effort to hide their pleasure with the success of the Huron Fleet. Distribution terminals had popped up in Duluth and Milwaukee, and the *Mitchell* and *Boardman* labored along in attempts to satisfy their hungry cement elevators.

Further expansion seemed inevitable. On July 7, 1927, the new *S. T. Crapo* was christened and put into service. The *Crapo*, named for one of the men who created her employment, was built at Great Lakes Engineering Works, River Rouge, Michigan. At 402 feet, and with a capacity of 47,000 barrels, she would be "Queen Cementus," flagship of the fleet, and for years the harbinger of spring when she opened the season.

Onward sailed the Huron Fleet, through the roaring twenties, and into the financial shoals of the 30's. Like everything else in bulk commodities, the Great Depression all but wiped out the need for cement, and although there was no new growth in the fleet, the distribution terminals spread. Four more new cement towers were constructed by the end of 1937.

Came the 1940's, and the flames of war were in the sky. Raw materials were in lavish demand, including cement. Nevertheless, the need for ships outweighed the importance of Huron cargoes, and in 1942 the U. S. Maritime Administration took the *Mitchell* and ordered her to the Gulf Coast. At the Dixie Machine Welding and Metal Works, New Orleans, her familiar lines were changed and she emerged as a coastal freighter with all accommodations aft.

While in service she plodded up and down the coast from Nova Scotia to the West Indies hauling everything from coal to sugar. Meanwhile, back on the Lakes, the *Boardman* and *Crapo* took care of cement movement, perhaps wondering when their wandering older sister would return...and indeed...if she would.

Return she did, and in 1945 she negotiated the long and difficult Mississippi River passage back into

the Lakes, then to the Christy Corporation at Sturgeon Bay, Wisconsin. Now 56 years old, again in her own fresh water element and with the dread of barnacles behind her, she was reconverted to a self-unloading cement carrier for the second time. Her latest conversion gave her the new and revolutionary air-slide method of unloading. Despite these major changes, she retained her new quarters-aft appearance.

In 1951, 24 years after the birth of the *Crapo*, a former west coast package freighter, *Coastal Delegate* found her way into the Huron Fleet. Taken first to the Bethlehem Steel Company's shipbuilding yard at Hoboken, New Jersey, she was converted into a cement carrier self-unloader. On April 30, 1953, the new name *Paul H. Townsend* was painted high on her former ocean-going bow. Not only unique in being the first "cementus" of ocean-going stock, the *Townsend* was, and still is, the only diesel powered vessel in the fleet.

The fifties were to be active years for the Huron Fleet, and the number of ships would double in eight years. By the end of the 1955 season, the Cleveland-Cliffs Iron Company had placed their steamer *Presque Isle* on the market. The size of ore vessels, constantly increasing, had made the *Presque Isle* a dwarf in that service, but her 428 feet appealed to Huron, who bought her and sent her to Christy's for a rebuild. She emerged in the now-familiar Huron green with new after cabins and a towering "stacked ham" pilothouse structure that gave her something of a top-heavy look. She was named *E. M. Ford* in honor of a former President and Treasurer of Huron.

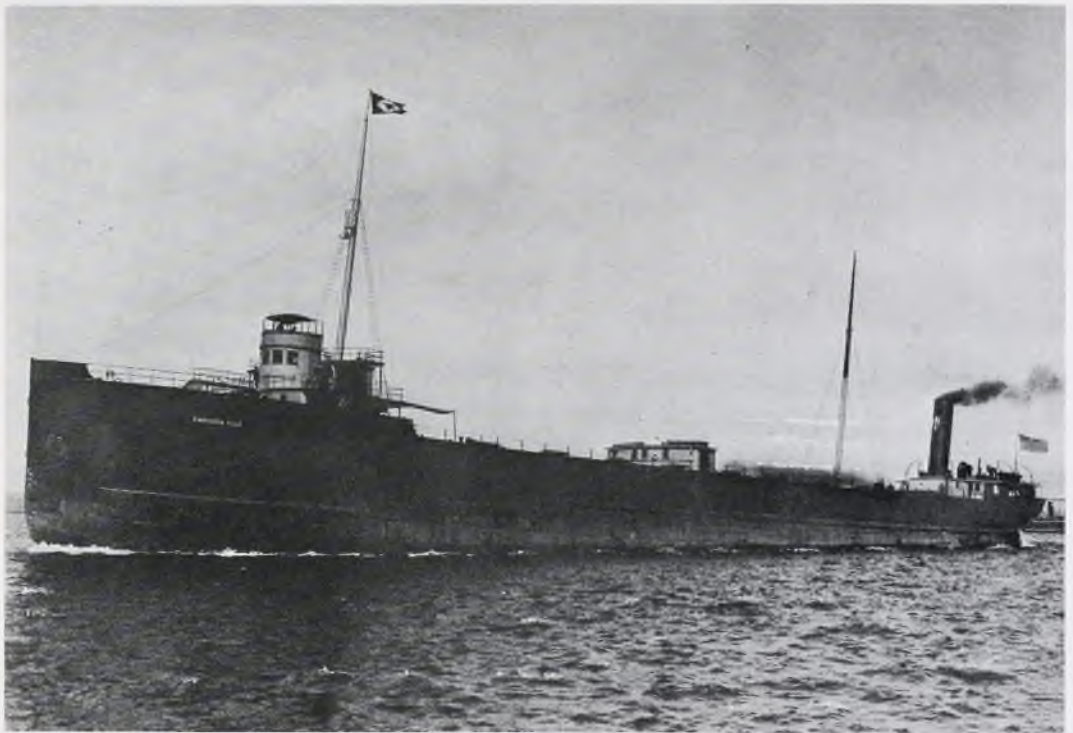
Now five vessels strong, the species "Cementus Huronica" were moving more cement on the lakes than ever before, carrying the product on all of the lakes from Oswego to Duluth and ports between.

In 1958 the *Townsend* was motored to the Ashtabula yard of Great Lakes Engineering Works. Here she was



The **PAUL H. TOWNSEND** is shown here (top) before lengthening, and with facilities aft, and (below) as she appeared after the changes had been made.

Both photos DOSSIN MUSEUM Collection.



An early photo of *PRESQUE ISLE* (top) and the same ship as she appears today as *E. M. FORD*.

Bottom photo by BLANCHE MIDDLETON; top from DOSSIN MUSEUM Collection.

guillotined amidships and a new 108 foot midsection installed, making her new length 447 feet and increasing her carrying capacity to 45,000 barrels. With the insertion of the new mid-body the *Townsend* became the largest vessel in the Huron fleet. (*Lengthening the vessel necessitated installation of a new propeller, as her existing one was solid bronze with an incorrect pitch for her new length. It was thus that her old propeller was given to the Dossin Museum where it is a prominent permanent display piece.*)

In 1959, the same year Huron was absorbed by the National Gypsum Company, of Buffalo, another ore boat came under Huron ownership; the *E. C. Collins*, outmoded by the newer and larger bulkers, and still in her Kinsman Transit livery, was taken to Sturgeon Bay. Here she was altered to meet the needs of her new use and emerged as the *J. B. Ford*, honoring the founder of the company she now sailed for.

The final vessel acquisition by the Huron Fleet came a year later when the company purchased a former American Oil Company tanker, *Pan Amoco*, from Boston Metals Company of Boston. She was given the name of *H. R. Schemm*, honoring the man in whose name the patents for Huron's unique Air-Slide loading and unloading system were held. The line's then senior captain, James M. Burke, went to Montreal to take delivery of the vessel and to pilot her into the Lakes through the St. Lawrence Seaway and to Sturgeon Bay where she was supposed to be converted with the usual Huron appurtenances. But it didn't happen, and for four years she sat, idle as attic walls.

Late in 1964, she was transferred to the Chicago yard of American Ship Building Company. On May 26, 1965, she emerged...and *how* she emerged! At 501 feet in length, and with a spacious capacity of 65,000 barrels, she was certainly "*Cementus Huronica Grandus*", capturing flagship honors along with being the world's largest self-unloading cement carrier.

The name of *H. R. Schemm*, under which she had made but one trip, into the Lakes, had been struck in favor of *J. A. W. Iglehart*, the name she bears today.

When the Huron vessels came out for the 1966 season, the familiar "Huron Green" hulls were gone, and in their place were the present off-white ships, a sort of bleached celery. The calling card "Huron Cement" rang out in red lettering the length of the holds. In 1973 the lettering was changed to the present green, very nearly the original hull color.

With the fleet additions of the 50's, and the *Iglehart* in 1965, the *Mitchell* and *Boardman* (renamed *Lewis G. Harriman* in 1965) were given a well deserved rest. After completion of the Poe Lock at the Soo in 1968, the *Mitchell* was returned to Duluth for storage and transfer purposes. The *Harriman* checked into Green Bay, shut down her steam, and slept. (The *Harriman* did come out again, briefly, when she began the 1976 shipping season, but after a few trips she went to Duluth and commenced duty as a storage and transfer barge, as the *Mitchell* had before her.)

July, 1973, saw the first sale of a Huron ship since the fleet's incorporation in 1915 when the *Mitchell* was sold to the Selvick Marine Towing Company of Sturgeon Bay. Here the Selvick people stripped her of her propulsion machinery, removed her cabins, and affixed her new name *Mel William Selvick*. Now, coupled with the tug *Steven M. Selvick*, the venerable old *Mitchell* is still engaged in the cement trade, now hauling for Penn Dixie Cement at the end of a tow line. She makes regular appearances at their silos in Petosky, Holland, Milwaukee and Chicago.

On May 1, 1976, friend Rick and I were bobbing around Muskegon Lake in hopes of a little photo matter. We headed for the channel, and upon our arrival at the outer breakwall our interest was arrested by a ghostly shape in the distant haze. After about a three-and-a-half-mile chase,



E. C. COLLINS (top) which later was to become the **J. B. FORD**,
seen here in Detroit River. Both photos DOSSIN MUSEUM Collection.

and out where the waters of Lake Michigan turn turquoise again, we caught the Selvick duo of *Steven M.* and *Mel William*.

Rick shut down the motor boat, and as a thin black wisp of smoke from the *Steven M's* stack straightened in the breeze, we delightfully watched the duo pass...along with the 1900's!

During the 1974-75 winter, the *E. M. Ford* was converted from coal to oil and automated, and while the snows flew in the winter of '75 and '76, the *J. B. Ford* underwent the same treatment.

I find it interesting and heartening to note that when the *E. M.* underwent her power conversion, the

modifications were made to the same quadruple expansion engine installed in her in 1897.

In our present era of maximum-sized all-aft-accomodation mountain-movers, the humble cement boats live on.

In light of such, if age, length and looks are criteria, the defense rests.

The Author wishes to express his thanks to J. W. Gaskell, Superintendent of Vessels; J. M. McDonnell, Superintendent of Terminals, and; A. E. Valentine, Director of Governmental Affairs, all of Huron Cement; Edwin Wilson, Ed Middleton and Benedict Schramski. In addition to these, the Editor thanks H. R. Schemm, past President of Huron Cement for assisting him in the clarification of certain details. ☼

LOCATION OF HURON CEMENT ELEVATORS IN ORDER OF CONSTRUCTION.

1. DETROIT, MICHIGAN

Originally used jointly by Huron and Wyandotte Portland Cement Companies as a warehouse in 1907. Converted to a grinding mill in 1910. Bought outright by Huron c.1912. Converted to a distribution terminal between 1915-16.

2. CLEVELAND, OHIO

Built in 1916 on the Merwin Street property on the Cuyahoga River. Forced to relocate in 1957 to straighten a bend in the river. Relocated at the Elm Street property formerly owned by Lehigh Portland Cement Company. First cargo delivered by *Samuel Mitchell* on November 8, 1916.

3. DULUTH, MINNESOTA

Built in 1917 next to the Cutler Wagner Company lime and salt processing plants. Steamer *Samuel Mitchell* delivered first cargo in November, 1917. First shipments from the plant were made in April, 1918.

4. MILWAUKEE, WISCONSIN

Built along the Burnham Canal in the heart of the city, and completed in 1923. On September 6, 1923 the *John W. Boardman* delivered the first cargo there on her maiden voyage.

5. BUFFALO, NEW YORK

Property purchased from Erie Railroad Company. Terminal completed in 1928, and on November 12, of that year, the *John W. Boardman* delivered the first cargo.

6. TOLEDO, OHIO

Property purchased on the Maumee River in 1920. Construction began in 1929. On May 19, 1930, the *S. T. Crapo* delivered the first cargo.

7. OSWEGO, NEW YORK

This, the only Huron plant on Lake Ontario, was built in 1932.

8. SAGINAW, MICHIGAN

Built on property along the Saginaw River in 1937.

9. MUSKEGON, MICHIGAN

Built on the south shore of Muskegon Lake by Love Construction Company in 1937.

10. GREEN BAY, WISCONSIN

Built along the Fox River in 1950. On November 16, 1950, the *S. T. Crapo* delivered the first cement cargo into Green Bay.

11. SUPERIOR, WISCONSIN

Constructed as a clinker grinding mill, the first since the Detroit mill in 1910. Built adjacent to the Cutler-LaLiberte-McDougall Corporation in 1950 for use of their 551-foot bridge crane. On August 30, 1950, the bulk freighter *Andrew S. Upson* (Buckeye S.S. Co.) delivered the first cargo of clinker.

THE HURON FLEET IN ORDER OF ACQUISITION BY THE COMPANY

SAMUEL MITCHELL: US 116495. Built in 1892 at Globe Iron Works, Cleveland, Ohio as a pack-age freighter. 308.0 x 40.6 x 24.6. Converted to a self-unloading cement carrier, by McLouth Shipyards, Marine City, Michigan, in 1916. Requisitioned by the US Maritime Commission in 1942. Returned to Huron in 1948 and reconverted to self-unloading cement carrier equipped with patented air-slide. Sold to Selvick Marine Towing of Sturgeon Bay, Wisconsin in July, 1973 and renamed; b) *Mel William Selvick*. Still in service as cement barge. Capacity 17,000 barrels.

JOHN W. BOARDMAN: US 223376. Built in 1923 at the Toledo Shipbuilding Company, Toledo, Ohio. 350 x 55 x 28. First vessel built from keel up to serve as a self-unloading cement carrier. Renamed; b) *Lewis G. Harriman* in 1965. Now serving as a transfer barge in Duluth Superior area. Capacity 35,000 barrels.

S. T. CRAPO: US 226885. Built at Great Lakes Engineering Works, River Rouge, Michigan in 1927. 402.6 x 60.3 x 29. Capacity 47,000 barrels. Was fleet flagship until 1965.

PAUL H. TOWNSEND: US 248646. Built by the Consolidated Steel Corporation, Ltd., Wilmington, California in 1945 as a coastal freighter. 447 x 50 x 29. Launched as a) *Hickory Coll.* Renamed b) *Coastal Delegate* in 1946. Sold to Huron in 1952 and converted to a self-unloading cement carrier at Hoboken, N. J. Renamed c) *Paul H. Townsend* in 1953. Lengthened 106 feet at Ashtabula, Ohio in 1958. Only diesel ship in fleet. Capacity 45,000 barrels.

E. M. FORD: US 150786. Built in 1898 by the Cleveland Shipbuilding Company, Cleveland, Ohio, as; a) *Presque Isle*. 428 x 50 x 28. Sold to Huron in 1955 and after conversion to self-unloading cement carrier renamed b) *E. M. Ford* in 1956. 39,000 barrel capacity.

J. B. FORD: US 200666. Built in 1904 at the American Shipbuilding Company, Lorain, Ohio as; a) *Edwin F. Holmes*. 440 x 50 x 28. Renamed b) *E. C. Collins* in 1916. Sold to Huron in 1959, converted to self-unloading cement carrier at Christy Corporation, Sturgeon Bay, Wisconsin, and renamed; c) *J. B. Ford*.

J. A. W. IGLEHART: US 235570. Built in 1936 at Sun Shipbuilding and Dry Dock Company, Chester, Pennsylvania. 501.63 x 68 x 37. Launched as *Pan Amoco* and renamed; b) *Amoco* in 1955. Sold to Huron in 1960 and renamed; c) *H. R. Schemm*. Idle for four years at Sturgeon Bay, Wisconsin, then taken to Chicago Division of American Shipbuilding Company for conversion to self-unloading cement carrier and renamed; d) *J. A. W. Iglehart*. 65,000 barrel capacity.



The **J. A. W. IGLEHART** passing the Dossin Museum in the Detroit River, August 16, 1976.

Photo by EDWARD N. MIDDLETON.

Only A Few Remain



by
BRUCE TOWAR

As we like to scan the harbors for boats that we haven't seen before, often, in an inconspicuous corner, a fish tug or two catches our eye. Close by is the tar-paper or corrugated metal net shed, and, in some ports, the structures are retail outlets for the "day's catch." Stacks of boxes, weights, floats, buoy sticks and netting lay in disarray in most instances. Spare engine parts lie discarded about with the ever-present lengths of line; symbols of the commercial fishermen come and gone. If he went out to tend nets today, it was probably around 4:30 a.m. If the boxes are

stacked neatly, they await loading up again at 4:00 a.m. on another fair day. The net boxes are repacked to easily feed the netting over the spool jutting out the stern of the gill net tugs.

Such flotsam conjures up different feelings in different people. Over the past few years, the lot of the Great Lakes commercial fisherman has been bantered about the shoreline in the ports, and even into the courts. As fish depletions began concerning Department of Natural Resource (DNR) people to greater degrees over the years, the future of this livelihood for many on the Lakes began to take

For those of us not depending upon the outcome of all this to shape our lives, we can still appreciate the aesthetic nostalgia. The little tugs do have some charm. Those with wooden hulls (if you are lucky enough to find one) are quite old usually, most in the forty to fifty year vintage. Many of the wooden oldtimers have been fitted with steel plating over the hull to combat ice. Some boats have "blood lines," or histories, that actually bespeak the transition of one era into another.

The *Fanny B.*, born a sailboat, in 1911 up in the bountiful whitefish hold...a strangle hold, unfortunately, for the fisherman. Essentially, the "fish story" we hear today is not good and another natural resource, which once abounded on all our lakes, is no more. (For the United states, that is.) Regulations have been handed down from the various Lake-boundary states which have virtually closed up the industry.

As you will notice on your walks about the piers, several of these boats bear "for sale" signs while some are being refurbished to move to other ports in states having less restrictive legislation for the fisherman. Other boats are waiting for renewed regulation to either lessen or increase as the DNR fact-finders make their recommendations.

waters of Lake Superior, was later lengthened from 26 to 32 feet and was adapted to the rigors of storm by housing-in her deck and converting completely to mechanical propulsion. She served two masters until 1969. Beached for six years, she was trucked to Ludington, Michigan where today, as a monument to the early industry, she is displayed in an open field overlooking the auto-ferry docks in Ludington Harbor.

Over their years, the small tugs are worked quite hard. In order to best profit from the catch, the season has to remain open all year. When icy winds close the ports to all other small craft, the tugs with steel bottoms or hulls are sometimes seen smashing the ice into a channel of slush to open water. Their gill nets sometimes set many miles out into the Lakes, weather conditions change and at times the craft are trapped...or locked out for the night...as ice jams close the harbor entrance.

The *Carolyn*, now designated as a "research boat" is often seen chugging up the Black River at South Haven, Michigan through the slush ice. Owners Walter and Lloyd McCash have spent involuntary nights out trying to ram their boat back home.

Luckier than most, they hold one



Abandoned smokehouse and shanties are all that identifies any commercial fishing, and...oh, yes...the lone tug in the scene is for sale. Location is Ludington, Michigan. Author's Photo.

of six research permits issued by the DNR to Lake Michigan fisheries picked by lottery a year ago would be permitted to operate to give the DNR a count of the chub population feared to be becoming extinct. Hopefully, the bloater chub are in a cycle, as in past years, and may return in large numbers.

The State of Michigan alone, with its lengthy shoreline once harbored some 1600 boats. Now but a few remain. Several are being sold to private owners who see conversion possibilities as pleasure craft. The prices no doubt vary in scale with the fisherman's haste to sell-out and get into some other livelihood.

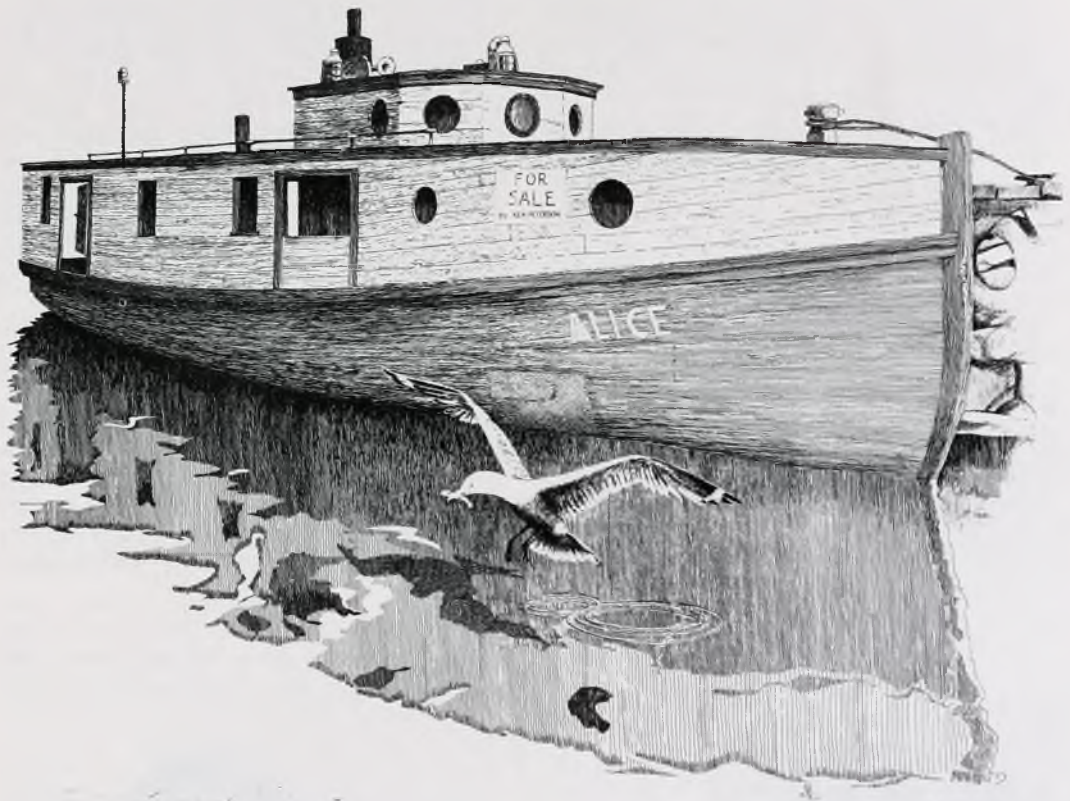
If you are ever invited aboard one of these little tugs you see a study

in American ingenuity at its best. Function, rather than spit and polish, seems to be the main theme. An auxiliary throttle for one boat I visited was a remodded garbage can top nailed to the cabin ceiling and notched at one-inch intervals to slip a linkage piece of heavy wire that ran from the net-lifting hatch back to the wheelhouse. Wa-lah! An automatic pilot! Rough carpenters all, the commercial fisherman combines his ingenuity and creativity into some bizarre "Rube Goldberg" devices. Indeed, with the manufacture of fishing machinery *also* on the decline, devices required to keep the operations going require a lot of clothes line, whittled sticks, bent nails and highly fashioned



When whitefish was king...early photo shows Mackinaw-type on the right, and net drying racks in the background. The early gasoline and diesel engines allowed fishermen further distances and rougher seas to pursue their catch. The end of sail was near.

Photo courtesy of HOWARD LaFOND.



Author's rendition of *ALICE*. The prints are from a collection scheduled to be shown at Pössin Museum later this year.

gimmickry.

The giant amongst power plants for many of these boats since 1895 has been the Kahlenberg engine. The first Kahlenberg gasoline engine was used in a Two Rivers, Wisconsin fishing boat in 1898. This boat was one of the first to span the gap in the great whitefish era by converting from sail to power. It was a Mackinaw type, styled as a double ender in the 24-28-foot range with tiller arm and two or three pairs of oars, and also featuring demountable spar and sails. Lifting and setting of nets was by hand, and entirely open, similar in some ways to the old Coast Guard "surf boats" of the early 1900's.

The first Kahlenberg diesel was in the fish tug *Karleruhe*, of Two Rivers in 1915. It was a two-cylinder 50-60 hp unit, one that is exactly duplicated by one in the Two

Rivers Museum today.

Ken Peterson testifies that his Kahlenberg still runs "like an eight day watch" even after four sinkings and raisings of his 36-year-old *Alice* out of Fairport, Michigan. The *Alice* is the second boat this old 75-90 has been in.

This boat, for me, is an example of the vessel which I endeavor to collect with camera and pen-point. In 1973, I first saw *Alice* docked in Fairport much as she appears in the drawing; a symbol of an industry "going under." Her "For Sale" sign punctuates a frustration over the years, to retire. In much need of repair, I wondered if any would take the time to give it a gamble. 52 feet in length, and with an 11-foot beam, she was originally equipped with a steam boiler to operate the lifter, light plant, air compressor, etc., later powered by a small gas



The *ISLANDER*, from a pen and ink drawing by the author.

engine. She was used for chub and trout fishing out of Milwaukee for many years. Ken Peterson bought her in 1960 and fished perch out of Milwaukee, after which she was fitted with trawling equipment. Trawling Lake Winnebago, Wisconsin for sheep-head and other species of rough fish until 1966, he brought her to Fairport where she was idle until sold in 1975. The *Alice* was built for rough weather, Lake Michigan fishing, evidenced by her deep hull and very heavy white oak superstructure. Her keel was laid from stem to stern from a piece of 16-inch white oak where her 4-inch ribs were spaced 3-inches apart for winter running in ice. The *Alice's* last ten years have been grueling ones being sunk and raised four times until finally pulled ashore near Garden, in the Upper Peninsula of Michigan.

Most all small harbors around the

Lakes have their reminders of a day when man was using the Lakes as a natural resource.

Leland, Michigan, staving off financial chaos in its harbor, has made a tourist attraction of some note. The old sheds and shacks that border the harbor are rented each summer season to artists, craftsmen and gift-ware people and are used as instant galleries. An imposing restaurant and inn nearby help generate the movement of the vacationer about the tiny harbor. A remaining fisherman and his retail shop seem to gather a good crowd. His smoke-house also adds "flavor" to the overall atmosphere.

The luck is not this good in other communities about the Lakes, as they are not all situated geographically convenient for a tourist trade. One such village is Fairport. At the tip of the Garden Peninsula which juts

out and forms the "jamb" of the door of Door County, Wisconsin, a motoring tourist has to come thirty miles down the peninsula to visit. Thanks to the Michigan Parks Department, several venture two-thirds of the way to the renovated iron town of Fayette and visit its fine museum and stroll the reconstructed harbor village which saw its hey-day smelting pig iron. The whole Garden Peninsula, itself, is a lovely place however.

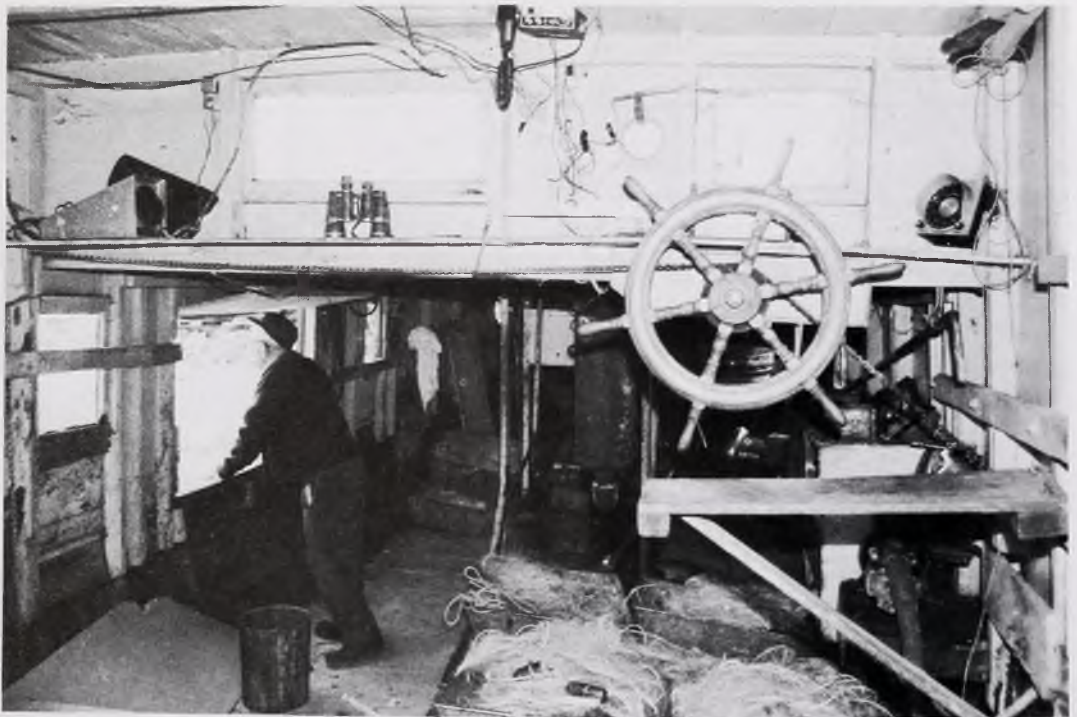
Due to this suspension of the fate of the commercial fisherman, the visitor to these ports will find a rather cool attitude. They don't care for the Lakes being turned into a recreation land for sport fishing. Talk of the coho and various other DNR fish plantings over the years is not popular with the commercial fisherman who is not permitted to harvest the species.

Other factors adding to the close down of the industry over the years, of course, was the sea lamprey

cutting a deep swath into trout populations.

Then there is pollution, another factor which seems to increase rather than be attended to. This, affecting the very meat of the fish, has brought cautionary warnings even to the sport fisherman to be wary of his catch! So, when one looks at a chart of all the Great Lakes, it is hard to imagine that their use as a bountiful, rich supplier of a food source, has failed over such a few years of man's encroachment.

Canada, occupying almost as much shoreline along the Lakes, save for Lake Michigan, does not come under the same regulations, of course, and their commercial fishing picture is considerably brighter. New steel boats are being built with all the conveniences of big-business fishing. Sixty-footers, with radar, sonar, and ship-to-shore telephone systems are fast becoming impressive fleets serving their modern processing and cold-storage facilities.



The basics and no frills, the **DAWN** out of Fairport, Michigan, is the more typical American vessel with wheel house astern. A smaller boat, she is powered with a Cummins Diesel.

AUTHOR'S Photo



Tugs and trawlers in an early photo gather in Two Rivers harbor. Ten boats in one scene!

Photo courtesy of HOWARD LaFOND.

Celebrating a decrease in American competition, yet largely catering to American markets, the Canadian fisheries thrive lustily on the same waters that contain the same fish that contain the same mercury effluents as ours. Ironic, what?

Meanwhile, back to the boats. I find that each one I visit is worth a little story in itself. I haven't visited Bayfield, Wisconsin, yet, which I understand is a retirement home for a lot of the old wooden hulled jobs that once worker the Superior region.

The boats with steel houses near the center of the craft are generally bigger and originally designed for larger crews. The man at the wheel did not leave his post and a crew of two or three others could set the nets, tend to the trawling

operation, or net setting astern.

The smaller boat, more typically American, has its wheelhouse astern where the skipper can get involved with the catch as he keeps an eye on running the craft.

The families that own a boat and have fished the Great Lakes from father to son are, indeed, a part of this heritage. Their stories of bouts with storms, ice, and human tragedy could, and will someday, fill books.

It is lonely in these fishing communities. Many seek other means of employment. A lot are selling out, boat and house, and moving into the factories or onto the farm. And, some are on the welfare rolls...just "waiting."

It was a heritage. Not worth saving, perhaps. ❀



GREAT LAKES *and* **SEAWAY NEWS**

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Aug. 26...The Panamanian sailing vessel *Erawan* departs Muskegon, Michigan for Green Bay, Wisconsin, after a two day stay.

Aug. 27...The *Erawan* ran aground just north of Algoma, Wisconsin. She was freed five hours later by the tug *John M. Selvick*, of Sturgeon Bay. Both vessels proceeded to Sturgeon Bay where the *Erawan* is to be inspected for possible damage.

Sep. 1...The Canadian bulk carrier *John E. F. Misener* entered Port Weller Dry Docks for a bow thruster tube and survey.

...The bulk carrier *Sparrows Point*, of the Bethlehem Fleet, suffered rudder damage while backing out of Messabe No. 5 ore dock at Duluth. She was unloaded and towed to Fraser Shipyards in Superior, Wisconsin, for repair.

...The self-unloader *Brookdale* was freed from grounding near Port Lambton, Ontario. There were no injuries nor serious damage to the vessel.

Sep. 3...Paterson's new vessel *Soodoc* loaded salt at Goderich, Ontario on her maiden voyage. The new vessel is 355.5 feet long with a 49 foot beam and 30.5 foot depth. She is a sister to the *Ontadoc*.

...The *Erawan* is at anchor in Marinette, Wisconsin because her pilot left the ship after failing to receive \$6,800 in fees. In addition, the Selvick Marine Towing Company has billed the Captain, Phillip^e Ersnos for \$3,800 for towing the ship to Sturgeon Bay. Captain Ersnos feels the fee is far too high. The *Erawan* later moved to the dock of the Menominee Paper Company at Menominee, Michigan.

Sep. 4...*Erawan* has settled her towing bill with Selvick Marine Towing, but she is still prevented from leaving until her pilot fees are paid.

...The self-unloader *John A. Kling* put in at Muskegon with coal.

Sep. 5...The Liberian motor vessel *Lorfie* struck Eisenhower Lock in the St. Lawrence Seaway. Damage was minor to the vessel and none to the lock. She is returning from Duluth.

...The self-unloader *John J. Boland* paid her first visit to Muskegon, Michigan where she unloaded coal at the Cobb Power Plant.

Sep. 7...*Lorfi* arrives at Montreal.

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Sep. 8...The bulk carrier *William A. Reiss* passes upbound at the Soo. She has been idle since 1974 and recently underwent a major refit at Cleveland.

...The U.S. Coast Guard icebreaker *Westwind* paid a rare visit to the Port of Bristol, England. The *Westwind* has done service in the Great Lakes.

Sep. 12...While loading cargo in Montreal for the Arctic, fire broke out in the No. 2. hold of the Canadian motor vessel *A. C. Crosbie*. The hatch was closed and carbon dioxide pumped in to extinguish the blaze.

Sep. 13...When the hold of the *A. C. Crosbie* was opened today the fire re-started, necessitating a repeat of the previous process.

...An intensive sea search off the Yorkshire coast in England has turned up significant findings by the Anglo-American Expedition searching for the 200 year old *Bonhomme Richard*. More investigation will be made using full diving facilities later this year, or early in 1977.

Sep. 14...The bulk carrier *Middletown* arrived at Fraser Shipyards for dry-docking and rudder repairs.

...*A. C. Crosbie* cleared Montreal for Contrecoeur where her No. 2 hold is to be discharged of all cargo.

Sep. 15...The former *Ranger*, later University of Michigan research vessel *Inland Seas*, has been sold by Don Lee to interests in Barbadoes. She has been tied up at Port Lambton, Ontario.



The steamer **BROOKDALE**, which suffered a grounding, is seen here as she recently appeared in the Welland Canal.

Photo by SKIP GILLHAM

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Sep. 17...A report from Florida indicates that the former Seaway visitor, *B. A. Canada* has been scrapped at Panama City, in that state.

Sep. 18...The *John E. F. Misener* has cleared Port Weller Drydock to be replaced there by the *Montrealais*.

Sep. 21...C.S.L.'s *Hochelaga* has gone aground at Parry Sound, in Georgian Bay. The tug *Barbara Ann*, of St. Clair, Michigan, has been called for assistance in refloating her.

Sep. 22...The American self-unloader *Roger M. Kyes*, in ballast, struck the bottom in Buffalo Harbor. Two bottom tanks were holed and three others had damage. She is to proceed to Chicago for drydocking and repairs.

...The Canadian tug *LaPrarie* and a scow are engaged in dragging operations on Lake St. Francis, St. Lawrence Seaway.

Sep. 23...England's Land's End Radio received a report from the tanker *Cate Brovig* stating that at 12:52 GMT she had received an urgency signal from the sailing vessel *Christian Radich* reporting approximate position Lat 47 N, Long 14 W, drifting east at 3 to 4 knots with severe damage to sails and rigging, wind force 11 (storm). If hurricane lasts more than 12 hours request assistance. Main transmitter broken down. At 13:04 GMT, tug *Amsterdam* left Mount's Bay in direction of the casualty.

...The barge *C. S. Band*, formerly the consort barge *Owendoc*, (see TELESCOPE, Vol. XXV, page 158) was towed down the Welland Canal by the tugs *G. W. Rogers* and *Princess No. 1*. She has been used by McNamara Construction Company of Canada in connection with the construction of the Ontario-Hydro nuclear power plant at Douglas Point on Lake Huron. She is headed for Whitby, Ontario.

Sep. 24...The Grand Trunk carferry *City of Milwaukee* will begin cross-Lake Michigan operations from Muskegon to Milwaukee soon, after an extended absence from the route. The regular vessel on the run, the *Madison*, will be undergoing a thorough inspection in Muskegon, and she is expected to be idle for close to two months.

...At 06:00 GMT, the French frigate *LeSavoyard* radioed Brest Le Conquet Radio that the *Christian Radich* is at Lat 47° 30'N; Long 15° 10'W, and is drifting north at 4 to 5 knots. *LeSavoyard* is standing by.

...*LeSavoyard* reported at 10:00 GMT that the *Christian Radich* is under way, course 09° true, making 3 to 5 knots under lower sails. Her topmast and topmast rigging damaged. She intends to put into Falmouth, England, to effect repairs. *LeSavoyard* is escorting her.

...At 12:45 GMT the French frigate *LeSavoyard* has ceased her assistance to *Christian Radich* at the latter's request.

...Canadian motor vessel *A. C. Crosbie* passed Ste. Croix, Quebec, eastbound.

Sep. 25...The tanker *Amoco Wisconsin* called at Muskegon Amoco Terminal with 48,000 barrels of #2 fuel oil. It is her first trip to this port in some time.

...The bulk freighter *Paul L. Tietjin* returned to service. She has been idle since 1974.

Sep. 26...The self unloader *J. R. Sensibar* suffered an engine breakdown

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The barge *C. S. BAND*, headed for Whitby, Ontario is seen here on the Welland Canal below Lock 4.

Photo by BARRY ANDERSON

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while at Huron, Ohio.

Sep. 27...The *Christian Radich* entered Falmouth harbor at 02:09 GMT. She is berthed at King's Wharf where she will undergo repair to damages.

...*Roger M. Kyes* is surveyed in dry dock at Chicago. She has bottom and bilge plating, port and starboard, holed or damaged. Repair is under way.

Sep. 28...A Quebec Superior Court has issued an order placing the Panamanian vessel *Oriental Victory* and her cargo under legal seizure. The order was issued because her master withheld wages of the crew. The ship sailed from Brisbane with 7,500 tons of aluminum for Kitimat, B.C., but was diverted to Oswego, NY because of a strike by Alcan workers in Canada. When the vessel arrived in Oswego, longshoremen refused to unload her because of the strike. She returned to Montreal where the arrest was made. The master has withheld \$100,000 from crew wages.

...American Ship Building Company's Hull 906 midsection leaves the Toledo Yard under tow, bound for the Lorain Yard where the forward and after ends are to be attached.

Sep. 29...Barge *G.L.B. No. 1* is now at Rockport, Michigan, floating bottom up, and being held in that position by compressed air and pumps. Visible damage is heavier than anticipated on bottom and sides.

...*Christian Radich* has cleared Falmouth for Oslo, Norway.

...The Canadian bulk-carrier *Montrealais* has cleared Port Weller Dry Dock and has been replaced by the ferry *Pelee Islander* and *Laviolette*. The *Laviolette* had been towed to Port Weller by the tugs *Lac Como* and *Lac Manitoba*.

Sep. 30...The 660-foot bow section of the new American Steamship Company self-unloader *Belle River* was launched at the Bay Shipbuilding Yard at Sturgeon Bay, Wisconsin. The 340-foot stern section is still under construction at the same yard.

Oct. 1...The *Chicago Trader* is tied up at the "Frog Pond" in Toledo, Ohio making her the first vessel to lay up this year.

...The keel was laid for the midsection of Hull No. 907 at the Toledo Yard of American Shipbuilding Company. Hull 907 will be a 1,000-footer.

Oct. 2...Captain Ernest Buchser, returning from a three-week vacation, went on board the *J. R. Sensibar*, called his office at Cleveland, Ohio, turned around and dropped dead. He was a victim of a heart attack.

...The \$20 million *Canadian Olympic* is christened at Port Weller Dry Dock. She is due to enter service later this year.

...Two 12-ton cargo cranes collapsed over the hatch of the *A. C. Crosbie* while she was unloading cargo at Strathcona, Northwest Territory, Canada. It will be necessary to remove damaged equipment before cargo can be discharged. A Canadian Coast Guard icebreaker is standing by and has advised owners that ice is rapidly closing in and that the vessel must be ready to leave within five days or face the possibility of being locked in for the winter.

...Kenneth K. Simpson, 67, of Detroit, died. He was captain of the N&W Railroad's carferry tugs and carferries before he retired in 1973 after 37 years

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of service.

Oct. 3...William B. Buhrmann, U.S. Steel Great Lakes Fleet; Robert Lucas, Kinsman Marine Transit Co., and; M. Thomas Moore, Cleveland Cliffs Iron Co., have been elected members of the American Bureau of Shipping.

Oct. 4...While downbound in Lake St. Clair, near the Crib Light, the self unloader Detroit Edison brushed a cabin cruiser which cut in front of her.

Oct. 5...Canadian tanker *Texaco Warrior* passed up the Welland Canal on her first trip into the upper lakes.

Oct. 6...The *Pelee Islander* and *Laviolette* left Port Weller Dry Docks and were replaced by the 71-year-old *Westdale*, in for survey.

Oct. 7...Tugs *Lac Como* and *Lac Manitoba* tow *Laviolette* up the Welland Canal bound for Sarnia, Ontario.

...The U.S. Coast Guard cutter *Buckthorn* took aboard five passengers and pulled away from Gray's Reef Lighthouse, bringing to an end an era of manned light stations in northern Lake Michigan. It was this light that was last to be automated. For the first time since 1891, the lights which guide traffic through the Straits of Mackinac from Lake Michigan will be turned on and off electronically.

Oct. 8...The tall ship *Erawan* passed downbound under the Blue Water Bridge at Port Huron, Michigan. She is bound for salt water and freedom from the Lakes, which, by testimony of her master, can't come soon enough!

Oct. 9...After the damaged cranes were removed, *A. C. Crosbie* cleared Strathcona for Clyde, N.W.T., where she will finish unloading cargo.

...The Eastern Upper Peninsula Transportation Authority received a \$1.07 million grant from the Urban Mass Transportation Administration to help improve ferry service in the St. Mary's River at Sault Ste. Marie, Michigan.

Oct. 10...Thirty-four members of the crew of the Yugoslav vessel *Idrija* were rescued by a Quebec police helicopter after the vessel caught fire and drifted throughout the night in the St. Lawrence River near Mont Joli, Quebec, 150 miles northeast of Quebec City. They were unable to issue a distress call. Police were notified early today by riverside residents who saw the vessel listing. The rescue took two hours to complete. The fire was in the engine room and one passenger cabin. The *Idrija* was in Comeau Bay, at anchor, waiting to load barley for the U.K. Later on in the day Canadian authorities boarded the vessel along with ship's officers to assess damage and protect the vessel from unauthorized boarding.

..."Unnamed vessel" in tow passed up the Detroit River today. She is the former *Laviolette*, which according to information at Detroit has been de-named without a new name having yet been assigned; an unusual procedure.

Oct. 13...The diesel tug *Crow* and the Michigan-Atlantic barge *Erie* are escorted to White Lake, Michigan by near-gale winds off Lake Michigan. They are bound for Hooker Chemical and Plastic Corporation plant at Montague, Michigan.

Oct. 14...At about 08:00 the tug *Crow* and barge *Erie* departed White Lake bound for Chicago with a load of caustic soda. An attempted earlier departure had been thwarted when winds continued on Lake Michigan.

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...From Quebec City, a report has been received that the Canadian yacht *Archie F. Mackenzie* has been refloated.

...The *Idrija* arrived in Quebec City in tow.

...The barge carrying 34,000 gallons of Toluene which broke loose from her tug, *Mary E Hannah*, ran aground on the rocks of White Shoal, between Beaver Island and the Michigan mainland, arrived in Mackinaw City, Michigan under tow of tugs. The barge, which had been drifting free, was anchored yesterday by crew members assisted by the Coast Guard. The tug suffered hull damage and was also towed into port. Toluene is a refined petroleum produce, described as both combustible and toxic.

Oct. 15...A north-west gale is blowing on Lake Michigan and is holding the self-unloader *Sharon* and carferry *City of Milwaukee* at bay on Muskegon Lake. The *Sharon* arrived yesterday with a load of coal for the Cobb Power Plant. Waves on Lake Michigan are reported running seven to thirteen feet.

...The *Westdale* has cleared Port Weller Drydock following her survey.

...Marinette Marine Corporation of Marinette, Wisconsin, has completed an agreement to construct two large commercial tugs for Coordinated Caribbean Transport, Inc., a subsidiary of Transway International Corporation of Miami, Florida. The tugs will be part of a barge-tug ship. The two barges will be built by Seatrain Lines, Inc., New York at their shipyard in Brooklyn, NY. The tugs are to be 150-foot length, 40-foot beam, with a maximum draft of 24-feet, and 7,000 hp engines. The tug-barge combination (known as Artubar, *articulated-tug-barge*) will replace the CCT trailerships now serving Central America, Panama and Ecuador. Both vessels should be in service by 1978.

Oct. 17...*Frank A. Sherman* enters Port Weller Dry Dock for survey, plate repairs, and painting.

Oct. 18...The *Sylvia L. Ossa*, bound from Venezuela to Philadelphia with ore, is missing in the Bermuda Triangle. She is a former T-2 tanker and visited the Lakes as *Marathonian* in 1973. At that time she was involved in a collision with *Rolwi* in Lake Michigan.

...The engine room of *Idrija* has been pumped out and repairs begun.

...A. C. *Crosbie* is surveyed in Montreal for damages during her last trip.

Oct. 19...The tall ship *Erawan*, which had her share of trouble in the Great Lakes, has run aground near Derabies Island, about two miles east of Canso Harbor. The vessel's hull is badly damaged the crew of nine escaped without injury and plan to remain on board. The Cape Bretton area has been hit with a violent storm which came up shortly after the ship grounded.

...The Algoma Railway's new vessel *Algosea* is christened at Port Colborne.

...The Dutch coastal freighter *Gabriella* is abandoned in the Atlantic in rough weather off Newfoundland. She is listing badly and two men are picked up by the container ship *Transamerica*. The *Gabriella* is bound for Toronto to load diesel engines for Algeria. Two bodies have been recovered while eleven remain missing.

Oct. 20...The tanker *Texaco Warrior* slammed into the Grand Trunk Railroad dock at Port Huron early this morning and demolished the structure. The ship

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was turning to go down the St. Clair River from Sarnia when she got caught in the current.

...A report from St. John's, NF indicates that the *Gabriella* is heading for that port under her own power. She is crewed by Chief Officer and Second Engineer of the *Transamerica* and is being escorted by the Coast Guard vessel *Daring*.

...The crew has been removed from the *Erawan*. The vessel's fuel for auxiliary engines was also removed as a precaution against pollution.

Oct. 21...The Panamanian wooden auxiliary schooner *Erawan* broke up during a storm that brought winds up to 60 miles per hour and 30-foot waves.

...The *Gabriella* arrived at St. John's. It is believed the vessel will make repairs before continuing to Montreal.

Oct. 22...The self-unloader *Buffalo* arrived at Toledo with her bow-thruster gone. She tied up at the C&O #3 coal dock where 2,800 tons of coal were put in her after cargo hold. This brought the thruster out of water so that the repairs could be made.

...It appears that three 12-ton hull dividers broke loose in the hull of the *Gabriella* and one punctured a side ballast tank. As a result, about 250 tons of sea water poured into the hold, causing the list.

Oct. 23...The *Buffalo* has been repaired and Captain Wheeler leaves for a 30-day vacation.

...*Oriental Victory* sailed for Kingston after her owners paid the crew and the Canadian Government released the vessel.

...The self-unloader *Erindale* is tied up in Hamilton undergoing engine repairs and an upgrading of her crew's quarters.

Oct. 24...The remaining 7 bodies from the *Gabriella* came ashore in a liferaft near St. Shott's, NF. All had perished from exposure.

Oct. 25...The U.S. Army Corps of Engineers derrickboat *Harvey* and tug *Owen M. Frederick* started installing the ice boom in Course 2, Little Rapids Channel, St. Mary's River.

Oct. 27...The Canadian bulk carrier *Helen Evans* apparently was damaged in a recent ice storm and is undergoing necessary repairs.

...The *Oriental Victory* arrived in Kingston, Ontario.

Oct. 28...A U.S. Federal Appeals Court agreed that Reserve Mining Company must stop dumping taconite waste into Lake Superior, or close its Silver Bay plant by July 7, 1977, and must pay more than \$1 million in costs. The court said, however, that if Reserve and the State of Minnesota can agree upon an on-land disposal site, the company may ask for modification of the deadline.

Oct. 29...The *Ernest T. Weir*, downbound with ore, will drop some of her load at Great Lakes Steel in River Rouge, Michigan, then will go up the Rouge River to the Ford Motor plant to unload the rest. From there she will to her winter layup.

Oct. 31...The Liberian vessel *Garden Saturn* was involved in collision with the motor bulk-carrier *Ondine* (Ghent for Detroit. The *Garden Saturn* was headed out of the Lakes from Thunder Bay, Ontario, with a cargo for Greece.

